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SUBURBANIZATION HISTORIC CONTEXT AND SURVEY METHODOLOGY

I-495/I-95 Capital Beltway Corridor
Transportation Study

Montgomery and Prince George's
Counties, Maryland

Volume I

Prepared for:

Maryland Department of Transportation
State Highway Administration

Prepared by:

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TRANSPORTATION STUDY

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A. INTRODUCTION

The Federal Highway Administration (FHWA) and the Maryland State Highway Administration (SHA), in cooperation with the Mass Transit Administration (MTA), are currently studying Maryland's 42-mile section of the I-95/ I-495 Capital Beltway from the American Legion Bridge to the Woodrow Wilson Bridge (Figure 1). This work has been initiated to investigate options for improving the traffic conditions on the Capital Beltway.

Due to the extensive number of late-nineteenth and twentieth century suburban resources within the project area, a comprehensive approach to research and study of these resources has been taken. This includes the preparation of an historic context that traces the history of suburbanization, the influences and trends which encouraged this development and the nature of the resources which illustrate the suburban movement. The historic context delineates expected property types and provides specific guidelines for evaluating significance, followed by a methodology for research and survey of resources. Specifically, the context consists of four parts: a history of suburbanization, a study of architectural styles and community design in the suburbs, identification of suburban property types, including a framework for evaluating significance, and a survey methodology which develops treatments tailored to property types. Throughout the historic context, discussion is structured based on the Chronological/Developmental Periods defined by the Maryland Historical Trust (MHT), which correspond to the periods of suburbanization; that is, the Agricultural-Industrial Transition Period (1815-1870), the Industrial/Urban Dominance Period (1870-1930) and the Modern Period (1930-1960). For the purposes of this report, research into the Modern Period was taken only as far as circa 1960 so as to include resources that will be coming of National Register eligibility age within the next ten years. The report does not include company towns as they are not relevant to this particular context. They developed under a very different set of catalysts and must be considered as an entity unto themselves. Nor does it include transportation resources other than parkways.

The historic context begins with a general discussion of the history of suburbanization across the United States, within the State of Maryland and in the area surrounding Washington, D.C. (Chapter B). Emphasis is placed on the Washington, D.C. suburbs of Montgomery and Prince George's counties in Maryland as they encompass the area that will be affected by this project. Through the three relevant chronological/developmental periods, events and philosophies that enabled and encouraged suburbanization are discussed. These include technological influences, social and cultural influences, socioeconomic influences, ethnic influences, and urban and regional planning ideals.

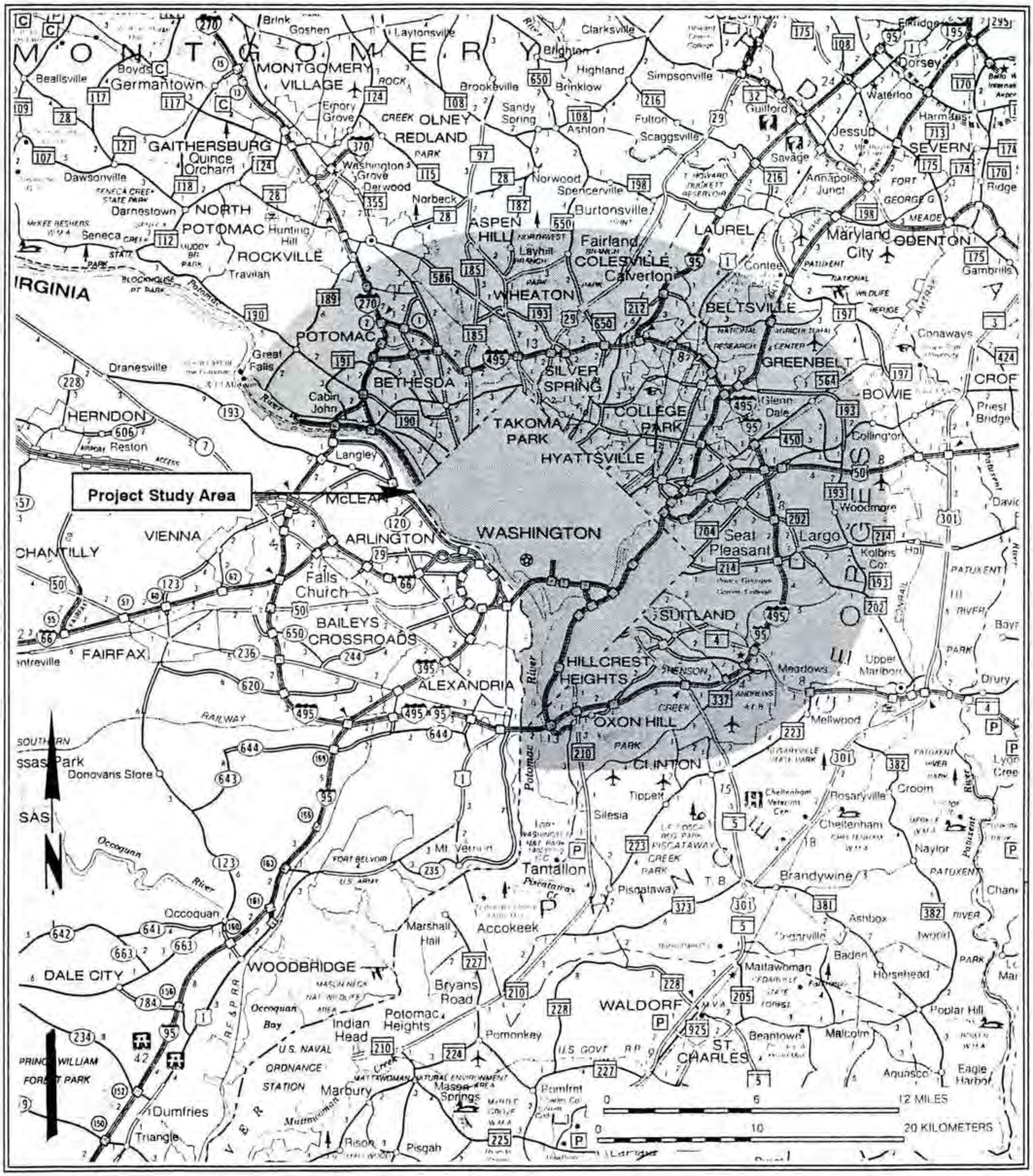
Chapter C of the historic context includes a study of development patterns in the suburbs and the architecture of the suburbs. Development patterns have been examined, both for their characteristics and for the influences that shaped them. These influences include modes of transportation that contributed to the development of suburban areas, e.g. differences in the spatial arrangement of streetcar suburbs as compared to freeway suburbs. Other influences affecting community design and spatial

arrangement include the income level of the prospective residents and philosophical views of sociology and planning which encouraged design trends. These influences affected such features of the suburbs as the size of the lots, the building type (e.g. single-family residence, duplex, apartment buildings), and the incorporation of amenities such as parks and community centers. In addition, the arrangement of communities, from rectangular blocks within a grid system to naturalistic settings with curvilinear streets and cul-de-sacs, was driven by philosophical movements within the planning and design professions of the late-nineteenth and twentieth centuries.

Chapter D of the historic context defines suburban property types. It discusses the evolution of both residential and non-residential property types, including the stimulants to their development. In addition, this chapter identifies the character-defining elements (CDEs) of each property type and provides illustration of those CDEs. This chapter also provides specific considerations for evaluation of significance of each property type under the National Register criteria. It specifies the CDEs that must be present and the degree of integrity required for significance under the criteria to be justified.

Chapter E, the survey methodology, provides directives on specific treatments and levels of effort for the research and survey of properties in the project area, and provides guidance on defining areas of potential effect for each element of the project. Determinations on use of the appropriate survey treatment will be based upon the significance of the resource when evaluated within the framework developed in the historic context. The methodology provides for a four-step process; that is research of previous survey records, historic maps, and community histories; a reconnaissance survey; assignment of survey treatments; and intensive survey.

Finally, the context includes four appendices. Appendix A contains reconnaissance spreadsheets identifying historic resources within the area of potential effect for the proposed Capital Beltway highway improvements. Appendix B provides a list of developers and architects associated with the Washington, D.C. suburban communities in Maryland. Appendix C consists of proposed expanded National Register criteria for resources constructed between 1949-1960. Addendix D, comprising Volume II, contains Community Summary Sheets for suburban communities within the project area.



I-495/I-95 Capital Beltway Corridor Transportation Study

Montgomery and Prince George's Counties Suburbanization Historic Context and Survey Methodology

KCI Technologies, Inc.

Figure 1: Project Study Area

Source: Maryland Department of Transportation *State Highway Map*

Scale: 1: 380,160

B. HISTORY OF SUBURBANIZATION

B.1 General History of Suburbanization

Suburbanization across the United States was influenced by both social and technological developments. In most areas, suburban development was directly related to the evolution of transportation routes. Therefore, these suburbs can be characterized as railroad suburbs, streetcar/trolley suburbs, early automobile suburbs, and freeway suburbs. In addition, the location and design of suburbs throughout the nineteenth and twentieth centuries were influenced by such factors as the ethnic heritage and the income of the prospective residents. Philosophies in the nineteenth century that promoted the health benefits of living outside the city and the escape from urban living encouraged settlement in areas outside urban centers. Later in the twentieth century, the philosophy was further perpetuated by urban and regional planning ideals. In both the nineteenth and the twentieth centuries, the phenomenon of pattern-books and mail-order houses influenced and standardized the development of housing across the United States. All of these influences combined to create a nationwide trend away from urban living and toward suburban development.

B.1.1 Agricultural-Industrial Transition Period (1815-1870)

The trend towards suburbanization in the United States has been attributed to the ideas set forth by Thomas Jefferson. As well as describing the general American belief in the Declaration of Independence, the Jeffersonian perception of democracy was promoted by the belief that rural life is best for the soul. He believed that the environment had a strong effect on human beings, and that the right surroundings would encourage men and women to think clearly and behave rationally, a necessary quality for a democratic society. Only life in the country prevented one from being corrupted by city life, with its class divisions, social inequities and disorder. Through his system of land allotment, Jefferson hoped that the infinitely expandable grid would encourage the proliferation of equal, independent homesteads (Wright 1981, 21-22). Thousands of Americans believed that land meant equality and freedom, so despite the familiarity of urban living to the majority of immigrants, large tracts of open land in America beckoned families to claim independence on their own parcel of land. As cities developed as a result of the industrial revolution and the economic opportunities of cities began to outweigh those of the country, Americans were forced to search for the rural ideal within, or very close to, the city. While very few urban dwellers were capable of, or even willing to, earn their livelihood on a farm or other rural setting, most were content to search for the rural ideal within the confines of suburban living.

The pre-Civil War trend towards suburbanization began as a result of the Picturesque Movement developed and promoted by Andrew Jackson Downing and Alexander Jackson Davis. Born in 1815, Downing lived only to the age of 36, but in those short years he popularized the philosophies of "country living," what seemed to him the ideal American way of life. In the book *The Architecture of Country Houses*, Downing

prescribed the most appropriate and satisfactory houses and furnishing types for his fellow Americans. Primarily a nurseryman, landscape architect and "tastemaker," Downing relied on the architectural skills of Davis to enhance further his vision of the ideal residential experience. Llewellyn Park, New Jersey, was designed by Andrew Jackson Davis and built in 1857, incorporating the physical expression of the ideals of the Picturesque Movement into the design, including curvilinear roads and natural open spaces. As described by John Reps in his book *The Making of Urban America: A History of City Planning in the United States*, the suburb was developed by Llewellyn Haskell, a New York business man who practiced the religious doctrine of the Perfectionists, who believed that spiritual or moral perfection could be attained, and planned the development for fellow believers. Sites for about fifty houses were laid out, ranging in size from three to ten acres.

Though Davis promoted small, garden cottage homes as the appropriate housing type for the average American, the early designed suburbs were not attainable by the average American. Because they were often placed at some distance from the city and divided into large lots, the suburbs were only affordable to the elite. High commuting fares and the high price of real estate prevented all other classes from moving out of the cities (Fox 1985, 39). During this time period several other communities were developed to help the elite escape the rapidly expanding and increasingly unappealing city, including Lake Forest (1857) and Riverside (1869), both located outside Chicago, Illinois. Riverside was designed by Frederick Law Olmsted and Calvert Vaux, combining a rural and open atmosphere with gracefully curved lines, many trees, and mandatory setbacks for the houses to preserve the rural feeling of the design (Tishler 1989, 176). As well as being beautiful, the designs espoused by the Picturesque designers served an important purpose in the planning of new communities. In the mid-nineteenth century, sanitary conditions in most cities were well below modern standards. Most water came from shared wells and streams that were subject to run-off from the waste disposed in backyard septic tanks or cesspools. Improper drainage encouraged mosquitoes to breed, often resulting in city-wide Yellow Fever epidemics. As the population grew, these problems were compounded by the huge numbers of people forced into spaces that were designed for only a few. Olmsted's communities were designed to incorporate drainage of both sewage and storm water into the contours of the land. The location of swampy areas, brooks, streams, and other physical features was taken into account for health and aesthetic reasons. The location of open spaces and plantings was also considered for its effects on light and ventilation. In Olmsted's mind, sunlight, good air circulation and an adequate amount of vegetation were essential to reducing disease. One of his criteria for judging a well-designed community plan was the effectiveness of a design in reducing the threats of disease (Levy 1994, 31-32). The Picturesque Movement permeated almost every type of designed space, including cemeteries and parks. Though the design principles that were promoted would influence later curvilinear designs in the twentieth century, they never again reached the peak they had obtained in the late-nineteenth century.

For more on Thomas Jefferson's perceptions of the American ideal, see the 1972 reprint of his *Notes on the State of Virginia*. Additional information regarding the

Picturesque Movement can be found in A.J. Downing's 1859 book, *A Treatise on the Theory and Practice of Landscape Gardening* and his 1850 book, *The Architecture of Country Houses.*

B.1.2 Industrial/Urban Dominance Period (1870-1930)

From 1870 to 1930 many planned communities continued to be suburban enclaves for wealthy Americans. Olmsted's office continued to be the leading designer of these new suburban communities, including Tarrytown Heights in New York (1871), that was divided into individual lots and included separate villages for servants; Roland Park in Baltimore (1891), that introduced a commercial area and deed restrictions; Forest Hills Gardens, Queens, New York (1911); and Palos Verdes Estates near Los Angeles (1923). After 1920, planned communities were designed to accommodate the automobile and its space requirements. Residential densities were no higher than a few dwellings per acre, and large open spaces for recreation were famous in such mid-1920s developments as Shaker Heights (Cleveland), River Oaks (Houston), and the Country Club District (Kansas City).

From 1820 to its peak in 1890, the number of residents per square mile living in the central districts of American cities was on the rise. New manufacturing enterprises and opportunities were not only drawing workers from the surrounding rural areas into the urban sphere, but were also, until the beginning of World War I, attracting a huge immigrant population. The immigrant population had a huge impact on the industrial cities of the eastern seaboard and a lesser but nonetheless significant impact on service-oriented towns such as Washington, D.C. Though density declined somewhat towards the edges of cities, there remained a sharp delineation between city and country. The increasing density of urban places led to increased problems with health, sanitation, fire, and housing. Suburban housing seemed like an ideal solution for those who could afford to maintain two households, one in the city and one outside of it, or who could afford to pay the high commuting fares associated with railroads which served only a sparsely populated area. However, a suburban house remained unattainable for those who were not of the elite class. As technology continued to improve, a number of changes within the manufacturing and business world made it possible for a greater number of people to aspire to suburban living (Fox 1985, 38).

In the late nineteenth century, suburban growth was shaped by new ideas in addition to the ideals of aesthetic landscape design and the Picturesque Movement. As the nineteenth century moved towards its close, a number of technological and planning innovations spurred suburban growth onward. Four trends resulted in the spreading of the American city and the outward migration of those who could afford to move: the growth of the total urban population, especially the urban poor; the creation of larger, more noxious and physically unpleasant manufacturing and industrial plants; the introduction and expansion of mass transportation systems; and the articulation and popularization of the "suburban ideal." David Ames states in his article "Interpreting Post-World War II Suburban Landscapes as Historic Resources," that:

> ...it was the streetcar that created the modern metropolitan area as a settlement form--as an urban region made up of a high-density central city surrounded by lower-density suburbs whose residents commute daily to jobs in the central city...The street car greatly increased the area available for residential development by making it possible to travel ten miles from downtown in thirty minutes (Ames 1995, II-97).

The electrification of the streetcar in the 1880s prompted a number of lines to expand radially outward from most cities. These lines not only provided a cheap fare into the city, but also opened up new areas of land that were affordable for a larger number of people. Along the streetcar lines gridded residential neighborhoods developed, making every lot only a short distance from quick and inexpensive transportation into the city (Ames 1995, II-97). On these small lots, people were able to build detached homes with gardens for the first time in fairly large numbers. Though the lots were fairly small, and therefore affordable, they were larger than comparably priced lots in the city. Pattern-books, collections of house plans published in catalogs and offered through the mail, provided inexpensive plans for houses that could fit onto the lots. By encouraging growth away from the cities, the electric streetcar lines guaranteed that they would have a rider population, and the large number of riders allowed the streetcar companies to keep their fares low.

While the development of streetcars was a necessary element in the expansion of suburbs in the late nineteenth century, it does not sufficiently explain why suburban growth was a desirable practice. The competitive phase of industrial capitalism culminated in a severe profitability crisis in the 1890s. The crisis was resolved through a merger movement in manufacturing, resulting in monopoly corporations that took over many smaller operations, combining them into one large corporation. The age of monopolistic capitalism was characterized by manufacturing plants located along the fringes of the city, controlled from a central location. The innovations in electricity and rail transportation made it possible for manufacturing to move away from the inner cities where coal and transportation routes had traditionally been accessible. Businesses also moved to escape the conflicts with workers spurred by the crowded conditions and increasingly militant working class in the city and to try to develop more co-operative relations with their workers in a more neutral environment. At this time, companies even began to build towns for their workers close to the newly moved businesses, but away from the city and its ills. Though towns like Lowell, Massachusetts were developed as industrial centers in the mid-nineteenth century, the large industries that developed during and after the Civil War began more often to choose locations close to, but not directly within, major cities. Pullman, Illinois was planned outside of Chicago in 1880 for the building of railroad cars. Gary, Indiana was developed by U.S. Steel in 1907. Though only two of many, these towns provided America's first planning consultants with opportunities to experiment with site planning techniques that would be used later in re-designing cities and suburbs (Reps 1965, 438).

Throughout the same time period, the nature of the working class was changing. Between 1890 and 1920 the number of white-collar jobs swelled as large corporations

required more managers, governmental bureaucracies grew, and business services became increasingly important (Fox 1985, 43). The relocation of businesses not only made it more practical for working-people to move out of the city, but also gave them jobs that made it financially possible. The higher salaries that accompanied many white-collar jobs allowed for the purchase of modest lots and the construction of inexpensive homes outside the crowded city. The development of pattern-books and mail-order houses made it possible for the average potential homeowner to build an attractive, but economical, house. By selling plans or entire house kits at affordable prices, the pattern-book industry allowed the home-owner to build a professionally-designed, convenient home without having to pay high fees for an architect.

As technological and economic changes made it more and more feasible for a greater proportion of the population to acquire suburban housing, new ideas about the nature of suburban areas and planning for them were developing. In 1893, the World's Columbian Exposition, or World's Fair, was held in Chicago. Influenced by the design of European cities, the Fair presented the image of the city as a harmonious whole that was well thought-out, planned, beautifully executed, and free from the factories, railroads, and shipping yards which typified most American cities. The World's Fair generated interest in city planning through the City Beautiful Movement, which was further propelled by the McMillan Commission plan for redesigning Washington, D.C.(1901).

Beginning in 1898, British authors, planners, and reformers Ebenezer Howard and Patrick Geddes promoted a radical new idea for planned communities. In *Garden Cities of Tomorrow*, Howard set forth a plan for creating new urban centers, removed from the congestion and pollution of existing city centers. These Garden Cities combined the economic and social advantages of the city with the tranquil, healthful environment of the country. Meant to be self-supporting, though linked with a series of other garden cities, several were built in England in the early twentieth century, including Letchworth and Welwyn outside of London (Levy 1994, 49). Though the Garden City Movement did influence development in dozens of communities in the United States, American suburbs remained tied to the city and dependent on it for work, shopping, and leisure (Fox 1985, 41).

After the turn of the century, the suburb underwent something of an identity change. Problems arose in the effort to maintain a level of suburban public services commensurate with a good-quality residential development. During the late nineteenth century, annexation of surrounding suburban territory, including the absorption of already incorporated satellite municipalities, was the predominant method of urban growth. Though initially promoted to inspire confidence in the city's future among investors and to assure prospective suburban home buyers that suitable public service would be available, the issue evolved into a conflict between long-term residents of the suburbs who refused to give up their individual suburban identities and newcomers who saw themselves as part of the expanding city. After 1900, the city annexation movement ended as quickly as it had begun, but not without some lasting effects (Mueller 1981, 36). As cities expanded past their boundaries, the Federal government developed the concept of "metropolitan areas" in order to compare more precisely cities whose suburbs were not included within

the city lines with those whose suburbs and commercial growth were within city boundaries. In 1910, the first year that metropolitan areas were recognized on the census, there were 58 designated metropolitan areas in the United States. By 1940, that number had grown to 140. The change was largely due to the growth of smaller urban places in the South, the Plains, the Mountains region, and the Southwest. In the older industrial regions of New England, the Mid-Atlantic, and the Great Lakes region, growth was focused in previously established metropolitan areas, with a greater proportion of the population living in the metropolitan region in 1910 than in 1940 (Fox 1985, 35).

Though central cities had begun to lose their industrial centers to outlying regions, metropolitan regions were still very industrial in 1910. With the shift of manufacturing to the fringes of the cities in the late-nineteenth century, the central business districts became centers of white-collar business. Banks, insurance companies, commercial offices, real estate companies, brokers, and central corporate offices, as well as department stores and retail establishments, were in complete possession of the central business district by the 1920s. A few elite areas remained in some downtown locations, consisting of fashionable apartment house neighborhoods and mansions. Around this business and elite residential center developed a ring of slums, middle-class ethnic neighborhoods, small shops, and small industrial areas. The city lost many of its middle-income residents to the expanding suburbs, remaining home to mostly the very poor, who were trapped because of economic circumstance, and the very rich, who could afford to live in the still-fashionable areas.

A suburban boom which would be second only to that experienced after World War II began in 1918 and lasted until the financial panic of 1929. It was during this time period that the suburbs, characterized by subdivisions and single-family homes, began to adapt to the increasingly familiar presence of the automobile (Ames 1995, II-98). This period is distinguished by the distinct patterns of land use, development, and building styles developed and used in the suburbs, which were strictly suburban in both concept and design. Mail-order houses and plans became more common, and were sold through such companies as Sears, Roebuck, and Company, Aladdin Company, and the Montgomery Ward Company. The catalogs of home designs offered by these companies often included designs for detached garages as well as houses, indicating an increasing dependence on cars. Radburn, New Jersey, designed by architects Clarence Stein and Henry Wright, and by landscape architect Marjorie Cautley, in 1928, was designed to incorporate the automobile into residential development in the safest manner possible. The "Radburn idea" embraced several innovative concepts: designation of neighborhood units, clustering into superblocks, cul-de-sacs, separate pedestrian and vehicular traffic systems, and park areas which served as the backbone for community design (Tishler 1989, 179).

The implementation of zoning had a major impact on the layout and design of many early- to mid-twentieth century suburbs, partially brought about by the increased presence of the automobile in the suburbs. Levy, in *Contemporary Urban Planning*, discusses some of the reasons for the development and widespread use of zoning:

> The 1920s saw zoning ordinances appear across the nation with remarkable speed. Widespread automobile ownership was promoting a vast wave of suburbanization. One way to control the congestion in commercial areas and prevent the invasion of residential areas by commercial development was through zoning. To many communities, both in older urban areas and on the suburbanizing fringe, the power to zone looked like the best way to protect what was desirable in the status quo from the vagaries of rapid economic and social change. Perhaps a single-family neighborhood was threatened with invasion by filling stations, used car lots, and hamburger stands. Zoning an area so that only single-family houses could be built seemed like an effective and cost-free way to protect it from the undesirable side effects of progress (Levy 1994, 40).

In 1928, the Supreme Court upheld the constitutionality of zoning as a means of protecting the sanctity of the American home (Ames 1995, II-98). The suburbanization of retailing became noticeable in the inter-war period, though it would not become a significant force in the planning and layout of suburbs until after 1945. Shoppers and retailers alike were reluctant to break the tradition of central-city shopping.

Additional information on the World's Columbian Exposition of 1893 and the City Beautiful Movement, can be found in William H. Wilson's 1989 book, *The City Beautiful Movement*. A more in-depth discussion of zoning can be found in Melville C. Branch's book *Comprehensive City Planning: Introduction and Explanation* and in Herbert H. Smith's *The Citizen's Guide to Zoning*. For more information on the Garden City Movement, see Ebenezer Howard's book, republished in 1970, *Garden Cities of Tomorrow*. Additional information on pattern-books and mail-order houses can be found in Alan Gowans' book, *The Comfortable House, North American Suburban Architecture 1890-1930* or *Houses by Mail, A Guide to Houses from Sears, Roebuck, and Company*, written by Katherine Cole Stevenson and H. Ward Jandl and published by The Preservation Press.

B.1.3 Modern Period (1930-1960)

If the late nineteenth century suburbs were designed to appeal to the elite, the suburban developments of the early-to-mid-twentieth century were aimed at meeting the needs and desires of the middle and working classes, which included low-cost, affordable housing, quick and easy access to the areas where suburbanites worked, and a pleasant environment in which to raise their families. But beginning in 1929, the people who made up the middle and working classes were harder to define. With the entire country suffering the effects of the Great Depression, no one seemed to fit earlier patterns of class based on income level when 25 percent of the population was unemployed. By the time President Roosevelt was inaugurated in March 1933, the cash value of goods and services produced had fallen almost by half since 1929 (Levy 1994, 53). But the Depression did not alter metropolitan settlement trends in any fundamental way. National population growth and rural-to-urban migration slowed but did not stop, and the proportion of the population living in metropolitan areas continued to increase, although at a slower

pace, reaching 47.8 percent of the total American population in 1940. As in the 1920s, the places experiencing the fastest growth continued to be the outer edges of the suburban fringes of metropolitan areas (Fox 1985, 47).

The Depression sent the building industry, like most other industries, into shock. Home ownership had increased dramatically from 1918 to 1929. When the Depression hit, most new homeowners could no longer afford their mortgage payments. Upon realization that they owed more than the house was worth, many homeowners sacrificed their properties to bank foreclosure. In order to encourage the building industry, the Federal Housing Authority (FHA) was created in 1934 to guarantee housing loans. As construction increased in the late 1930s, the quality of construction increased, due to the low cost of materials and labor (Ford 1994, 157).

Though people were willing to give up their houses to the bank during the Depression years, the automobile was quickly becoming an indispensable part of American life. One study conducted in 1929 found that many working-class families would mortgage their homes to buy a car. In many places, passenger-car registrations remained nearly constant in the early years of the Depression, and in both numbers and in ratio to population, vehicle registration between 1932 and 1935 exceeded the 1929 level. A greater amount was spent on highways during the Depression than in the prosperous 1920s (Flink 1975, 141). This trend was just the beginning of America's love affair with the car, which would profoundly influence the development of suburban life well into the future. As early as 1922, 135,000 suburban homes in sixty urban areas were fully dependent on motor vehicles (Flink 1975, 164).

Peter Mueller describes the impact of the automobile on the development of transportation networks and suburbs in *Contemporary Suburban America*:

> By opening up the unbuilt areas lying between suburban rail axes, the auto quickly lured real estate developers away from the densely settled streetcar corridors to the more profitable and newly accessible interstices...Public transport companies were obliged on one hand to offer a decent level of service, yet, on the other, the boosting of fares in order to earn profits large enough to attract new capital on the open money market would have been prohibitive and caused massive rider desertion (Schaffer and Sclar 1975, 38-44). Other factors also contributed to the decline of city-suburb transit in the early automobile age. These included: the shifting of population away from high-density corridors that generated passenger volumes sufficient to support fixed-route transit; the dispersion of employment within large cities, which served to diffuse commuter destinations in addition to origins; reduction of the workweek from 6 to 5 days; increasing congestion where trolley and auto traffic mixed; and the general dislike of riding in more flexible-routed buses that were better able to follow residential development but rarely captured significant numbers of new passengers. Although government subsidies eventually mitigated the crisis somewhat, the quality of transit service steadily deteriorated so that by World War II the American

> metropolis had all but lost its efficient trolley-era regional public transportation network...New suburban growth assumed far lower densities as built-up residential areas expanded laterally beyond the older transit lines...By the close of the inter-war period the suburbs as a whole were characterized by a diffuse settlement fabric increasingly dependent on near-total automobility (Mueller 1981, 40-41).

The early automobile suburbs were encouraged by Americans' new-found love of driving, and their demands for suitable automobile roads, rather than the thoroughfares of gravel and cobblestone designed for horse traffic. When Ford developed an affordable mass-produced car, he created an industry that allowed the unbuilt areas lying between suburban rail axes to be developed. Originally functioning as appendages to existing suburban corridors, the early auto suburbs eventually began to take on a character of their own, as they developed at lower densities than streetcar suburbs. New roads were opened strictly for pleasure motorists, banning bus and truck traffic, the first being the Bronx River Parkway in 1921 (Mueller 1981, 41). Soon bridges and tunnels crossing urban waterways to rural areas encouraged more suburban growth. These projects included Philadelphia's Benjamin Franklin Bridge across the Delaware River (1926) and New York's Holland Tunnel (1927)

Planning efforts peaked in the 1920s, though an attempted resurrection occurred in the 1930s with the WPA sponsorship of greenbelt towns built outside Washington, D.C., Milwaukee, and Cincinnati (Mueller 1981, 43). Based on the theories of Ebenezer Howard, the program was intended to foster deconcentration of the cities' populations. The communities were to be characterized by decent housing and a high level of social and educational services, and were to be surrounded by a belt of open land to prevent sprawl. The communities were attacked by conservatives, who were scornful of the excessive construction costs and the potential to encourage separation and segregation of society. The greenbelt communities ultimately failed to serve as the models they were intended to be (Jackson 1985, 195.)

World War II and the increased demand for heavy American industry started the American economy moving again and revived optimism about long-term development. After the war, there was a huge demand for consumer goods. Five years of war had postponed the production of many consumer goods so that industry could respond to the needs of the military. Housing was the area of most pressing need after the war. For sixteen years of economic depression and war, little housing had been built. Many marriages that had been postponed during the Depression quickly took place beginning in 1940 as war threatened. After the war, new families formed rapidly. The birthrate reached its highest level in two decades in 1943. These new families, as well as relocated workers and returning servicemen, all needed housing, which was in short supply.

The Federal government responded to the demand by underwriting a new construction program. Over ten years, Congress approved billions of dollars of mortgage insurance for the Federal Housing Administration. The Servicemen's Readjustment Act of 1944 (GI Bill) created a Veterans Administration mortgage program similar to that of the

FHA. The GI Bill also offered a college education to millions of veterans (Jackson 1985, 233). Industrial capital reacted to the influx of better-educated workers after the war. Rather than directing veterans back into the jobs they may have previously held, industry preferred to absorb the post-war working-class veterans, newly educated courtesy of the GI Bill, into white-collar office jobs which were less union-prone than blue-collar jobs (Fox 1985, 59). By using engineers, technicians and managers to revamp production through automation so that fewer factory workers were needed, corporations could expand advertising, marketing, and product development staffs to sell more products at higher prices. As well as creating a new group of white-collar workers, these new jobs were more highly paid, allowing more people to aspire to home-ownership.

The combination of new jobs with more income, a need to build many homes very quickly, and government-sponsored mortgage insurance created a suburban boom unequaled in previous American experience. The post-1945 suburbs changed forever the type of community where millions of Americans lived and transformed the national social class structure to one in which people were categorized by their material possessions and neighbors, rather than by their inherited social status. Single-family housing starts leapt from only 114,000 in 1944, to 937,000 in 1946, to 1,183,000 in 1948, and to 1,692,000 in 1950 (Jackson 1985, 233). Kenneth Jackson discusses the implication of this surge on the housing industry in *The Crabgrass Frontier*:

> ...what distinguished the period was an increase in the number, importance, and size of large builders. Residential construction in the United States had always been highly fragmented in comparison with other industries, and dominated by small and poorly organized house builders who had to subcontract much of the work because their low volume did not justify the hiring of all the craftsmen needed to put up a dwelling... Whereas before 1945, the typical contractor had put up fewer than five houses per year, by 1959, the median single-family builder put up twenty-two structures. As early as 1949, fully 70 percent of new homes were constructed by only 10 percent of the firms (a percentage that would remain roughly stable for the next three decades), and by 1955 subdivisions accounted for more than three-quarters of all new housing in metropolitan areas (Jackson 1985, 233).

The new trend towards large building firms set the stage for the introduction of developments like Levittown constructed by Abraham Levitt and Sons in 1947. Beginning in the late 1940s on Long Island, New York and moving to Pennsylvania and New Jersey in the 1950s, William Levitt created the largest housing development ever constructed by a single builder, and served the American demand for single-family housing at close to the lowest prices the industry could attain. Essentially mass-produced, the houses were small, about 750 square feet, but they were priced within the reach of the middle-class, and offered more than shelter for the low $100 down payment and $60 a month mortgage payment. Levitt worked to create a community, complete with a community image and ideals, as well as building houses:

> When the initial families arrived with their baby strollers and play pens, there were no trees, schools, churches, or private telephones. Grocery shopping was a planned adventure, and picking up the mail required sloshing through the mud to Hicksville. The Levitts planted apple, cherry, and evergreen trees on each plot, however, and the development ultimately assumed a more park-like appearance. To facilitate development as a garden community, streets were curvilinear (and invariably called "roads" or "lanes"), and through traffic was shunted to peripheral thoroughfares. Nine swimming pools, sixty playgrounds, ten baseball diamonds, and seven "village greens" provided open space and recreation opportunities. The Levitts forbade fences (a practice later ignored) and permitted outdoor clothes drying only on specially designed, collapsible racks. They even supervised lawn-cutting for the first few years--doing the job themselves if necessary and sending the laggard families the bill (Jackson 1985, 236).

It is clear that what was being sold was a lifestyle, not just a home. A number of factors went into making this an acceptable choice for thousands of home buyers. The increase in white-collar families expanded the boundaries of the middle-class. Rather than being based on occupation and familial social status, income and style of living quickly became the defining parameters of the middle-class after World War II. Buying a suburban home helped white-collar families to cement their position between the elite and working classes. The small houses also promoted the ideas of privacy and the new streamlined family. A husband, wife, and children became the extent of the family, excluding other generations and associations. As well as forcing the family to focus their energies on the husband's career and their own house, smaller families facilitated new child-rearing principles being espoused by Dr. Benjamin Spock and others. Child mental health was purported to be directly linked to a stay-at-home mother and limited contact with other family members. The single-family home encouraged the development of an isolated family structure and suburban values (Fox 1985, 60-65).

After the war until the early 1970s, new subdivisions tended to share five common characteristics. First, in general, they were more removed from the central city and less dependent on it than they had previously been. Secondly, new suburbs were built with fewer houses per acre than pre-war suburbs. The third major characteristic of the postwar suburbs was their architectural similarity. After 1945, subdivisions rarely offered more than a half-dozen basic house plans, and many offered even fewer. Nationally, regional differences in both housing-style and development plan were lost to uniform cape cod, ranch, and split-level houses. The fourth characteristic of post-war suburbanization was affordability for a greater number of people. Home-ownership was no longer a status symbol, but the norm. Finally, post-war suburbs were characterized by their economic, racial, and age homogeneity (Jackson 1985, 238-241). Encouraged by zoning laws and the FHA and VA mortgage insurers that required that participating houses and neighborhoods be good investments, many subdivisions did not allow minority homeowners. Racially integrated and older neighborhoods were not considered good investments (Ford 1994, 165). Minorities were largely excluded from participating in the suburban housing boom. They, along with the poor, were often forced towards older

housing stock in the city which had been abandoned by the middle-class, which had deteriorated to some extent while maintenance was delayed due to the Depression and war.

Developments expanded out from the city, and traffic into the urban centers became heavier as more people commuted to jobs in the city. Interurban road construction accelerated in the 1940s as a result of the perceived need for quick access in and out of cities for defense purposes and to increase accessibility to shifting industrial areas, and continued into the 1950s and 1960s. The main force behind the expansion and development of urban freeways was the 1956 Interstate Highway Act, which created a trust fund through which the Federal government paid 90 percent of local construction costs. As roads became easier to travel, and cars became more comfortable and easy to drive, all of society shifted to accommodate the car. By the late 1950s, retailers had discovered that mass selling in suburban shopping centers was not only lucrative, but practically necessary as ties to the downtown shopping districts loosened. In fact, freeways steadily eroded the region-wide advantage of the central business district. Workers were no longer constrained to live near their jobs. Nonresidential activities were able to relocate to the suburbs, where the buying population increasingly lived.

Alternatives began to develop for those who wished to experience the suburban way-of-life, but who could not afford to purchase and maintain a single-family residence. The garden apartment consisted of several two-or-three story buildings set within a park or garden-like setting. Duplexes also offered an alternative to detached, single-family housing for lower income families.

After the initial need for post-war housing was met, the demand for more and larger houses grew, spurred partially by economic boom and partially by urban flight. Overcrowding in the country's urban centers, the Supreme Court's 1954 decision to desegregate public schools (*Brown vs. the Board of Education),* wholesale demolition of inner city neighborhoods in the name of urban redevelopment, and other factors caused a middle-class flight from the cities to the suburbs.

By the mid-1950s people were ready to move out of their "starter-homes" and into larger, more expensive homes. By the mid-1960s, the average house had increased from less than 1,000 square feet in the 1940s to about 1,500 square feet, and some additional, non-essential rooms had been added. Many of the smaller houses of the 1950s had either no garage or just a carport. Garages became the norm in the late 1950s, and were integrated with the overall design of the house. Often, the house facade receded in importance to the front-facing garage. Characterized by prominent garages, the houses were just one indication of the prominence of cars in everyday suburban life. Developments incorporated curvilinear roads, cul-de-sacs, and space for parking, emphasizing the space requirements associated with having a car. The new middle-class family was primarily defined by its income and style of living, rather than by its occupation and economic status, and had its foundation in home, residential community, and the material possessions associated with suburban life.

B.2 History of Suburbanization in Maryland

Suburbanization throughout Maryland was largely influenced by the same trends that propelled the movement across the United States. Like most areas, suburban development in the areas around the state's urban centers was directly related to transportation routes, including railroad lines, streetcar/trolley lines, early road networks, and freeway construction. In addition, the location and layout of suburbs were influenced by such factors as the ethnic heritage and the income of prospective residents. There has been very little information written on the trends and history of suburbanization in Maryland in general, partially due to the fact that prior to World War II, only Baltimore and Washington, D.C. were involved in the suburbanization trend to any great extent. The discussion of Baltimore is presented because Maryland's suburban trends began in Baltimore and therefore give a more complete understanding of suburbanization in Maryland. Montgomery and Prince George's counties are only treated in a minor way in this section, being more closely associated with the trends of suburbanization in Washington, D.C. than in Maryland. The two counties are presented more fully in Section B.3, History of Suburbanization in the Washington, D.C. Area.

B.2.1 Agricultural-Industrial Transition Period (1815-1870)

In Maryland, the majority of transportation routes originated from major cities, namely Baltimore and later Washington, D.C., and between ports, markets, and milling centers. The four Maryland counties that tended toward suburbanization surrounded those areas, specifically Baltimore County, Anne Arundel County, Montgomery County, and Prince George's County (Callcott 1985, 20). The development of suburban Baltimore was largely influenced by the trend of cities towards annexation, and the problems associated with incorporating non-urban areas into the city limits. After 1776, the city of Baltimore grew well beyond the municipal boundaries, and by the early 1800s, a large urban population lived in "the precincts" adjoining the city. The "precincters" comprised almost one third of Baltimore County's population, and the lands owned by the precincters accounted for over forty percent of the county's total property value (Arnold 1978, 110). City officials sought to capture that wealth by annexing the territory into the city. In the city's 1816 appeal to the state government, they concentrated on the need for a coordinated city plan, and failed to mention their desire for an increased tax base. The city won its petition, and the extensive area added to the city in 1817 contained almost all urban growth within the new boundaries until after the Civil War (Arnold 1978, 111).

Baltimore had an early history of "suburban" development. Only a few houses had been built near the Washington Monument in Baltimore in 1839 when two builders, James and Samuel Canby, proposed a large-scale development of middle-class housing on the western outskirts of town. They bought a thirty-acre tract and offered a square in the middle as a public park. Franklin Square became the first of many similar squares, including Lafayette, Harlem Park, Perkins Spring, Johnson, Madison and Collington. The early suburbs were accessible through the services of an omnibus in 1844. Within the first decade, Washington Square, Fells Point, Canton, Towsontown, Ashland Square, and Franklin Square could be reached by omnibus (Green 1980, 98).

In 1851, disputes over sharing the costs of several public institutions caused the city and county to separate, resulting in the relocation of the county government to Towsontown, seven miles north of Baltimore. Both remained wary; the county distrusted the city's landholdings outside the city boundaries that it used for its almshouses, parks, and water system. The city residents were upset at the use of city schools, fire protection, and police by non-taxpaying county residents.

After 1864 and the enactment of the State Constitution, Baltimore City could no longer annex a portion of the county without the consent of the residents of the area. Baltimore County had inserted the clause requiring a vote for annexation to prevent its most valuable areas from being annexed by the city. Since the city still provided many services to the county without receiving tax money in return, the city government felt justified in asking for an expansion of the city boundaries. The county residents opposed the higher taxes associated with living within the city boundaries, and voted down the annexation in 1874.

B.2.2 Industrial/Urban Dominance Period (1870-1930)

Access provided by horse-car lines and later electric streetcars encouraged further development outside of city lines in the 1870s and 1880s. Fashionable townhouses were built along Madison Avenue and McCulloch Street, on Eutaw Place, and in Bolton Hill. Such diverse areas as Arlington, Highlandtown, Huntingdon, Mt. Washington, Peabody Heights, and Pimlico began to grow as a result of the more rapid public transportation systems (Green 1980, 144). The suburban problem rose to prominence in Baltimore once again. An area called "the Belt" had developed, encircling the city on three sides with industrial and residential settlements of approximately 20,000 people by 1874. The growth occurred just over the city line, and extended along the new suburban horse-car lines up the Jones Falls Valley. Baltimore once again annexed territory in 1888, assuming control of over two-thirds of the suburban area opened by the horse-car lines between 1865 and 1888 (Arnold 1978, 117).

Baltimore streetcar lines were electrified in the 1890s, stimulating a new suburban belt outside the municipal boundaries. Modest towns like Pikesville, and Catonsville grew along the trolley lines that extended out from Baltimore. By 1910 motor vehicles and improved roads opened an even larger area. County citizens developed organizations to encourage improved conditions in the area north of the city. The success of their efforts removed some of the desire of county citizens to become part of the city in order to gain city utilities, but enough county citizens still voted in favor of annexation, allowing the City of Baltimore to annex more land in 1918 (Callcott 1985, 20).

More than other areas in Maryland, Baltimore had a large ethnic population, spurred by intense immigration from Europe as well as migration of former slaves from the south, that lived in various neighborhoods around the city. The city was home to the nation's largest free African-American community during the antebellum period. African-Americans occupied enclaves on the east and west sides of the business district, with the

elite living in the area north of the city, from Mt. Vernon Square to beyond Guilford and Roland Park. The Jewish population lived in an area to the northwest and moved farther and farther out as African-Americans began to occupy a larger portion of the city. An Italian enclave occupied the western area of the city, and a portion of the northeast area. There was a German population to the southwest; German, Greek, and Irish communities were located in the south; immigrants from Poland and Czechoslovakia settled in the southeast; Polish and Greek communities were settled in the east, and a mixed community of Italians and Germans was located in the northeast (Callcott 1985, 2). The Jewish population in Baltimore was from an early period a strong force in the city. A small community of Jewish immigrants arrived in Baltimore after the American Revolution, mostly from England and Holland. By 1826 they had received the right to vote. Along with a second migration of German Jews in the 1850s, the earliest Jewish settlers of Baltimore were middle-class, worked in merchandising, skilled trades, and professional jobs, and lived mostly in the Fells Point area and the eastern half of the city. By 1880 there were approximately 10,000 Jewish citizens in Baltimore, comprising about 1.5 percent of the city's population. Around the turn of the century, there was a large influx of Jewish immigrants as a result of the organized massacres taking place in Russia, the Baltic States, and Poland. Mostly poor, this Jewish population entered the garment industry working for the German Jews who were already well-established in the city. Originally occupying the area around Eutaw Place, the German Jews moved further out to Forest Park and Pimlico as the Russian Jews began to settle the Eutaw Place area. In the 1920s, and later in the 1950s, the wealthier Jewish community migrated to the outer suburbs, first towards Fallstaff and Pikesville and later to Stevenson and Randallstown as African-Americans moved into the neighborhoods which had previously been Jewish enclaves.

Though much of the growth around Baltimore occurred haphazardly around transportation routes, one of the premier planned suburban developments of the nineteenth century was built in Baltimore. Roland Park began in 1890 with the decision of William Edmunds to develop 100 acres of property, located west of Jones Falls and north of the mill town of Hampden. Edmunds invited Edward H. Bouton from Kansas City to develop the acreage, including the provision of roads, water, electric lighting, gas, sewage disposal, telephone service, postal service, fire and police protection, school and church sites, a shopping center, a country club, parks and landscaping, and good architectural construction. Bouton sought the services of Frederick Law Olmsted, Jr. to design the plats in 1897. Following the natural topography, the design of the area embodies the natural planning concepts of the late-nineteenth century (Gilbert and Whitaker 1989, 22-25). Two-thirds of all the buildings were designed or constructed by the Roland Park Company. Though purchasers were not required to use the company architect Edward L. Palmer, Jr., they were required to follow design covenants placed on the deed, and plans had to undergo review by the architectural review board (Gilbert and Whitaker 1989, 34). Olmsted and the developer devised a set of deed restrictions governing the use of property, maintenance, and common responsibilities for the operation of a community organization (Reps 1965, 348). In addition, Roland Park had its own club, institutions, churches, shopping center, and services such as street maintenance and garbage collection (Gilbert and Whitaker 1989, 46). It was serviced by a streetcar line from

Baltimore. By 1913, the Roland Park Company was offering lots for sale in Guilford. This proved so popular that in 1924 the company bought Homeland, the estate of David Perine, ancestor of one of the Revolution era settlers and craftsmen of Baltimore, and began to plan for its development (Green 1980, 186).

Additional information on Roland Park and other planned suburbs can be found in Harry Schalck's article, "Planning Roland Park: 1891-1900," in the *Maryland Historical Magazine*, and in John Reps book *The Making of Urban America: A History of Planning in the United States*.

B.2.3 Modern Period (1930-1960)

Through the early 1940s Western Maryland, Baltimore and Montgomery Counties, and the Eastern Shore, all shared a fear of the city, the suburbs, and the future. (Callcott 1985, 19). Western Maryland, Baltimore County, and Montgomery County were involved in conflicting agrarian and industrial economies, while southern Maryland still identified with its tobacco and slavery heritage, including a society still strictly divided along class lines. By 1940 most people thought of suburbanites in Maryland as rich commuters, despite the growth of the middle-class into suburban areas (Callcott 1985, 20).

The Depression prompted a surprising amount of development in the counties of Baltimore, Anne Arundel, Montgomery, and Prince George's, which grew by 38 percent in the 1930s. (Callcott 1985, 19-20). Growth was encouraged by the New Deal's Federal Housing Authority and the Home Owners Loan Association.

For the people of Maryland the greatest single impact of World War II was prosperity. The war did not equally impact all communities though. Population on the Eastern Shore and in the western counties declined during the war. In areas of industry and military activity though, population boomed. Extending in a 40-mile strip along the Chesapeake Shore, Cecil, Harford, and Baltimore counties' populations grew in 1945 to five times what they had been in 1940. Elkton in Cecil County boomed due to its munitions factory, which employed thousands of women, recruited from Appalachia, and African-Americans from the Carolinas. A research and testing complex was located south of Elkton in Harford County. Founded in 1917, the Aberdeen Proving Ground had declined to just 914 people by 1940, but by 1943 the proving grounds employed 5,700 civilians and 30,000 military personnel. Adjacent to Aberdeen was Edgewood Arsenal, the Army Chemical Center. The small-towns of the area, Havre de Grace, Aberdeen, Abington, Edgewood, and Joppatowne, were overwhelmed by the huge new population influx. All across Maryland, employers brought in thousands of new residents to work in war-related industries. In Baltimore County the Glenn L. Martin Aircraft Company on the Middle River employed 53,000 people. The influx of new workers had caused a severe housing shortage, so the company agreed to build one house for every two the government built. By 1943, the community around the plant included four dormitories, 1,200 trailers, and approximately 2,000 temporary houses arranged in projects with such names as Aero Acres and Victory Villa (Brugger 1990, 539).

In the western counties, towns expanded to accommodate huge numbers of new employees. Kelly-Springfield Tire in Allegheny County grew from 1,000 to 7,000 employees, and in Washington County, Fairchild Aircraft grew from 200 to 8,000 employees. Other counties in Maryland grew with the burgeoning of military camps. When the Patuxent Naval Air Station was built in St. Mary's County, its population of 24,620 was swelled with 7,000 construction workers in 1942, and 14,000 civilian and military workers and their families in 1944. Other military areas, including Fort Meade and the Annapolis Naval Command in Anne Arundel County, and Andrews Air Force Base in Prince George's County, brought additional growth to those areas during the war (Callcott 1985, 40-43).

After the war, Maryland underwent the same housing boom as many other areas, as Washington, D.C. experienced significant growth. In the 1940s, only the San Francisco and Houston regions grew faster than the Washington area (Hiebert and MacMaster 1976, 329). The first wave of government expansion after the Second World War brought new government workers from all over the nation. They worked in Washington and commuted to their jobs from the suburbs by car, train, streetcar, or bus. The older suburbs attracted higher-status employees and professionals, while the new suburbs catered to young families just starting homes and careers. The populations of Bethesda and Wheaton located in Montgomery County soared in this time period. The new suburbs began to in-fill areas that had previously seen little growth, including the area east and southeast of the District boundaries in Prince George's County. The names of many of these new developments reflected their suburban location away from the low-lying city, and included Boulevard Heights, Carmody Hills, Green Meadows, and Landover Hills in Prince George's County, and Indian Springs Village, and Woodmoor in Montgomery County. (Hiebert and MacMaster 1976, 330).

A number of other forces unique to the area promoted growth outside of the city limits of Washington, D.C. The development of the atomic bomb and the realization that an entire city could be destroyed with one bomb encouraged the government to decentralize. As early as 1948, the General Services Administration was planning to disperse Federal installations. In order to allow for this dispersal, consideration had to be given to building new roads and facilities to support the movement. Military facilities had begun to locate outside the District of Columbia before and during World War II, and this trend continued after the war. The National Institutes of Health was located in Bethesda, including the Bethesda Naval Hospital, and continued to grow through the 1950s. The Atomic Energy Commission was located in Germantown in 1956, and the Bureau of Standards located in Gaithersburg in 1959. At the same time that Federal agencies were expanding outward, industry began to locate around the D.C. area. Defense spending encouraged government-related scientific and technological research and development firms. The burgeoning space program also brought large corporations to the area, including International Business Machines (IBM) in Rockville (Hiebert and MacMaster 1976, 351-355).

To meet the immediate need for shelter to accommodate the great increase in Federal employees, Maryland Congressman J. Glenn Beall introduced, and Congress approved, a Veteran's Emergency Housing Act to authorize the sale of government barracks and government construction machinery to build civilian housing for the returning veterans. Baltimore and Anne Arundel counties bought title to 4,500 family units that had been designed as temporary facilities for war workers or troops. The counties in turn sold the facilities to private firms who rented them for decades. Montgomery County purchased 475 temporary units and thirty trailers, which were erected in public park land under the provision that they be torn down in five years. Prince George's County acquired 33 barracks and gave them to the University of Maryland for student housing.

By 1947, the economy was stable enough to support private construction, and the housing boom began in Maryland. Firms that had previously worked as government contractors began to construct residential developments with thousands of homes each. Callcott discusses the effects of this boom on the suburban counties of Anne Arundel, Baltimore, Montgomery, and Prince George's:

> Early in 1947 the four suburban counties had about 75,000 housing units; that year another 9,000 were completed; the next year 14,000 were completed; then 18,000, 20,000, 26,000. In the five years from 1947 to 1952 more new houses sprang up in the four suburban counties than had been built there in all the preceding centuries. During these five years the four counties accounted for more than 80 percent of the state's total new construction (Callcott 1985, 61).

The two largest developments were Veirs Mill Village, located southeast of Rockville in Montgomery County, and Harundale, located south of Baltimore in Anne Arundel County. When complete in 1948, Veirs Mill Village contained 1,105 identical four-room Cape Cod bungalows, each with a basement, which sold for $8,700. Harundale contained 1,013 houses constructed in two different styles with three or four rooms on a concrete slab, which sold for $6,900. The homes in Harundale were prefabricated, and the community was one of largest prefabricated developments in America. Both developments were built to provide housing; they were not designed as community development projects. The builders provided their own streets and temporarily provided for sewage disposal, but other necessities such as street maintenance, schools, shopping areas, access roads, parks, and fire and police protection were ignored. The builders also gave no thought to aesthetics; the land was plowed flat, and the development included no landscaping (Callcott 1985, 61).

Other locations in Maryland had similar projects under development soon after World War II. The Queenstown Apartments were constructed in Prince George's County, with 1000 units. Similar apartment, duplex, and single-family developments were constructed in Chillum, Langley Park, District Heights, Hillcrest Heights, and Glassmanor. Twinbrook, a prefabricated community with winding streets named after important World War II battles such as Midway, Ardennes Avenues, and Coral Sea Drive, was built in Montgomery County. Other Montgomery County developments included Woodside,

Parkwood, and Wheaton Woods. Projects in Baltimore County spread along Merritt Boulevard through Essex and Dundalk, and in Middle River, Towson, Catonsville, and Liberty Road-Woodlawn.

All of the new developments shared a few key characteristics; they were near the city line and their residents depended on automobile transportation. Forty-five percent of the developments were composed of single-family units, two- and three-story apartments made up 30 percent, and 25 percent were composed of duplexes (Callcott 1985, 62). The residents usually worked in the city, in generally non-executive white-collar positions, such as clerks, bureaucrats, accountants, teachers, and sales positions. Most of the residents in these areas were Caucasian and represented diverse religions. Catholics were scattered widely throughout the new housing, and the Jewish population, which had earlier been excluded due to restrictive covenants, was more widely welcomed. The majority of the population in these new developments was young; the median age of a couple in Harundale was 28 years, with 1.5 children, and the median age for all residents at Veirs Mill Village was 21 years (Callcott 1985, 63). These new developments encouraged settlement in the suburbs and by the 1950s the Maryland suburban population increased by 87 percent in Anne Arundel, Baltimore, Montgomery, and Prince George's County.

Supermarkets and shopping centers were developed in the suburbs beginning in the mid 1940s. Until that time, county residents were dependent on traveling to nearby cities for shopping other than groceries and gas. In 1944, Montgomery County's first shopping center, the Silver Spring Shopping Center, opened. Within five years the town had over 600 retail establishments, indicating the need as well as the popularity of suburban shopping (Hiebert and MacMaster 1976, 356-357). The first full-scale shopping center in Maryland was Edmondson Village, which opened in 1947 on the western edge of Baltimore. Created by a single developer, it incorporated architectural unity and ample off-street parking with a major department store, a supermarket, a theater, a restaurant, and more than 20 other stores (Callcott 1985, 69). Other shopping centers outside Washington, D.C. included Friendship Heights (1949), Wheaton Plaza (1954; enlarged to become the nation's fourth largest shopping center in 1963), and Congressional Plaza (1958) (Hiebert and MacMaster 1976, 356-357). The first enclosed mall in Maryland was built at Harundale outside of Baltimore in Anne Arundel County. It opened in 1958 and was the second enclosed mall to be opened in the country, after one in Minneapolis (Callcott 1985, 69). These centers were instrumental in transforming the suburbs from urban bedroom communities into self-contained living and working areas. In addition to these larger centers, smaller local shopping centers also developed, both in new subdivisions as well as in older commercial areas. Government agencies and industry, sales and services, doctors and lawyers, banks and churches all went to the suburbs. From the 1940s through the 1960s public and private interest in commercial, industrial, and public facilities almost equaled investment in housing. The major public investment was for roads, built mostly to serve people on the urban outskirts (Callcott 1985, 66-67).

The character of the suburbs began to change in Maryland during the 1950s. Much of the suburban development of the 1940s had consisted of temporary housing,

apartment housing, and inexpensive houses such as those found in Veirs Mill Village. These were quick measures to meet a desperate need for housing. Inexpensive housing construction declined sharply after 1951. Garden apartment construction nearly stopped, and larger, more expensive homes became prevalent. A second post-war housing boom occurred in the late 1950s and early 1960s. It differed from the first boom in the size and expense of the homes. While the average house cost was $10,000 during the first boom, the average cost had risen to $18,000 by 1959. The rise in housing expenditures was due to a combination of rising incomes, maturing suburban communities, and changing mortgage practices. In addition to these larger houses, the construction of apartment buildings increased significantly after 1960 in the D.C. suburbs due to the high cost of land. Whereas there had been 2,100 apartments in 1940 in Montgomery County (representing less than 10% of the housing units), 32,000 apartment units were constructed in the 1960s alone. By 1970, apartments accounted for 30% of the county's housing units. Most were located inside the beltway and along the I-270 corridor between Rockville and Gaithersburg. Finally, another significant development in housing came to the D.C. suburbs during this period. In the 1960s, Leisure World, a self-contained retirement community was constructed. It was one of only six such developments in the country (Hiebert and MacMaster 1976, 357-360).

Though the nature of the suburbs may have changed, the expanding nature of the suburbs did not. By 1960, the suburbs were expanding into Howard and Harford counties, and by 1980, although still extensively rural in many sections, Carroll and Charles counties were also considered suburban (Callcott 1985, 60). Part of the reason for the expanding suburban boundaries was the 15 major highways being constructed in Maryland. All but two were completed between 1952 and 1972, and all but two serviced the suburbs. These highways included:

1939 MD 2/Ritchie Highway, Baltimore-Annapolis
1952 First Bay Bridge
1954 Baltimore-Washington Parkway (now Maryland 295)
1955 U.S. 50/John Hanson Highway, Washington-Annapolis
1956 U.S. 40/Baltimore National Pike, Baltimore-Frederick
1957 Baltimore Harbor Tunnel
1957 U.S. 240/Washington National Pike, Washington-Frederick
1959 I-83/Harrisburg Expressway, Baltimore-Harrisburg
1962 I-83/Jones Falls Expressway, Baltimore
1962 I-695/Baltimore Beltway
1963 I-95/John F. Kennedy Highway, Baltimore-Wilmington
1964 I-495/Washington Beltway
1970 I-70/National Freeway, Frederick-Ohio
1971 I-95, Baltimore-Washington
1982 Baltimore City Freeways

While the highways made it easier to get to city jobs and increased land values in the suburbs, they ripped through the hearts of downtown areas, displacing thousands of city dwellers. The highways also created new opportunities for suburban living, farther

away from the city than ever before and less dependent on it for jobs and shopping. The number of apartments, condominiums, and town houses grew throughout the 1960s and 1970s. Typical of the new high-rise apartments were the Grosvenor Park apartments, which opened three 17-story towers south of Rockville in Montgomery County in 1963.

Planned towns were also created, in part because of the increased access to large, previously unoccupied parcels of land now within easier commuting distance of the major cities. The town of Bowie was built outside of Washington close to Greenbelt by the corporation that built Levittown. The first models opened in 1960, and from that point the area grew to 9,700 units housing 43,000 people by 1977. Though the company donated land for high schools and churches, the community had to bear the cost of building through self-imposed taxation. With no commercial or business enterprises and little cohesion, Bowie lacked the elements of a complete community (Callcott 1985, 75). Another planned town was Columbia, located in Howard County between Baltimore and Washington. Columbia was developed by James Wilson Rouse as a private enterprise. Unlike Bowie, though, Columbia was designed to provide a sense of community to the residents and encouraged class, religious, and racial diversity. The plan incorporated a "downtown" area complete with high rises, businesses, and shopping. The plan was successful, and the town grew from 1,000 people in 1960 to 57,000 in 1980. At its completion, the development contained nine satellite villages located around smaller commercial centers and a large industrial complex. In a town of 57,000, 20 percent of them African-American, there were 32,000 jobs, a diverse housing stock, and subsidized housing for lower-income families (Callcott 1985, 79).

B.3 History of Suburbanization in the Washington, D.C. Area

Suburbanization in Washington, D.C. was largely influenced by the same trends that propelled the movement across the United States. It also was influenced by a set of circumstances that were unique to the area as the capital of the United States. As in most areas, suburban development was directly related to transportation routes, especially railroad lines, trolley lines, and freeways. In addition, the location and layout of suburbs were influenced by such factors as ethnic heritage and the number of Federal government workers who were searching for homes. The expansion of the Federal government after the passage of the Civil Service Act (1883), and during and after the Second World War had major impacts on the development of suburbs around Washington, D.C.

B.3.1 Agricultural-Industrial Transition Period (1815-1870)

Unlike many North American cities, Washington, D.C. was developed and planned from its inception to serve a very specific purpose. Although there were several pre-existing farms and plantations on the site, Washington, D.C. was the first capital conceived and planned before construction began. Pierre L'Enfant designed the city for a large population and laid out the city with wide avenues, vistas, and impressive public buildings. For its first 70 years, though, the city was not an important urban center. From 1800 until the Civil War, Washington, D.C. was a small town whose boundaries ended at

present-day Florida Avenue (Figure 2). Not until the Civil War did the population grow substantially. From 1861 to 1864, the population grew from 61,000 to 140,000, mostly with transients attracted by war-related activities. Washington had but a small commercial and industrial foundation, with its principal employer being the Federal government. The lack of substantial industrial enterprise kept the city from growing at the pace of more industrialized cities. Although the city was spared the high levels of pollution associated with industry, it still had many of the issues associated with overcrowding, including water and sewage problems.

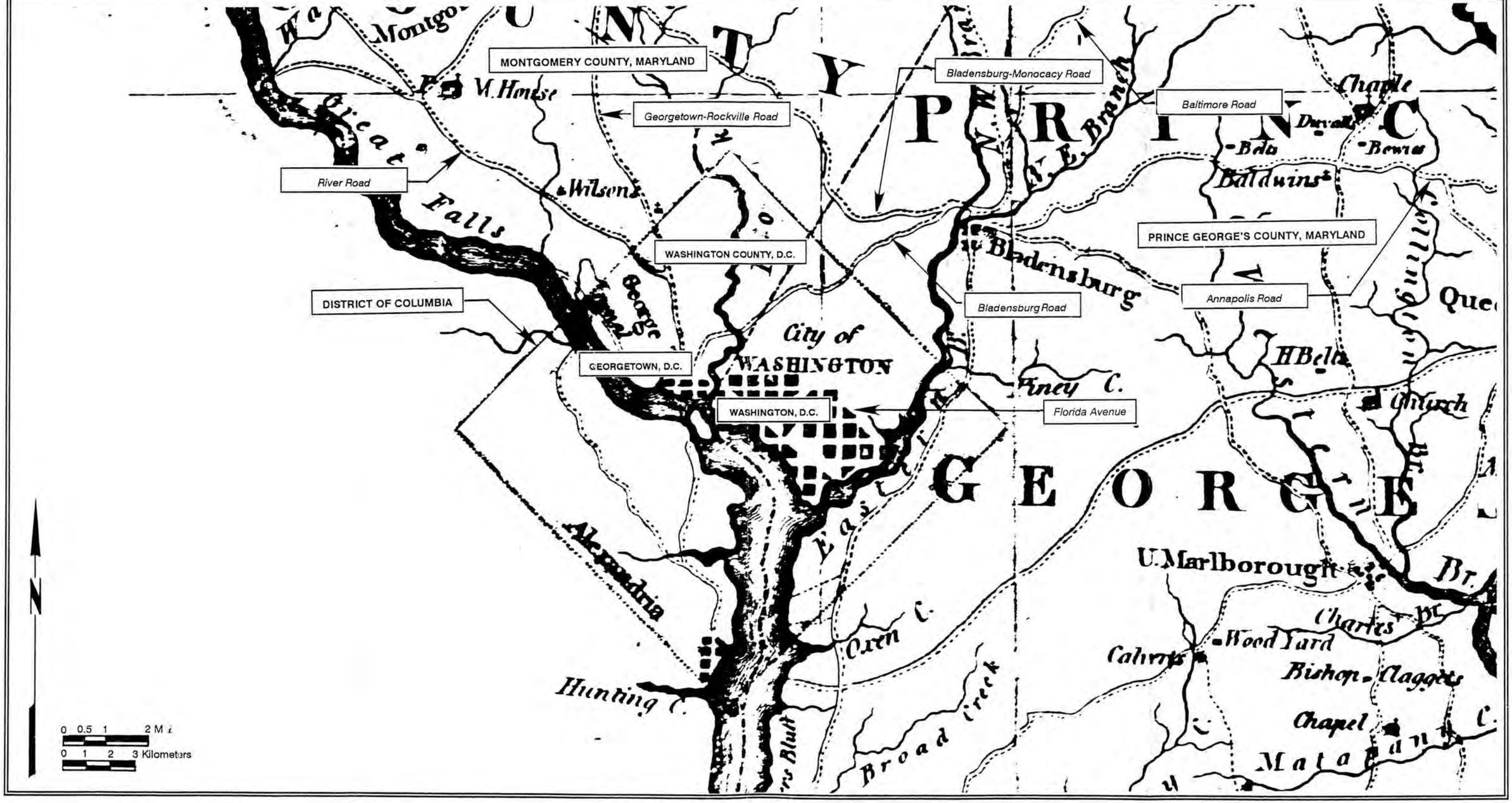
Washington's population contained a large proportion of African-Americans. During the Civil War, a large number of the people migrating to Washington were African-Americans from the rural counties surrounding the city. Many also came from the South, among them thousands of runaway slaves. Unlike many cities, Washington, D.C. lacked both the population and the impetuses that drove the early suburbanization movement in other areas (Levy 1980, *passim*).

Some development did occur in D.C., both within and outside the city limits. As early as 1854, a planned settlement was laid out across the Anacostia River at the southern end of the Navy Yard Bridge. This subdivision, Uniontown, catered to the working classes who worked at the Navy Yard, the Federal Arsenal, and St. Elizabeth, an institution for the insane (Levy 1980, 73) (Figure 3).

Mt. Pleasant, along 14th Street beyond Boundary Street was another early subdivision. When it was first laid out in 1865, it was designed to take advantage of slightly higher elevations and more healthful air, and to escape the rising city land values as the city became more congested due to an influx of people during the Civil War. At that time, several large estates were established there. However, it was not until the passage of the Civil Service Act in 1883 that this neighborhood began to be developed into the area that is recognized today for its streets of rowhouses with open front porches. Mount Pleasant generally attracted government workers because of its proximity to the downtown area and its cleaner atmosphere (Levy 1980, 76).

The Baltimore and Ohio Railroad (B & O) developed fourteen stops along the line between Laurel and Washington, D.C., including Beltsville, Branchville, Charlton Heights (the present Berwyn), College Station, and Hyattsville outside the District, as well as Winthrop Heights and Langdon within the District. These areas did not begin to develop until after the Civil War, however (Levy 1980, 89-90).

Additional information on the development of the City of Washington, D.C. can be found in Paul Caemmerer's book *The Life of Pierre Charles L'Enfant, Planner of the City Beautiful, The City of Washington;* in Constance McLaughlin Green's two volume work, *Washington, A History of the Capital, 1800-1950;* and in Frederick Gutheim's *Worthy of the Nation: The History of Planning for the National Capital.*



I-495/I-95 Capital Beltway Corridor Transportation Study

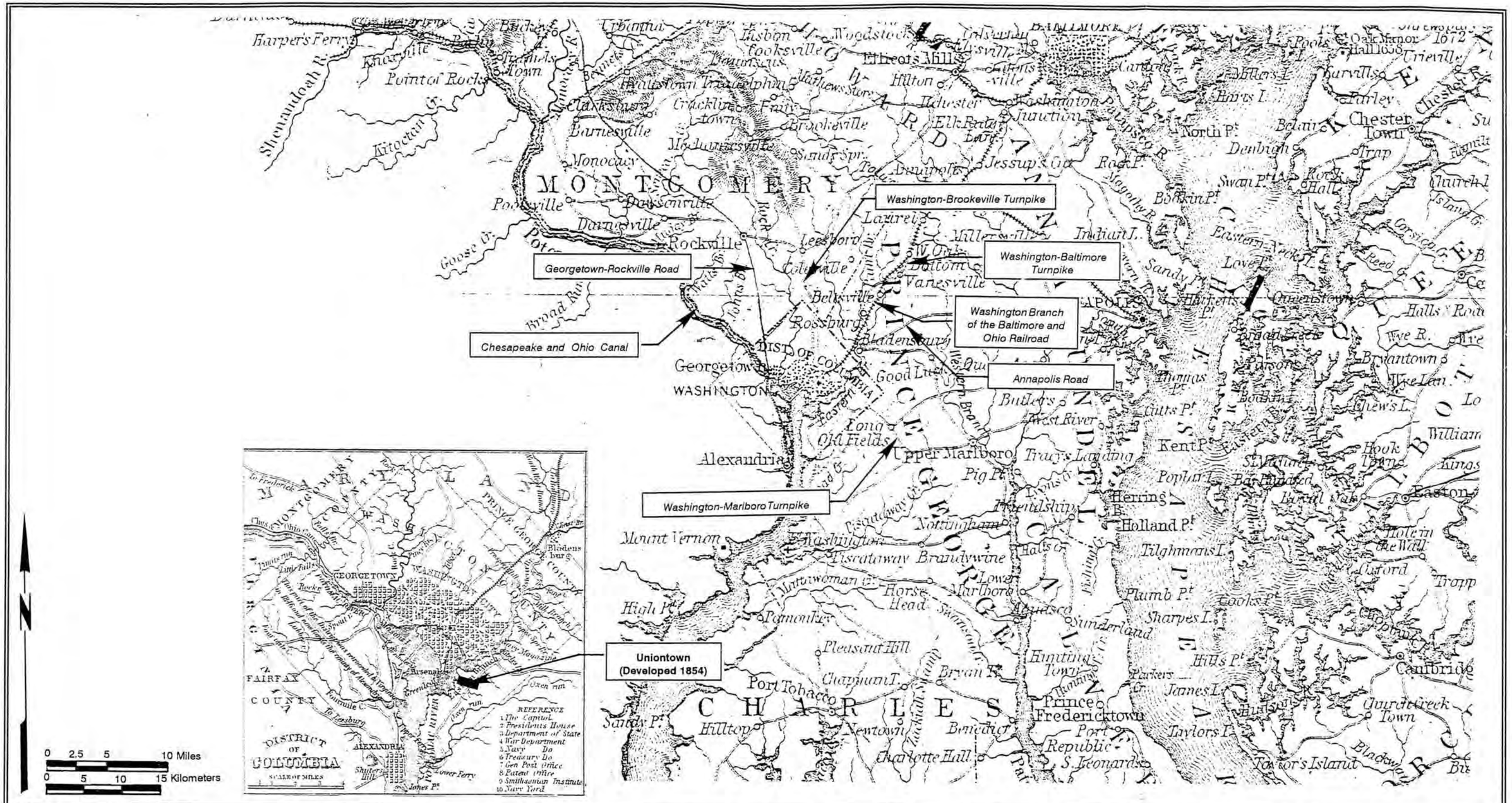
Montgomery and Prince George's Counties
Suburbanization Historic Context
and Survey Methodology

KCI Technologies, Inc.

Figure 2: Detail, 1794 Map of Maryland

From: *A Map of the State of Maryland,*
Dennis Griffith, 1794

Scale: 1" = 2.5 miles
1 cm = 1.58 kilometers



I-495/I-95 Capital Beltway Corridor Transportation Study

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KCI Technologies, Inc.

Figure 3: Detail, 1856 Map of Maryland

From: *A New Map of Maryland and Delaware,* J.L. Hazzard, 1856

Scale: 1" = 8 Miles
1 cm = 5 Kilometers

B.3.2 Industrial/Urban Dominance Period (1870-1930)

Though Washington lacked many of the stimuli which spurred suburbanization in other cities, by the 1870s the city's population had begun to move out toward less developed areas. The process was encouraged by the development of new transportation networks, though the development of walking, streetcar, and railroad suburbs took place simultaneously. The increased crowding in the city during and immediately after the Civil War due to the influx of people including former slaves, soldiers, and camp followers, also encouraged many to move out of the city. African-Americans consistently represented about one third of the city's population between 1870 and 1900. The great majority of them were poor, and lived in alley dwellings crowded at the rear of urban lots. Though hidden from view, the alley dwellings were comparable to slum housing in other northern cities (Levy 1980, 48). The camp followers were composed of the nearly 4000 women who had followed General Hooker's army into the city and who settled in a triangular area south of Pennsylvania Avenue (Levy 1980, 76).

In addition to those who arrived in Washington as a direct result of the Civil War, immigrant populations were also attracted to the city. As part of the national trend, many Germans arrived to the city shortly before the war and established a strong mercantile base in the downtown. Irish immigrants came mostly as domestics around the turn of the century. The center city included enclaves of Chinese men (until laws prohibiting the emigration of Chinese women were overturned) and Italians. Portions of these populations moved out to the suburbs, establishing ethnic neighborhoods there.

By 1876, the subdivisions of Meridian Hill and LeDroit Park, both within walking distance of the city center, had developed. Also accessible by horse-car lines, these developments were advertised as suburban land within walking distance of the major city buildings. Many other smaller subdivisions appeared on the northwest side of the city center, taking full advantage of the higher, more healthful altitude and close proximity to the city center. Places such as Lanier Heights, Ingleside, and Barry Farm developed, as did areas along 7th Street, 14th Street, Lincoln Road, Columbia Road, and Good Hope Road. By the late 1880s, the era of the walking/horse-car suburbs had drawn to a close, hastened by increasing suburban land values further from the city and the invention of electric streetcars (Levy 1980, 81-86).

In the 1870s, individual landowners and syndicates began to lay out subdivisions along the transportation corridors. Unlike the national trend in which only the wealthy could afford to move out along the railroad lines, outside of Washington, the railroad communities provided housing for families of moderate means who were willing to do without the services of the city in exchange for owning their own piece of land (Levy 1980, 90-92). Not until the turn of the century, though, with the electrification of the streetcar system within the city and the extension of trolley lines into the corridor of the steam railroad, did the small settlements receive renewed impetus for growth. In many cases the trolley first augmented the steam railroad commuter service and later superseded the railroad as a passenger link with Washington.

In general, suburban development took place several years later in Montgomery County than it did in Prince George's County. There were a few small railroad towns in Prince George's County in the 1860s, and suburbanization in Montgomery County did not begin until the 1880s. But when development did occur in Montgomery County, it catered to a slightly more affluent population than did Prince George's County and developed along a different pattern. Suburbanization in Prince George's occurred linearly along the railroad. In Montgomery, communities developed around two nuclei; outward from Takoma Park and Silver Spring in the Northeast and around Chevy Chase in the Northwest. Movement from the City of Washington into Montgomery County was greatly promoted by the Civil Service Act of 1883, which contributed to the growth of a stable middle-income population that was targeted by real estate promoters. Takoma Park, Woodside, Forest Glen, Capitol View, Kensington, and Garrett Park were planned as suburban subdivisions along the Metropolitan Branch of the B & O, and Brookland and Brightwood within the District became accessible (Levy 1980, 96) (Figure 4).

In Prince George's County, the earliest subdivisions started along railroad lines. Hyattsville was platted in the 1870s by Christopher C. Hyatt. Originally started as a resort town along the Washington Branch of the B & O Railroad, the town was incorporated in 1886, and continued to expand into the twentieth century due to the influence of the streetcar and the automobile. Other subdivisions platted in the 1870s, but along the Washington Branch of the Pennsylvania Railroad rather than the B & O Railroad, included Glenn Dale, platted in 1871 by John Glenn and Edmund B. Duvall, and Seabrook, platted in 1871 by Thomas Seabrook. Huntington, later named Bowie, was developed around 1870 at the junction of the main line of the Baltimore and Potomac Railroad and the spur line into Washington. Suburbs continued to be designed along the B & O's Washington Branch, including Riverdale, platted in 1889 and set up as a "villa park" around the 1801 home of the Calverts, and College Park, platted in 1887 by John O. Johnson near the Maryland Agricultural College (University of Maryland). Other late-nineteenth century developments in Prince George's County included Charlton Heights, later Berwyn Heights, laid out in 1888; Rossville, a rural town laid out in 1886 for the African-American laborers of the Muirkirk Iron Furnace; Brentwood, developed by Captain Wallace A. Bartlett in the 1890s; North Brentwood, also developed by Bartlett, which in 1924, became the first incorporated African-American community in Prince George's County; and Ardwick, developed beginning in the 1890s by African-American teachers and administrators. Development continued into the twentieth century with Daniels Park, platted from 1905 to 1906 along the City and Suburban Railway streetcar line within College Park; Lincoln, developed by Thomas J. Calloway and the Lincoln Land and Improvement Company as a garden suburb for African-Americans in 1908; Mt. Rainier in 1910; Seat Pleasant, platted in 1873 but not developed until after 1900; Fairmount Heights, developed between 1900 and 1923, an African-American community influenced by architect W. Sidney Pittman, son-in-law of Booker T. Washington; and Cheverly, developed by Robert Marshall from 1918 to 1926, and containing more than 25 Sears, Roebuck, and Company mail-order homes. During the Depression, development continued most notably in the town of Greenbelt, which was built in Prince George's County from 1935 to 1941 by the New Deal Resettlement Administration (M-NCPPC 1992, appendix B).

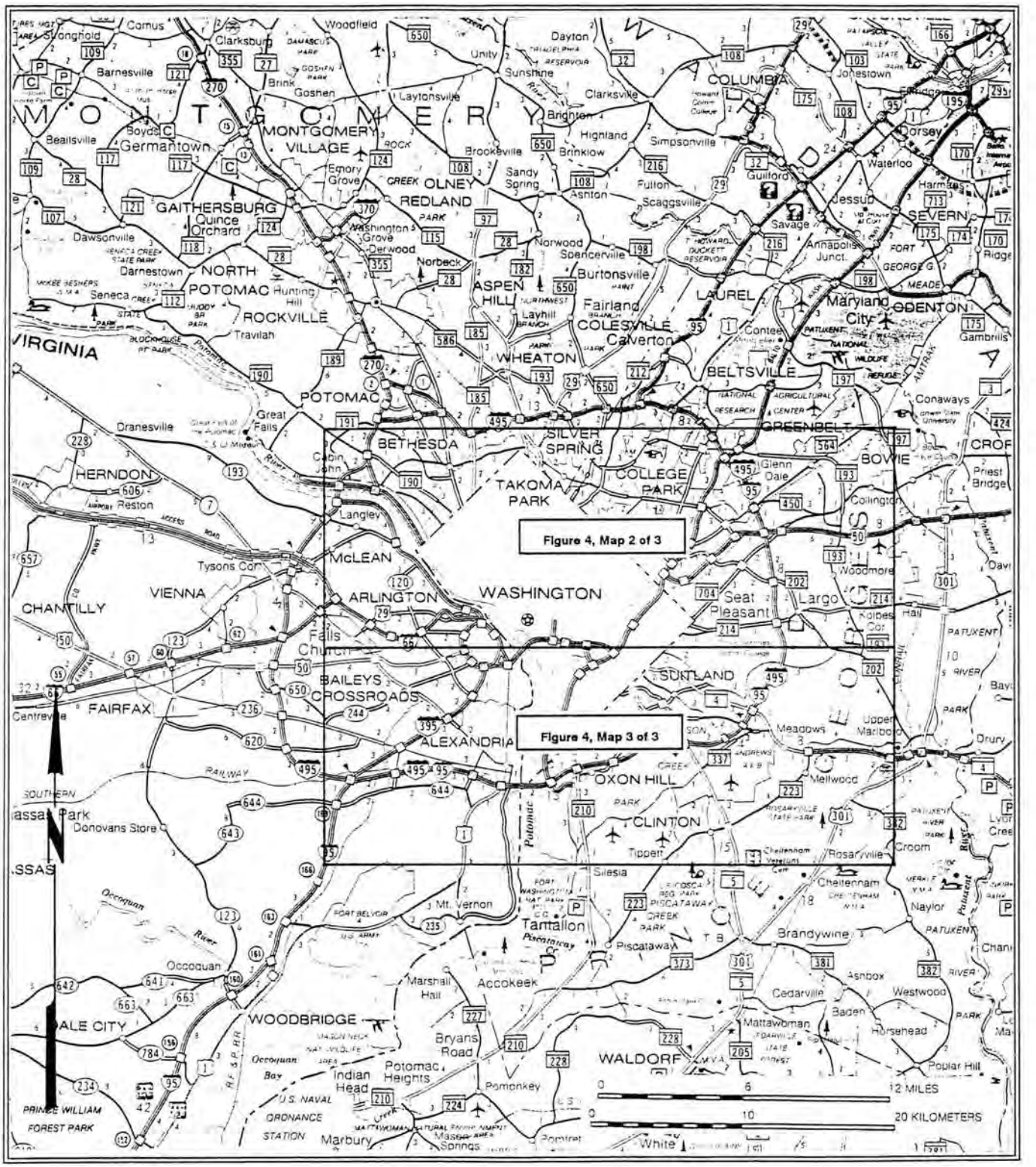

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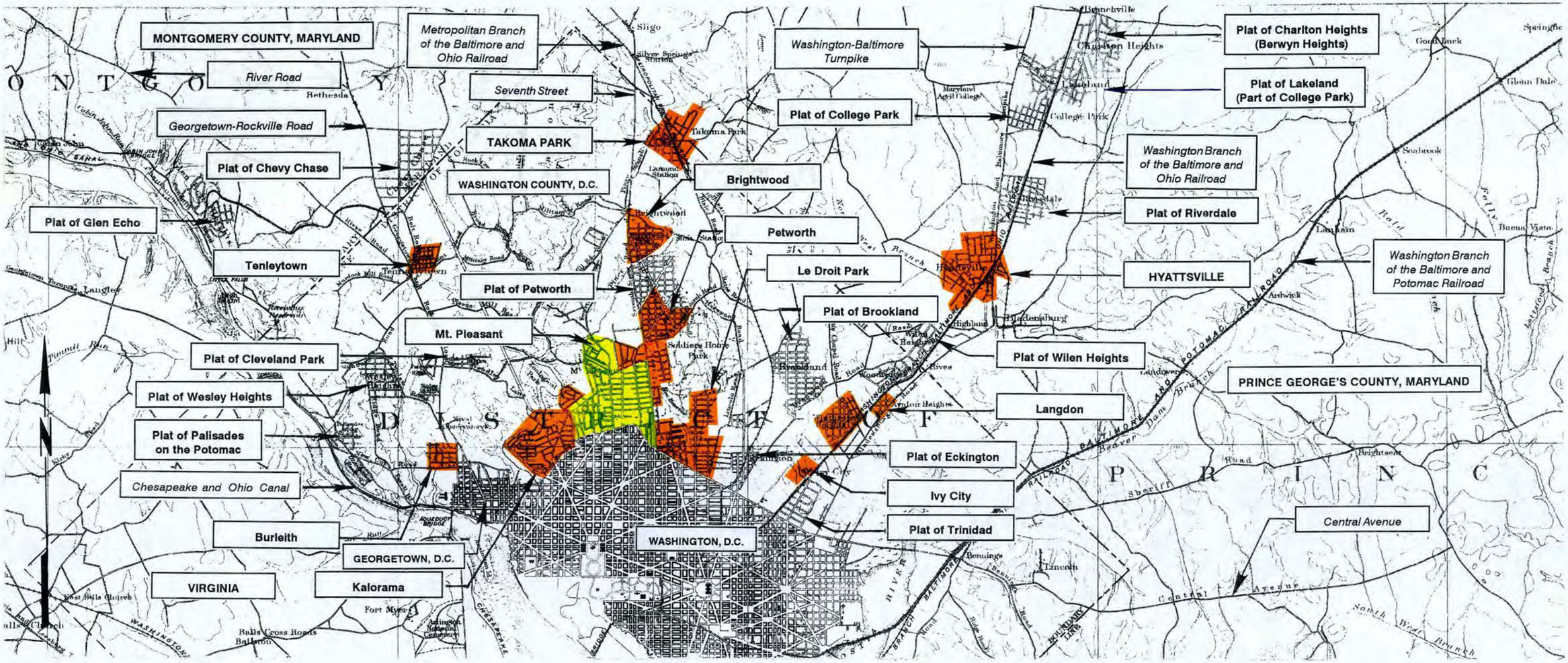
Figure 4, Map 1 of 3
Map Key

Source: Maryland Department of Transportation
State Highway Map

Scale: 1: 380,160



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1856-1870
Tenleytown	Neighborhoods	Areas of Suburban Development, 1871-1885
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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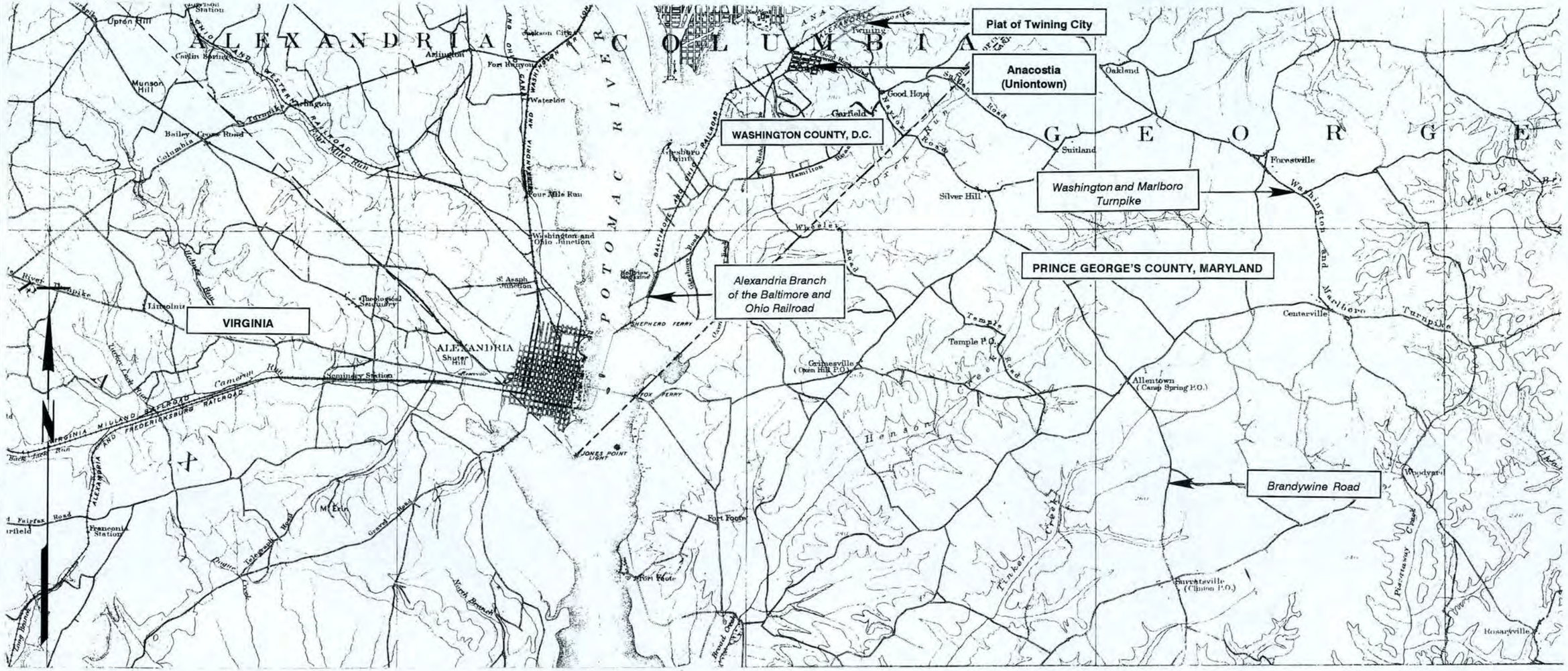
Figure 4, Map 2 of 3
Map of the Washington, D.C. Area, 1885

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1856-1870
Tenleytown	Neighborhoods	Areas of Suburban Development, 1871-1885
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

I-495/I-95 Capital Beltway Corridor Transportation Study

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Figure 4, Map 3 of 3
Map of the Washington, D.C. Area, 1885

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters

In Montgomery County the Metropolitan Branch of the B & O Railroad, which was developed in 1873, contributed to the growth of the area during the boom from 1887 to 1892. Though the railroad line existed in 1873, the growth of Washington, D.C. did not extend out to Montgomery County except for a few resort areas like Glen Echo and Forest Glen until later in the century. But by the 1880s, many northerners who had come to D.C. to work as government clerks began to establish themselves as real estate brokers, bringing the ideas of purposely designed residential areas outside the city to Washington, D.C. Takoma Park was platted in 1883 by Benjamin Franklin Gilbert as a suburb for the less affluent. Concerned with the moral tone of the community, he built a church and school by 1888, though there were few other amenities before 1890. Benjamin F. Leighton subdivided a tract along the B & O Metropolitan Line in 1889 and called it Woodside. Forest Glen started with a resort hotel in 1887, which was sold to the National Seminary in 1894. Capitol View was developed in the late 1880s by A.S. Pratt & Son as a rural retreat. Kensington, developed by Brainard H. Warner in 1886, and Garrett Park, developed by Henry Copp, were planned as commuter suburbs along the Metropolitan Branch (Hiebert and MacMaster 1976, 215-218). Takoma Park and Woodside were the only two communities in Montgomery County along the Metropolitan Line which were within commuting distance of about one half hour from downtown Washington. Beyond this distance, it was difficult to attract people of moderate means. Though employees of the Bureau of Printing and Engraving purchased lots in Kensington, they did not build until the B & O Railroad scheduled a train that would arrive in Washington by 7 a.m. (Levy 1980, 97).

By the 1890s, trolley lines began to spur more suburban development. Francis G. Newlands started the Chevy Chase Land Company in 1887, and developed the Rock Creek Railway to reach out to the previously inaccessible or undesirable lands along Connecticut Avenue. The trolley line greatly increased the value of the land owned by Newlands in the District and Montgomery County. These same tracks which were built to encourage development in Chevy Chase also created opportunities for development all along its route. The opening of streetcar service in 1890 on Wisconsin Avenue and in 1892 on Connecticut Avenue connected the land that would become Cleveland Park with the city center. The Georgetown and Tenallytown Railway Company was chartered in 1888 and had electric lines running along Wisconsin avenue to the District line in 1890. In 1897 the line was transferred to the Washington and Rockville Electric Railway Company, and extended from Georgetown, through Tenallytown and Friendship Heights to Alta Vista and Rockville. The Brightwood trolley line was extended to Takoma Park in 1892. In 1895 the Washington, Woodside and Forest Glen Railway and Power Company was organized to carry the Brightwood line into Montgomery County (Hiebert and MacMaster 1976, 218-226).

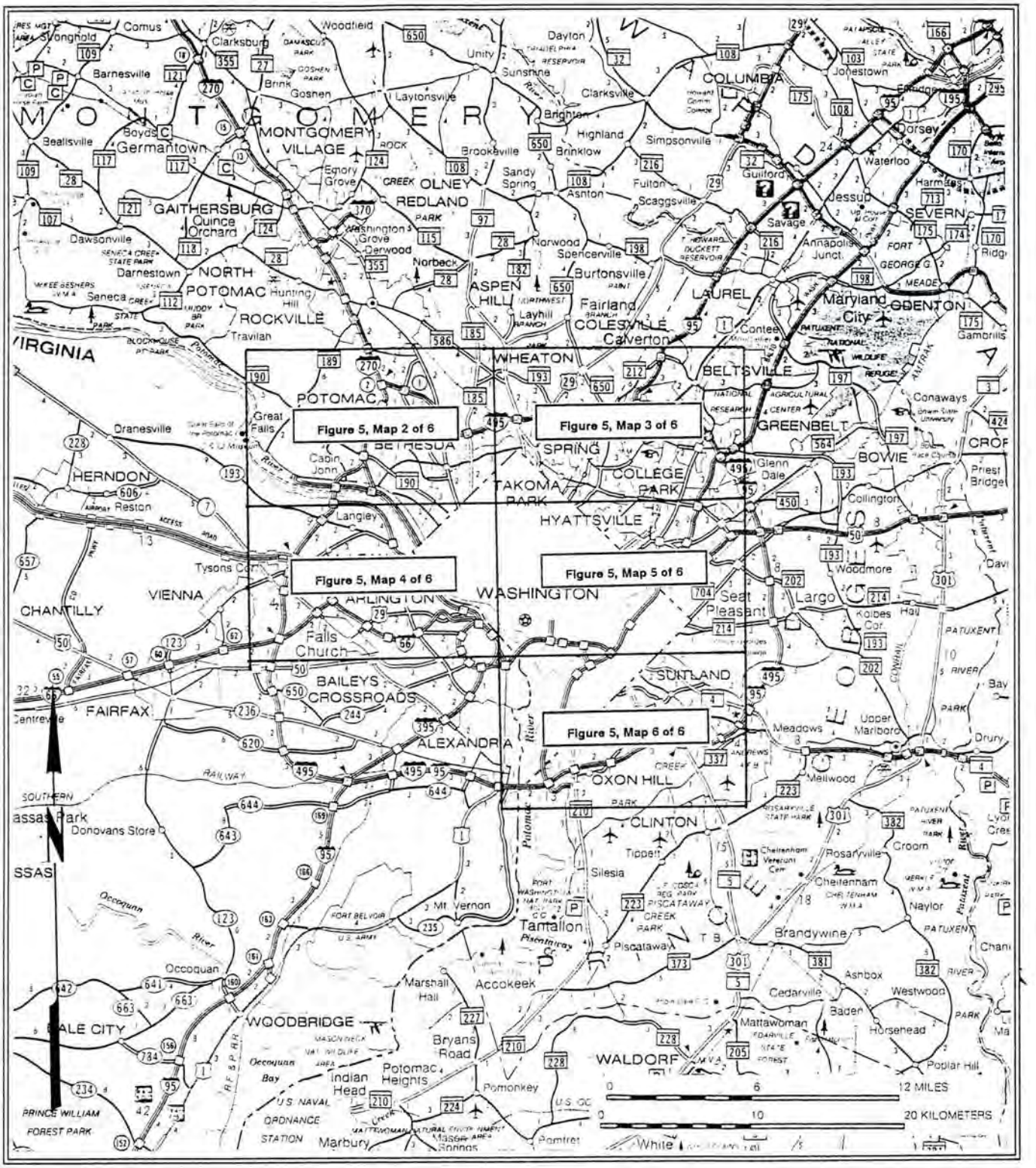
Suburban growth in Montgomery County largely occurred in two periods. The first area of growth developed along the corridor of the Metropolitan Branch of the B & O Railroad in the late 1880s. This growth was confined to small communities close to the line but fairly distant from each other. The second area and period occurred along the district line, and was facilitated by the streetcar in the 1890s. In Prince George's County, growth was largely confined to the transportation corridors of the B&O Railroad, and only

developed partially along the trolley lines. On the eve of World War I, streetcar lines extended to Forest Glen, to Berwyn Heights, and to Laurel, Maryland. In 1917, the largest number of suburban communities were located within the District boundaries, part of which had formerly been designated as Washington County in the District of Columbia. The earliest suburbs in Washington, the walking/horse-car suburbs, had lost their suburban identity by 1917. LeDroit Park, Columbia Heights, Bloomingdale, Parkview, Meridian Hills, Lanier Heights, Ingleside, Washington Heights, Winthrop Heights, and Brentwood Village had been annexed by the city. Thirty-one percent of the suburban communities were within the District boundaries, 25 percent in Prince George's County, and 14 percent in Montgomery County. The last 30 percent were located in Arlington County, Virginia (Levy 1980, 114) (Figure 5).

The suburbs continued to lack many amenities of the city into the twentieth century, including gas lights, running water, telephones, and bathrooms. Even the transportation routes were not always dependable. Only a few suburbs were completely planned with these amenities; these included LeDroit Park, Anacostia, Cleveland Park, and Chevy Chase Village. Generally, land developers concentrated on dividing or selling the land and not on planning and building houses. Typical lot sizes had a 50-foot street frontage, and people preferred to build detached houses. Houses ranging in style from Queen Anne to Bungalows were built, dependent upon the owners' preferences and what they could afford. Most subdivisions were laid out in the conventional grid system, regardless of the local terrain. This was required in the District of Columbia after it became clear that development was haphazard and streets were not connecting properly. A few exceptions included Mt. Pleasant, which was laid out around a village green, and Garrett Park, which was developed around the railroad station (Levy 1980, 124-125). A number of communities were developed with restrictive covenants, which often resulted in homogeneity within the individual subdivisions. In general shopping required a trip into the city. A few commercial areas developed in places such as Hyattsville, where transportation routes intersected (Levy 1980, 127-132).

Unlike many cities, the suburban population around D.C. was composed of the middle class from the beginning. While some developments were aimed at the upper middle class, like Chevy Chase, many were developed to appeal to the working or middle classes, people who worked as civil servants. The elite preferred to live within residential areas of the city.

Washington, D.C. was also unique in that as many as 15 percent of the African-American population lived in suburban areas around the turn of the century, roughly the same percentage as for the Caucasian population. In some suburbs both groups lived close together, especially in areas which had developed over time. But schools, churches, and other institutions were organized separately as they were in the city. In planned communities, though, covenants often prohibited sale or lease to African-Americans as well as to other minorities (Levy 1980, 133-135). There were also a number of exclusively



I-495/I-95 Capital Beltway Corridor Transportation Study

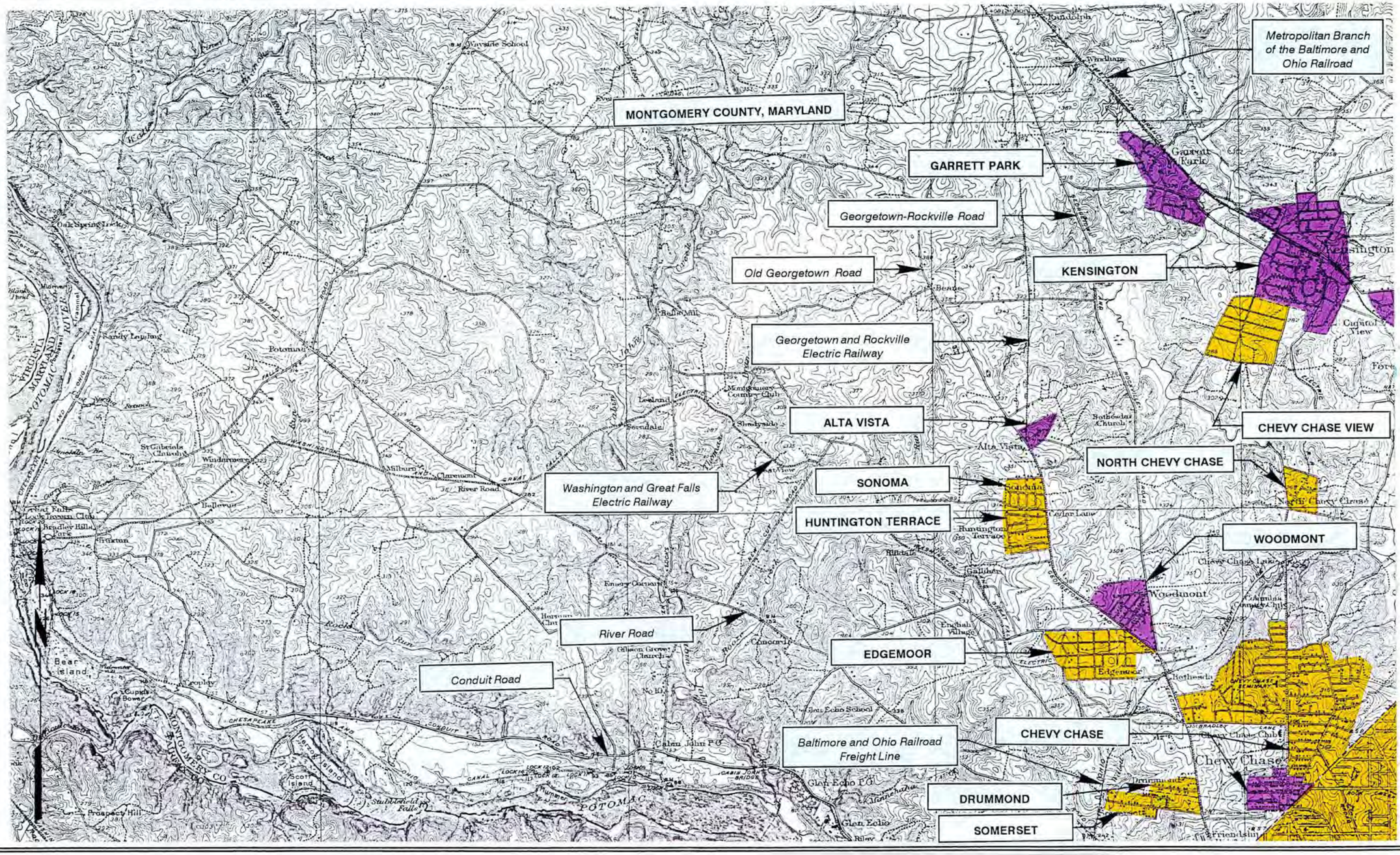
Montgomery and Prince George's Counties
Suburbanization Historic Context
and Survey Methodology

KCI Technologies, Inc.

Figure 5, Map 1 of 6
Map Key

Source: Maryland Department of Transportation
State Highway Map

Scale: 1: 380,160



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1886-1904
Tenleytown	Neighborhoods	Areas of Suburban Development, 1905-1917
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

I-495/I-95 Capital Beltway Corridor Transportation Study

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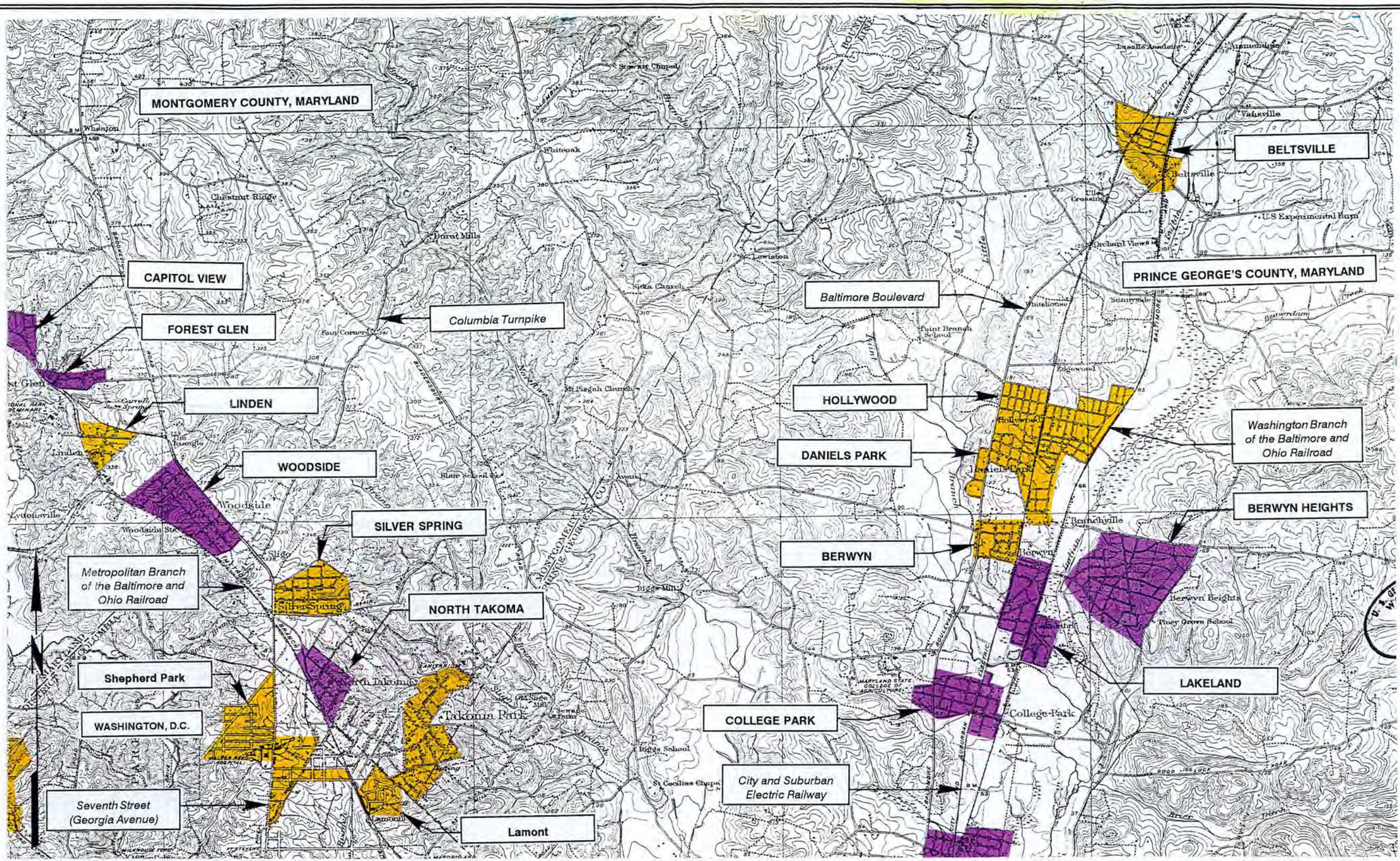
KCI Technologies, Inc.

Figure 5, Map 2 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK — Municipalities

Tenleytown — Neighborhoods

Capital Beltway — Transportation Routes

Areas of Suburban Development, 1886-1904

Areas of Suburban Development, 1905-1917

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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Figure 5, Map 3 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters

LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1886-1904
Tenleytown	Neighborhoods	Areas of Suburban Development, 1905-1917
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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Figure 5, Map 4 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters

Addition to Lamont
BRENTWOOD
RIVERDALE
MOUNT RAINIER
Baltimore Boulevard
Annapolis Road
Addition to HYATTSVILLE
PRINCE GEORGE'S COUNTY, MARYLAND
Brightwood
Whitley Park
Washington, Baltimore and Annapolis Electric Railway
DECATUR HEIGHTS
COTTAGE CITY
TUXEDO
Woodridge
Woodley Park
Brookland
Addition to Le Droit Park
COLUMBIA PARK
Kenilworth
FAIRMOUNT HEIGHTS
Trinidad
SEAT PLEASANT
WASHINGTON, D.C.
MARYLAND PARK
Deanewood
Central Avenue
Chesapeake Junction
Washington Branch of the Baltimore and Potomac Railroad
Chesapeake Beach Railway
CAPITOL HEIGHTS

LEGEND

TAKOMA PARK — Municipalities
Tenleytown — Neighborhoods
Capital Beltway — Transportation Routes

Areas of Suburban Development, 1886-1904
Areas of Suburban Development, 1905-1917

0 2000 4000 8000 Feet
0 500 1000 2000 Meters

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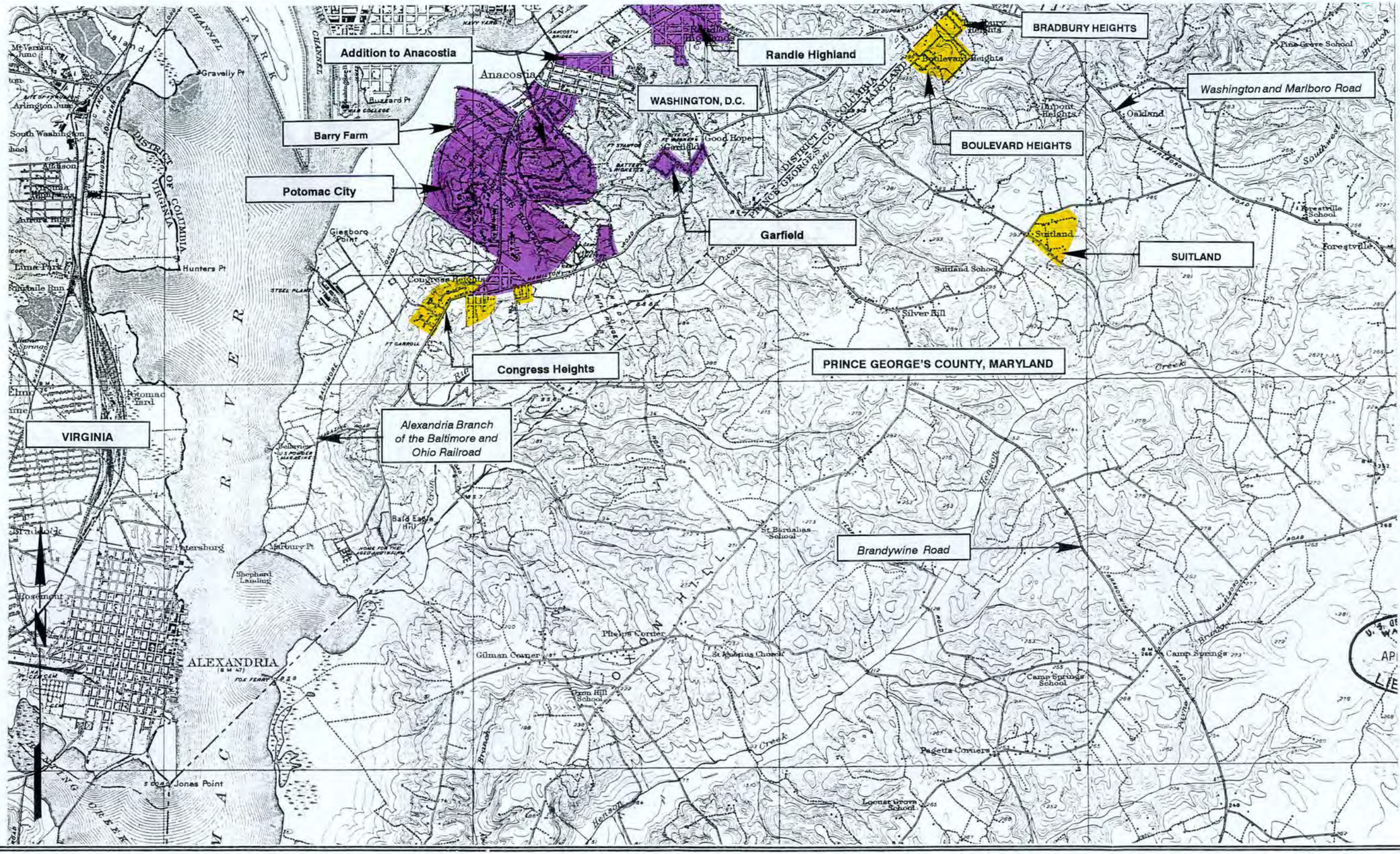
Figure 5, Map 5 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	🟪	Areas of Suburban Development, 1886-1904
Tenleytown	Neighborhoods	🟨	Areas of Suburban Development, 1905-1917
Capital Beltway	Transportation Routes		

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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Figure 5, Map 6 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters

African-American communities, which were among Washington's earliest suburbs. These areas were settled by freed slaves with the help of the Freedmen's Bureau. One of the best known settlements is Barry's Farm, or Hillsdale, next to Uniontown across the Anacostia River. The extension of streetcar lines helped additional African-American settlements develop, including Fairmount Heights, North Brentwood, and Lakeland. The land chosen by the developers for these settlements was often very steep or prone to flooding, and the grids were laid out without thought to topography. Yet the African-American homeowners were aspiring to the same suburban ideal of home ownership that the majority of the middle-class had. Though these neighborhoods did not forbid settlement by any group through restrictive covenants, their location made them less desirable to those who could generally afford better areas and were not restricted by segregation.

Washington in the mid-nineteenth century was relatively non-diverse. In 1850, only 11 percent of Washington's population was foreign born. By 1860, that percentage had grown to 17 percent, and continued to grow into the early twentieth century (Smith 1988, 49). Almost 30 percent of that population was from Germany or Austria; there were large areas settled by German immigrants around 7th Street in Southwest and Foggy Bottom. The German population led the trends in population migration; as they moved farther out into suburbs such as Mount Pleasant, Petworth, and Brightwood, other ethnic groups such as Italian immigrants, Greek settlers, and African-Americans settled in previously German-occupied neighborhoods. German Jews were a small proportion of the population, numbering fewer than 200 in 1860, but by 1910 that number had grown to 5,000. In the 1920s, a number of Russians, both Jewish and Christian, settled in Washington after fleeing from social, religious, and political problems in Russia. The Chinese population was also growing in the late-nineteenth century. Chinatown on the north side of Pennsylvania Avenue east of 4th Street was established in the 1880s. From 1890 to 1930 the population grew from 91 to several hundred, despite the Chinese Exclusion Act of 1882 which prevented the wives of Chinese laborers from joining their husbands. By 1936, the number of residents in Chinatown had increased to 800.

The suburbs offered indisputable advantage to some, but at the same time, people were increasingly separated by class and race. Economic realities and discrimination, institutionalized in restrictive housing covenants in many places, restricted where minorities could live. There were certain neighborhoods that had larger numbers of ethnic settlers than others. Tenleytown in the early twentieth century had citizens of mostly English or German descent, though there were some Irish and Italian families as well. Brightwood remained a segregated community from the 1920s through the 1960s; many of the residents were Jewish families who had moved north from their earliest homes in Southwest and downtown. Dupont Circle was an elite address which attracted both Caucasian and African-American elite citizens. Brookland had a strong Catholic presence, many of Irish or Italian descent. Shepherd Park epitomized the restrictive covenants of the time; it was settled in two distinct areas by two different groups. Begun in 1931, the Colonial Village enclave barred "negroes. . . Armenians, Jews, Hebrews, Persians, and Syrians." North Portal Estates was the work of Jewish developers, and catered to wealthy Jewish families. As a Jewish population moved in to communities,

bringing their synagogues, delicatessens, kosher butcher shops, and bakeries, non-Jewish residents moved out. The same pattern was common as African-Americans moved into new areas of the city (Smith 1988, *passim*).

The late-nineteenth and twentieth centuries saw the development of churches, schools, and improved roads. In 1916 the General Assembly had created the Washington Suburban Sanitary Commission to study the coordination of planning and providing for water and sewage disposal in the belt around Washington (Brugger, 442). After World War I, many civic associations were founded, which worked to improve streets, water and sewer systems, and brought pressure to bear on government officials for fire and police protection. The residents started schools in their homes until buildings could be built, and encouraged the addition of electricity and telephone lines to their communities (Levy 1980, 135-137). A building boom began in 1922 and lasted until about 1926, encouraged by favorable government policies and general economic prosperity. The new suburbs were designed to appeal to more affluent customers (Hiebert and MacMaster 1976, 265-266). Bethesda and Chevy Chase attracted the most affluent citizens, and the development of country clubs became a growing trend. As across the United States, zoning and planning became essential for growth in the Washington, D.C. area, in order to provide comprehensive services to the growing communities. In 1926, Congress created the Maryland-National Capital Park and Planning Commission (M-NCPPC). Though purely an advisory body, it gave Washington a professional planning agency that had far-reaching impact on future development and legislation (Hiebert and MacMaster 1976, 285). The M-NCPPC was authorized by the General Assembly to provide for the acquisition of land for parks, pathways, and other public places and public works, to issue bonds and condemn land for these purposes, and to levy taxes within the planning district. The M-NCPPC adopted a zoning ordinance in 1928, along with appointing the first Board of Zoning Appeals and the first building inspector. A master plan for a regional park system was developed in 1931, and encouraged the adoption of subdivision regulations in 1934 (Hiebert and MacMaster 1976, 287).

Additional information on the development of Chevy Chase can be found in Mary Roselle George's Masters Thesis from the University of Maryland, *Developer Influence in the Suburbanization of Washington, D.C.: Francis Newlands and Chevy Chase*. Individual community histories may be found in the book *Washington at Home; An Illustrated History of Neighborhoods in the Nation's Capital*, edited by Kathryn Schneider Smith. More information on individual communities in Prince George's County, including Greenbelt, Glenarden, Fairmount Heights, Brentwood, North Brentwood, Edmonston, Takoma Park, and Mount Rainier, can be found in the publications of the Maryland-National Capital Park and Planning Commission. Street car lines in Montgomery County are discussed in-depth in William Ellenberger's article in *The Montgomery County Story, "History of the Street Car Lines of Montgomery County."* Additional information on local African-American history can be found in James Borchert's *Alley Life in Washington: Family, Community, Religion and Folklife in the City, 1850-1970*, and Bianca P. Floyd's *Records and Recollections: Early Black History in Prince George's County, Maryland.*

B.3.3 Modern Period (1930-1960)

The stock market crash of 1929 sharply curtailed post-World War I development. Unlike the rest of the country, though, the suburbs around D.C. continued to expand during the 1930s in order to meet the demand for housing brought about by the large number of people who moved to the area for new Federal jobs. In Montgomery County, the population more than doubled during the 1930s, and by 1940, the Federal government accounted for the largest percentage of wage earners living in the county—a significant change from 1920 when the majority of county residents were employed in agriculturally related concerns. Between 1935 and 1940, over 7,000 new dwellings were built, as many as had existed in total in the county in 1920 (Hiebert and MacMaster 1976, 302-304). New developments included the community of Greenbelt, Maryland, designed and built under the direction of the Suburban Resettlement Division of the Resettlement Administration as an experiment in low-cost planned housing (Federal Writers Project 1937, 829). Also during the 1930s, a permit for the first multi-family unit was granted, indicating the beginning of a new housing form that was to become increasingly popular during the post World War II years. This new construction was further removed from the city than earlier suburbs, therefore residents were heavily dependent on automobile travel (Figure 6).

African-Americans in and around Washington generally did not benefit from the Federal expansion. Post-war migration to the suburbs did not involve large numbers of African-Americans, despite earlier African-American suburbs, due to patterns of discrimination which discouraged African-American business and professional people from buying or renting homes. In fact, the African-American population of Montgomery County dropped significantly during the 1930s and World War II era as restrictive covenants in neighborhoods increased and employment opportunities decreased. There were better paying jobs and more welcoming residential areas in the District of Columbia and Prince George's County (Hiebert and MacMaster 1976, 302-307).

During World War II, the shift to a wartime economy halted suburban growth. After the war, the Federal government acted to stimulate home construction through the Veterans Emergency Housing Act of 1946. Meanwhile, the Washington, D.C. area, like the rest of the country, was suffering from a severe housing shortage, especially low-cost developments, as veterans returned seeking places to live. Temporary housing in areas such as Glen Echo, around Sligo Creek Parkway near Forest Glen Road, and near Takoma Park helped defray some need for shelter while construction on new communities began.

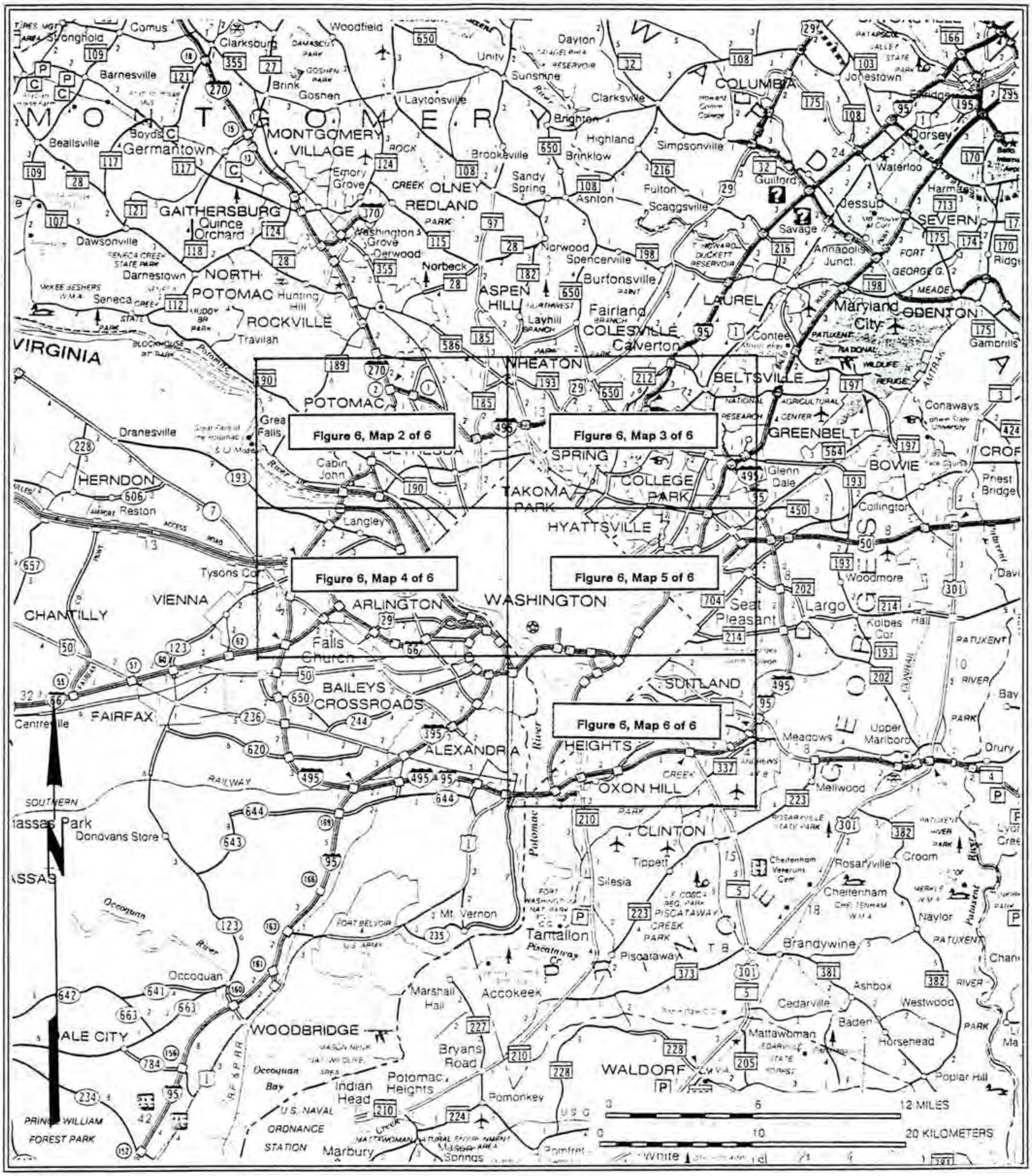
The housing boom following World War II was particularly significant in the Washington metropolitan area. The dropping of the atomic bomb served as a catalyst for the Federal government's decision to decentralize itself from the District of Columbia's core to the outlying suburbs. In 1948 the General Services Administration began a plan to disperse government agencies. In 1950, President Truman proposed $139 million to build enough offices in the suburbs to accommodate 40,000 people. By 1951, the Federal government was in conference with Montgomery County officials to discuss ways

in which the construction of government offices would have the least impact on the county's farmland and water and sewer systems. The development of Federal enclaves in the suburbs was not new to the county and officials wanted to be certain that they were well planned. Indeed, several facilities were already located there, including the David Taylor Model Basin (1937), the National Institutes of Health (1938), Bethesda Naval Medical Hospital (1942), and the Defense Mapping Agency (1943). Post war facilities included White Oak Naval Surface Weapons Center (1948), the Atomic Energy Commission (1956) and the National Bureau of Standards (1960) (Hiebert and MacMaster 1976, 351-355).

Many new residential developments were constructed some distance from existing markets, schools, and shops in response to the outward movement of jobs and businesses. Automobiles became a necessity. The first post-war shopping centers began to locate closer to residential areas, as road-building projects began to meet the increased demands for access from the suburbs to the city. The first shopping center in Silver Spring was constructed in 1944, and lured other big stores to the area. Soon other areas, including Chevy Chase, began to break ground for suburban shopping centers. The booming industrial and commercial growth encouraged a second housing boom in the late 1950s and 1960s. Differing from the early boom, the second wave of growth focused on larger and more expensive homes. Multi-family housing also increased. By the 1960s, there was an increased emphasis on planned communities that combined single family homes, multi-family units and apartments, and commercial developments.

Washington was greatly impacted by the Capital Beltway (I-495). Completed in 1964, the 66-mile-long double-loop road was designed primarily to allow East Coast motorists to bypass the city. But it also became a magnet for high-rise, urban-style office and retail centers that catered to the thousands living outside the periphery of the city (Frankel and Fehr 1997, 1). Montgomery and Prince George's counties both underwent rapid annual growth as a result of the beltway (Figure 7). In addition, the completion of the Baltimore-Washington Parkway in 1954 and I-95 between Baltimore and Washington in 1971 encouraged suburban Washington to creep ever closer to suburban Baltimore.

As Washington, D.C. increased in size, scale, and national importance as the center of government, the areas around the district expanded to house the thousands of people who flocked to the city for employment opportunities. Beginning in the mid-nineteenth century and extending into the present, the history of Washington, D.C. can be traced through the history of its suburbs. Unlike the rest of the country, whose suburbs were initially aimed at the wealthy, Washington's suburbs were, from the beginning, designed to appeal to the middle-class who found employment within the city. As the twentieth century progressed, the suburbs developed from being entirely dependent on the city for shopping, entertainment, and culture, to being centers of life themselves.



I-495/I-95 Capital Beltway Corridor Transportation Study

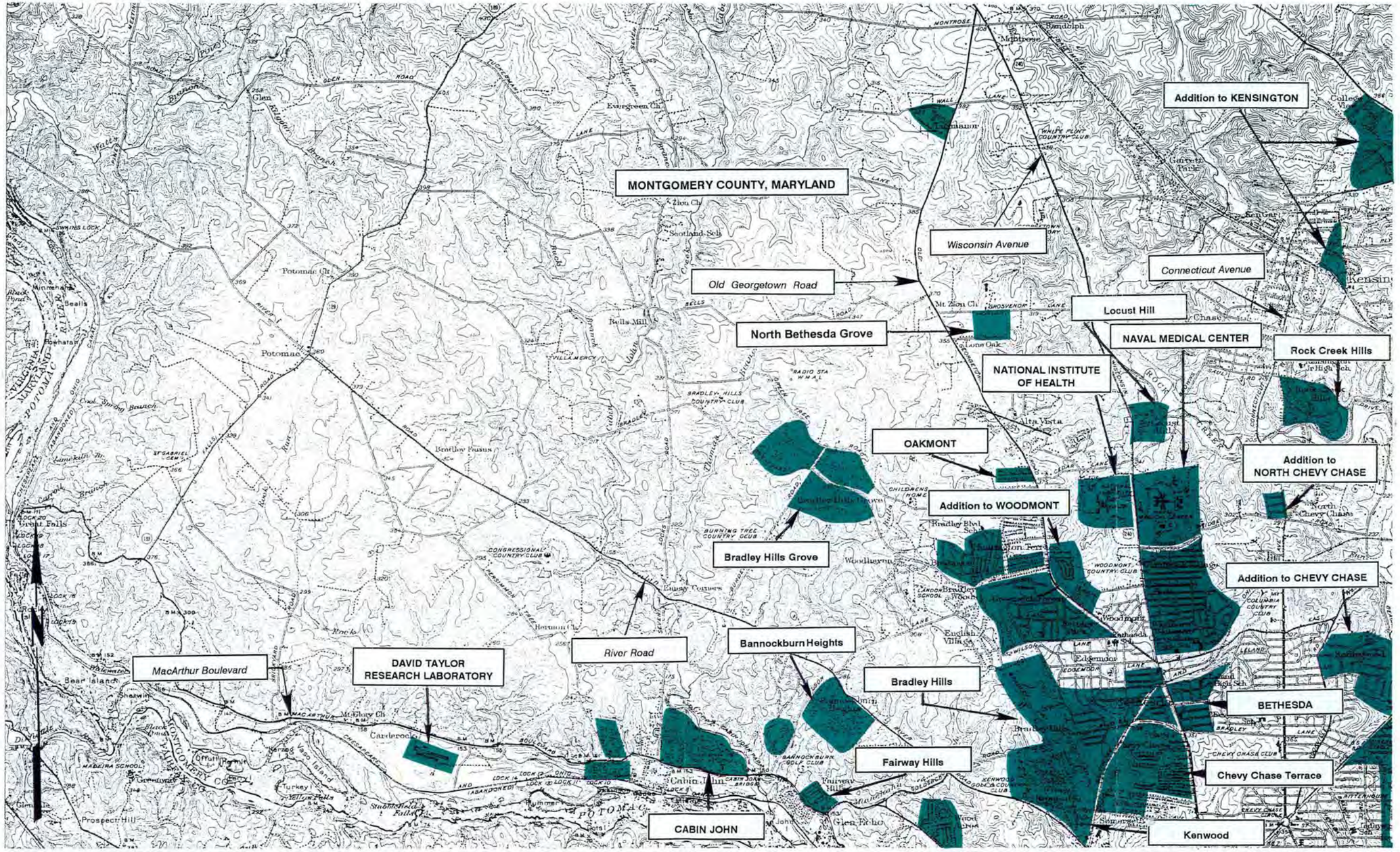
Montgomery and Prince George's Counties Suburbanization Historic Context and Survey Methodology

KCI Technologies, Inc.

Figure 6, Map 1 of 6
Map Key

Source: Maryland Department of Transportation *State Highway Map*

Scale: 1: 380,160



LEGEND

TAKOMA PARK	Municipalities
Tenleytown	Neighborhoods
Capital Beltway	Transportation Routes
	Areas of Suburban Development, 1918-1944

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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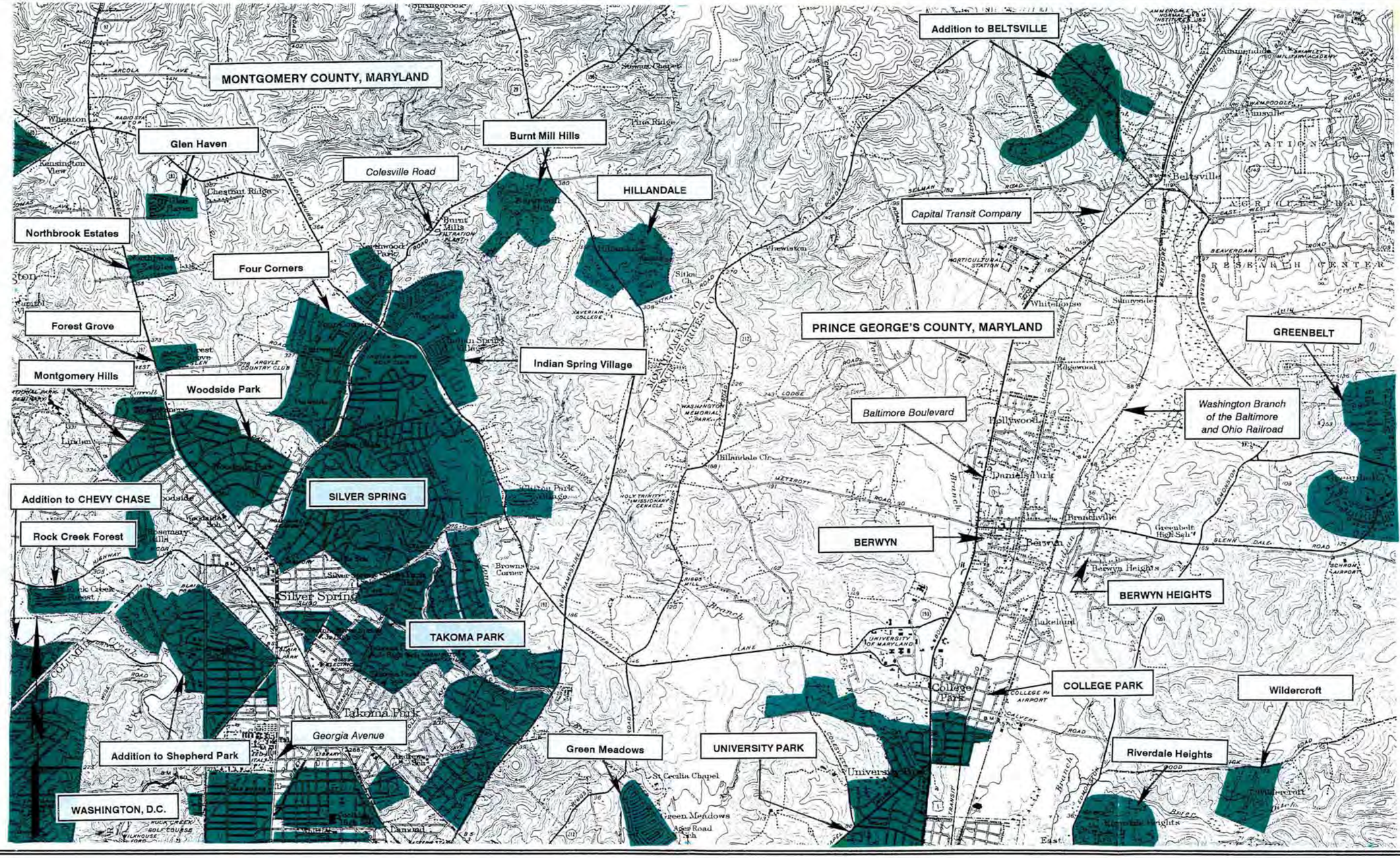
Figure 6, Map 2 of 6
Map of the Washington, D.C. Area, 1944

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1918-1944
Tenleytown	Neighborhoods	
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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Figure 6, Map 3 of 6
Map of the Washington, D.C. Area, 1944

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters

LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1918-1944
Tenleytown	Neighborhoods	
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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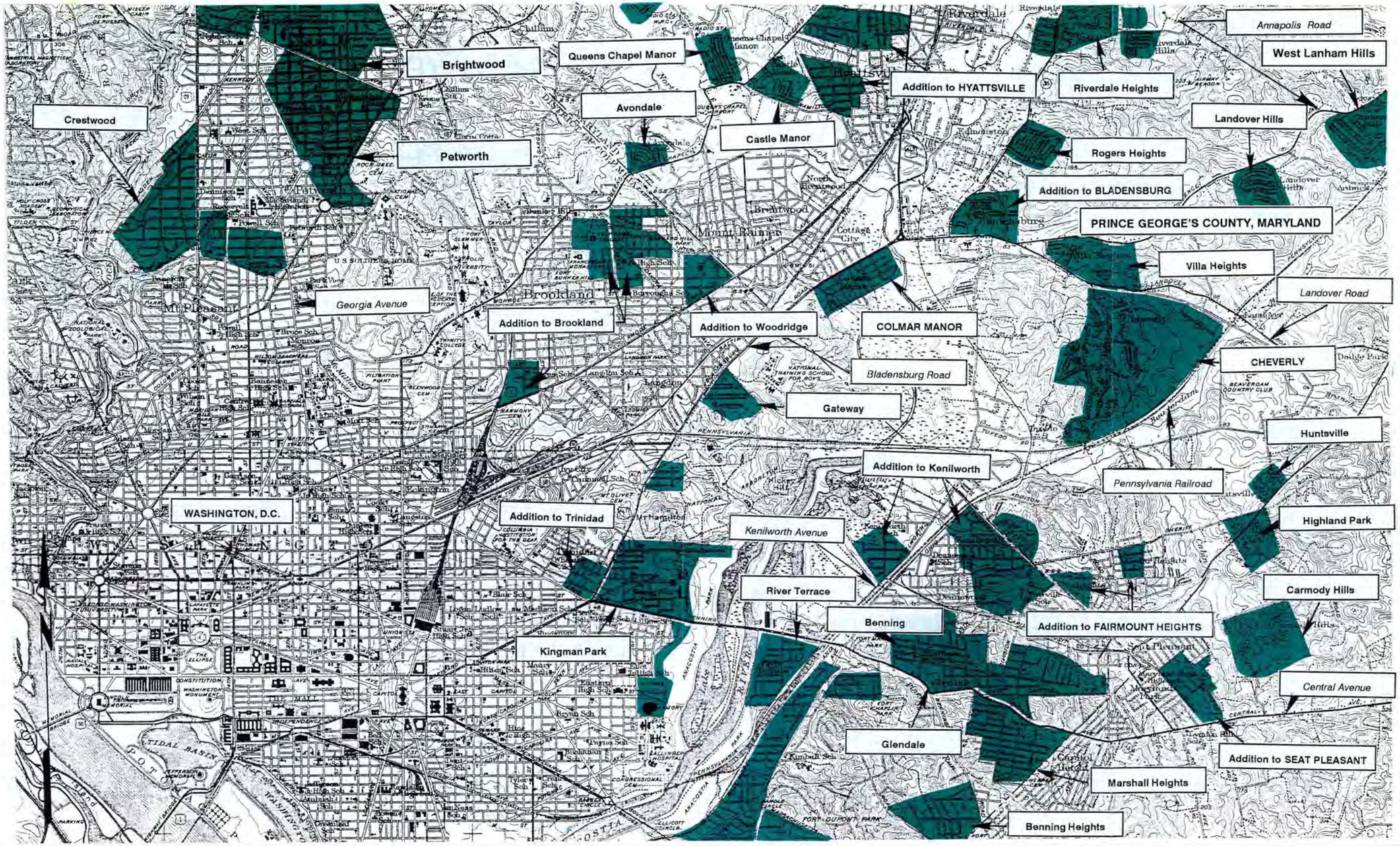
Figure 6, Map 4 of 6
Map of the Washington, D.C. Area, 1944

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1918-1944
Tenleytown	Neighborhoods	
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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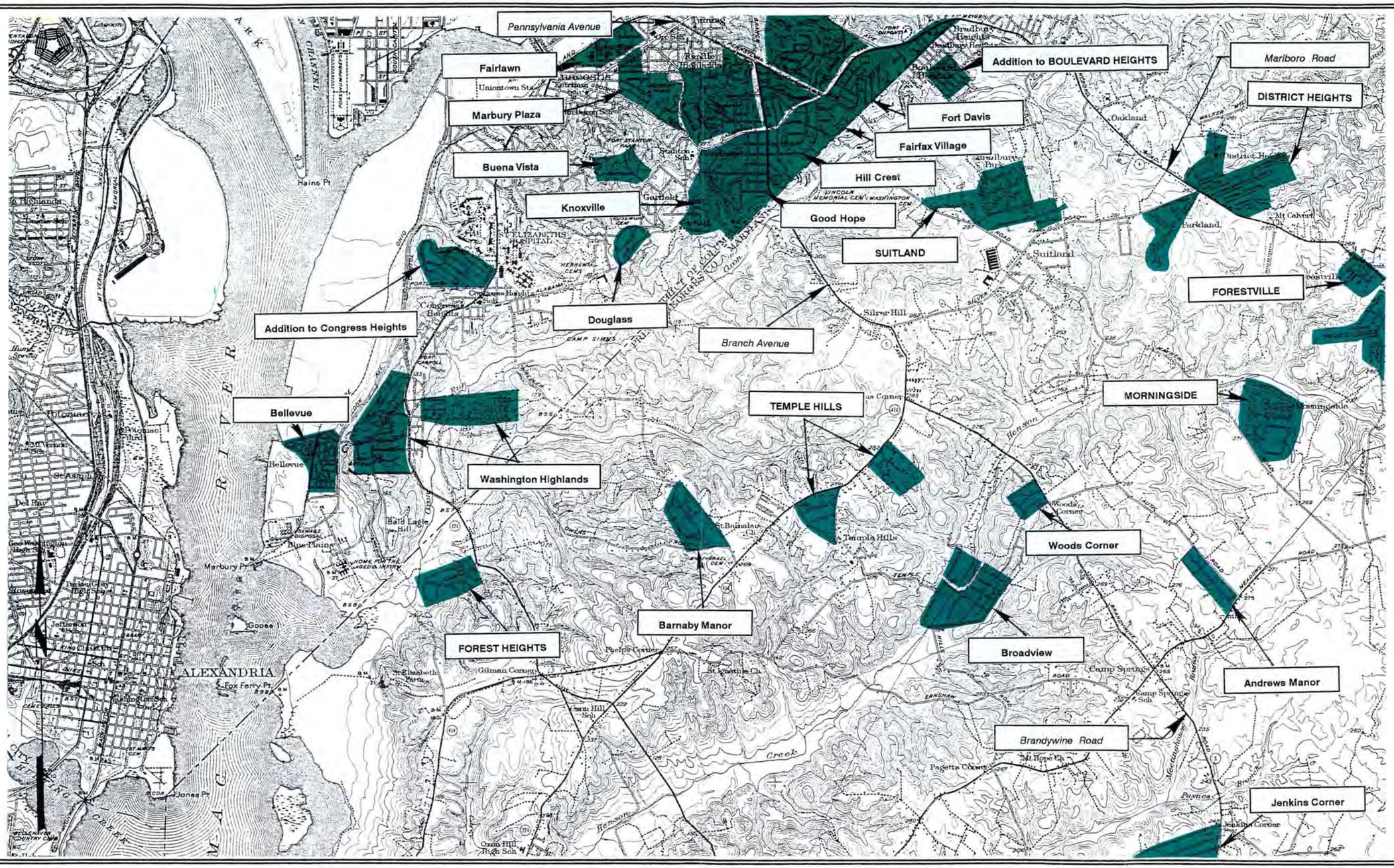
Figure 6, Map 5 of 6
Map of the Washington, D.C. Area, 1944

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1918-1944
Tenleytown	Neighborhoods	
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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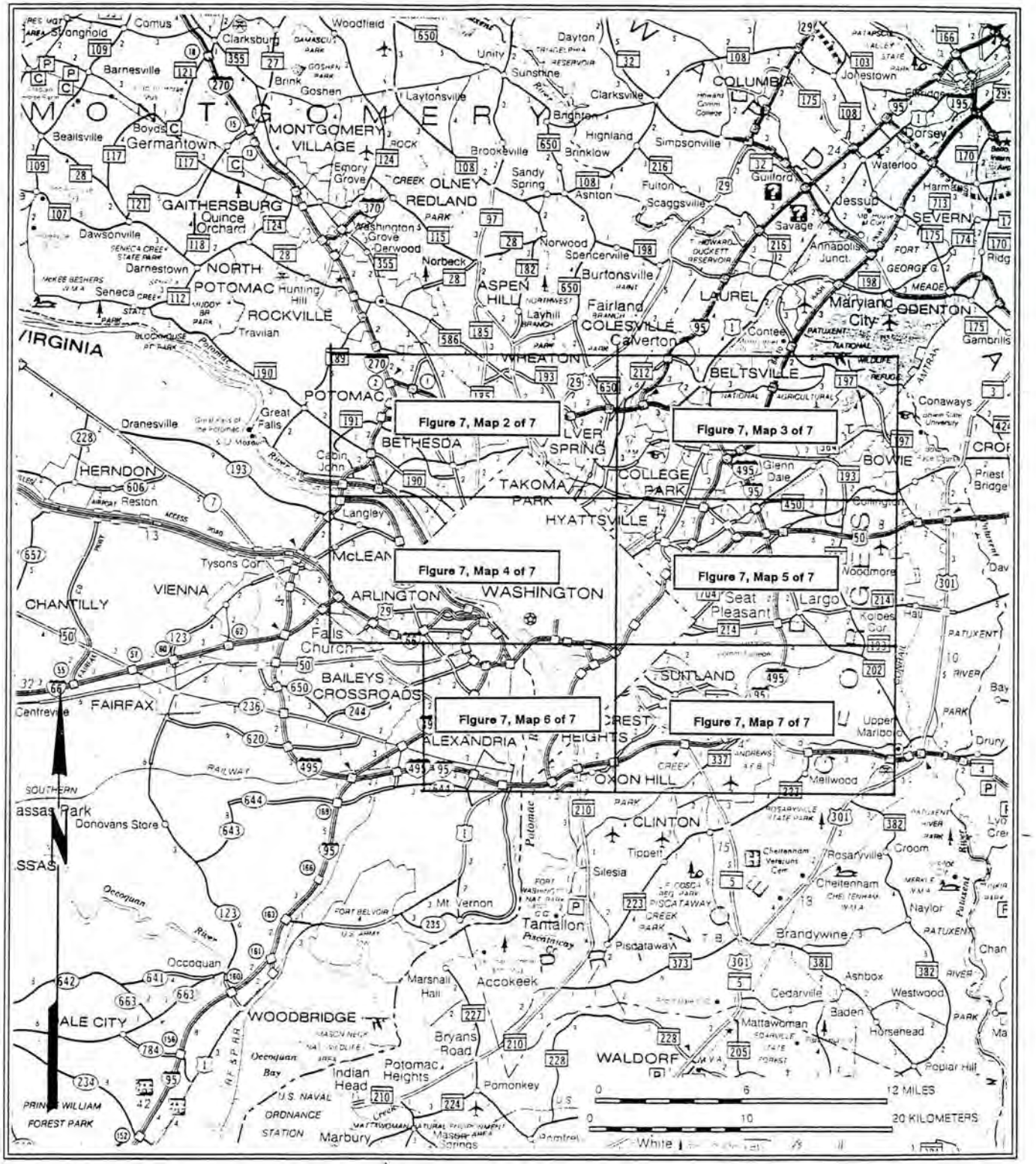
Figure 6, Map 6 of 6
Map of the Washington, D.C. Area, 1944

United States Geological Survey
Washington and Vicinity Topographic Map

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



I-495/I-95 Capital Beltway Corridor Transportation Study

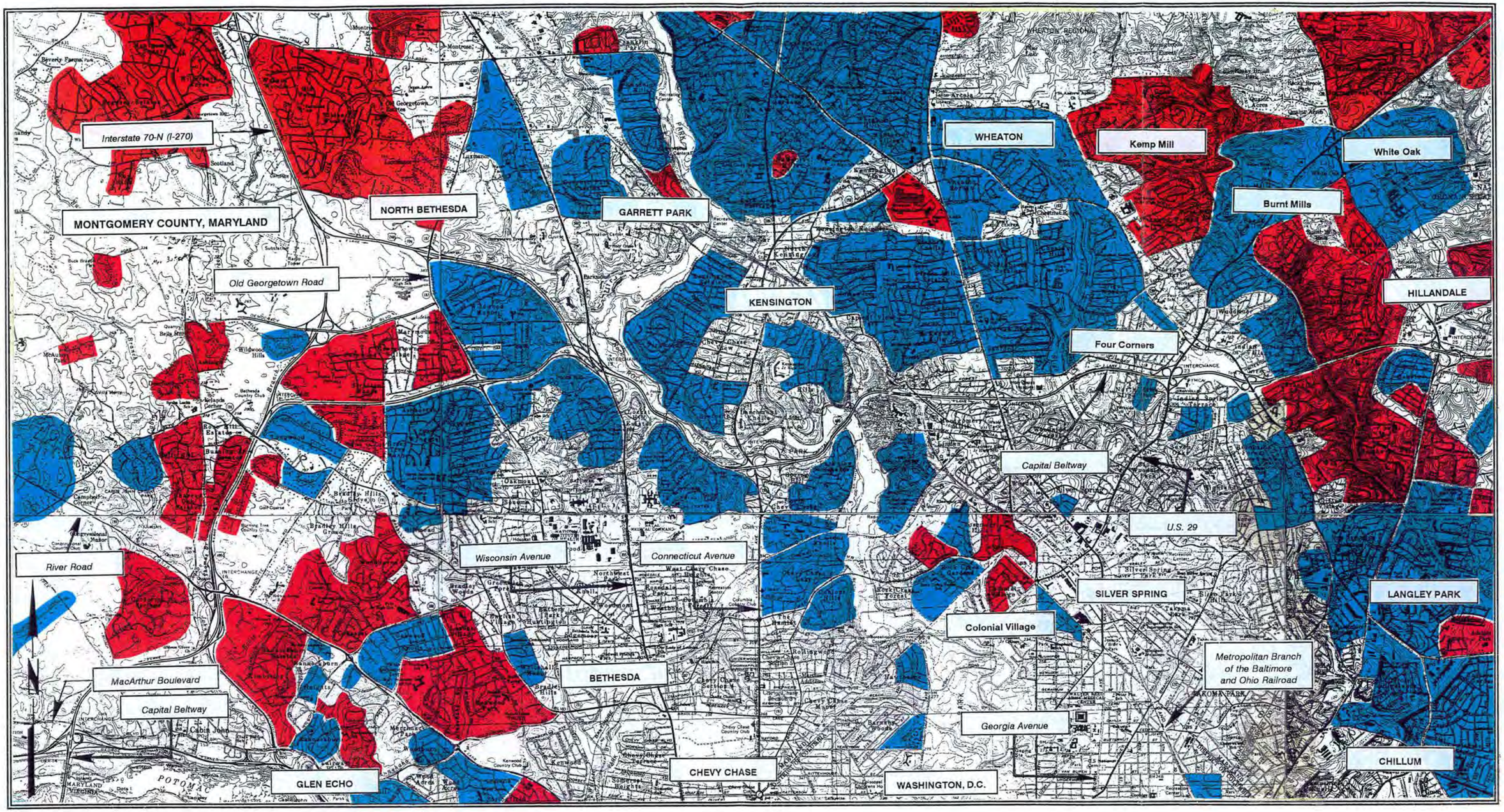
Montgomery and Prince George's Counties
Suburbanization Historic Context
and Survey Methodology

KCI Technologies, Inc.

Figure 7, Map 1 of 7
Map Key

Source: Maryland Department of Transportation
State Highway Map

Scale: 1: 380,160



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1945-1955
Tenleytown	Neighborhoods	Areas of Suburban Development, 1956-1965
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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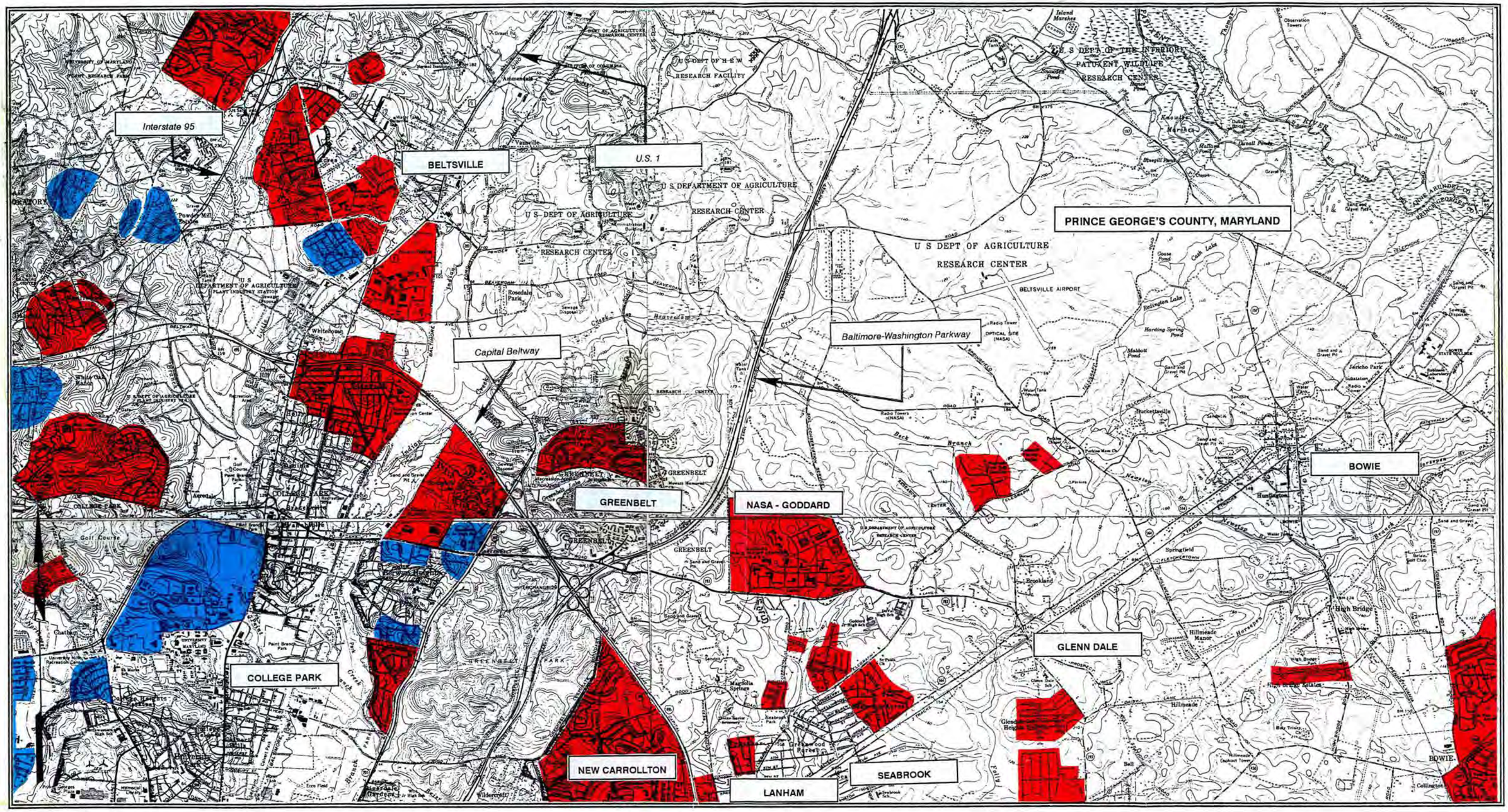
Figure 7, Map 2 of 7
Map of the Washington, D.C. Area, 1965

United States Geological Survey
Beltsville, Kensington, Rockville, MD; Falls Church, VA-DC-MD; Washington East, DC-MD; Washington West, DC-MD-VA Quadrangles
Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1945-1955
Tenleytown	Neighborhoods	Areas of Suburban Development, 1956-1965
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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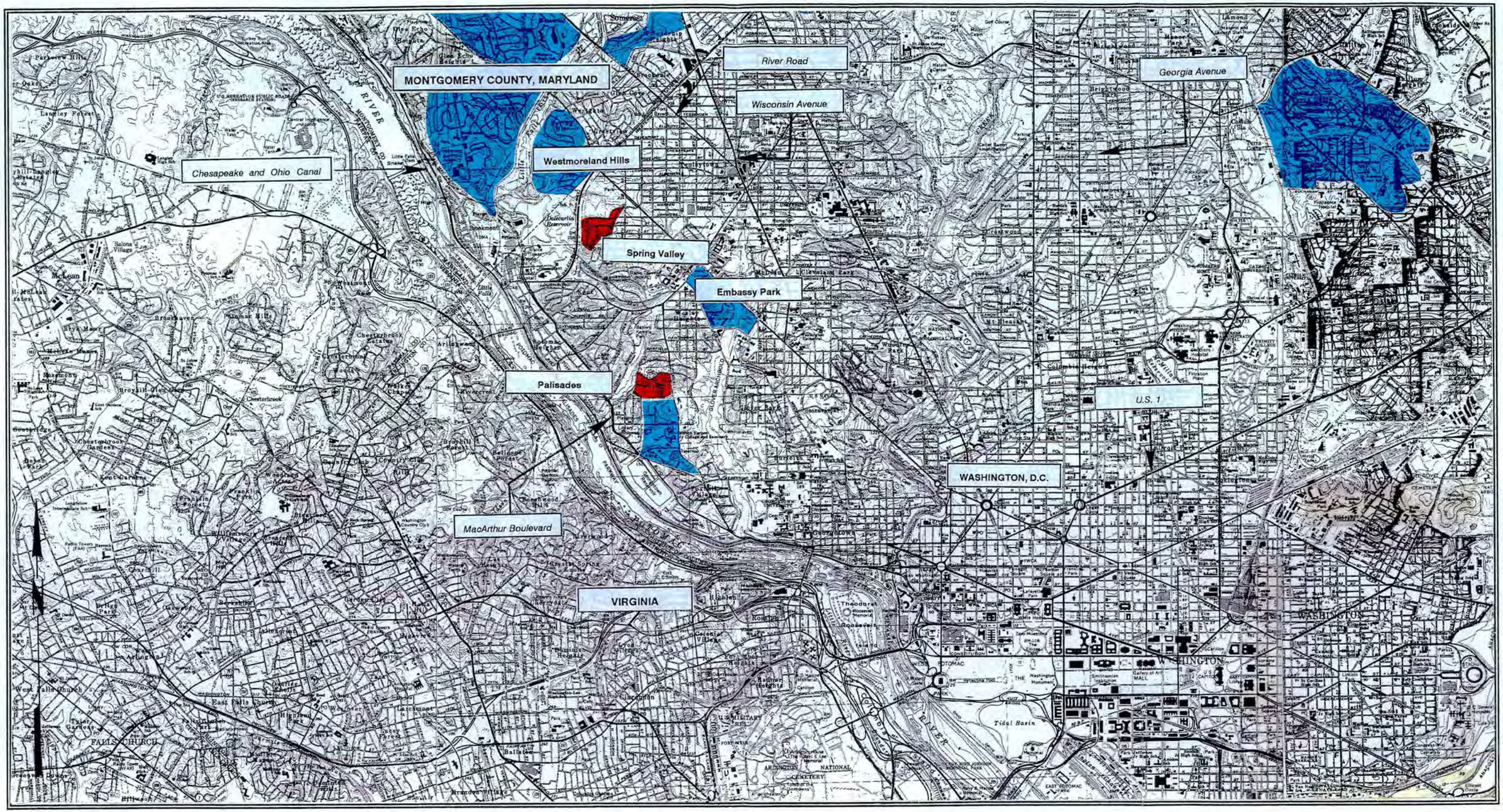
Figure 7, Map 3 of 7
Map of the Washington, D.C. Area, 1965

United States Geological Survey
Beltsville, Lanham, Laurel, MD;
Washington East, DC-MD Quadrangles
Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1945-1955
Tenleytown	Neighborhoods	Areas of Suburban Development, 1956-1965
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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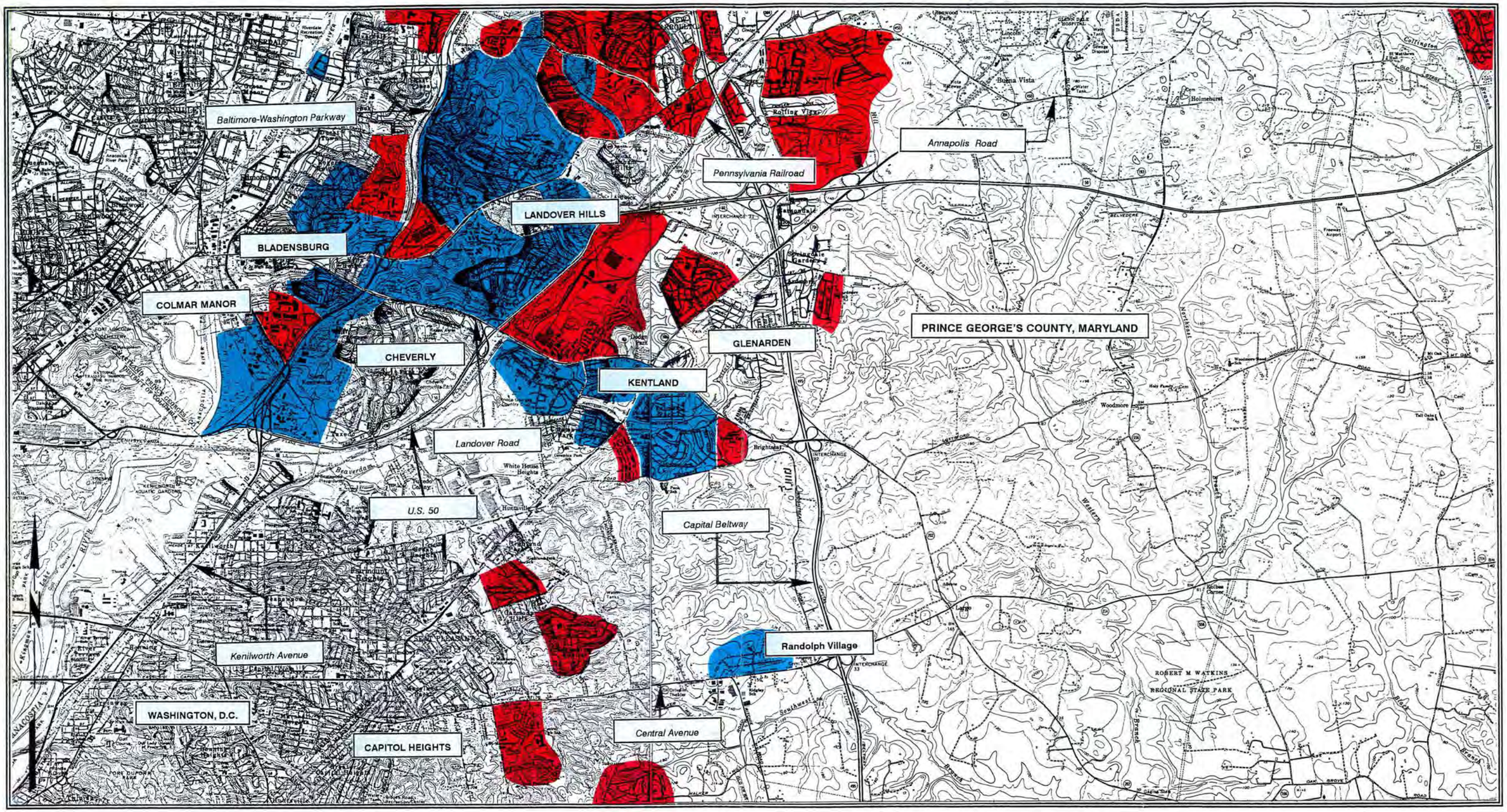
Figure 7, Map 4 of 7
Map of the Washington, D.C. Area, 1965

United States Geological Survey
Washington East, DC-MD; Washington West, DC-MD-VA;
Falls Church, VA-DC-MD Quadrangles
Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities	Areas of Suburban Development, 1945-1955
Tenleytown	Neighborhoods	Areas of Suburban Development, 1956-1965
Capital Beltway	Transportation Routes	

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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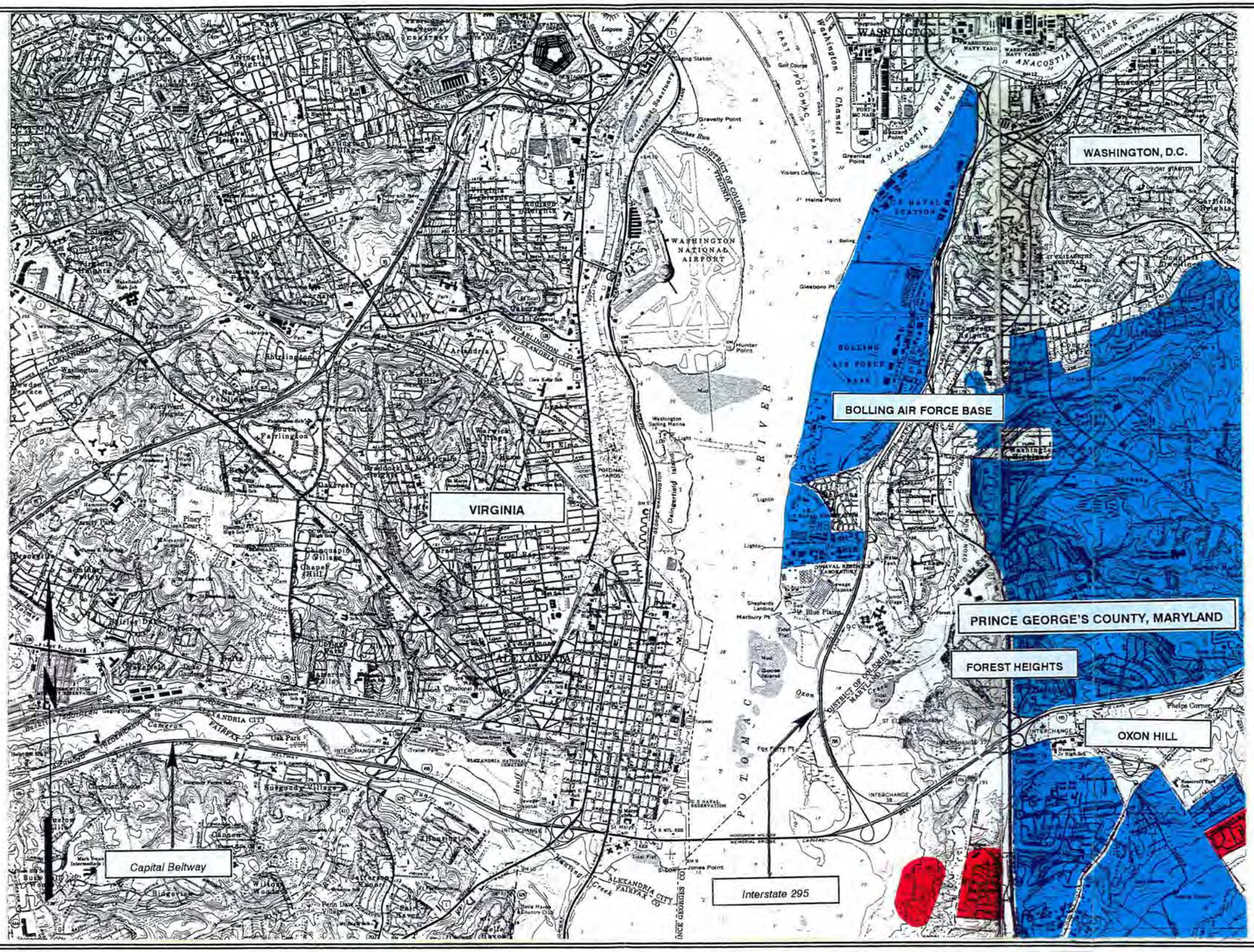
Figure 7, Map 5 of 7
Map of the Washington, D.C. Area, 1965

United States Geological Survey
Washington East, DC-MD; Lanham, MD Quadrangles

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities		Areas of Suburban Development, 1945-1955
Tenleytown	Neighborhoods		Areas of Suburban Development, 1956-1965
Capital Beltway	Transportation Routes		

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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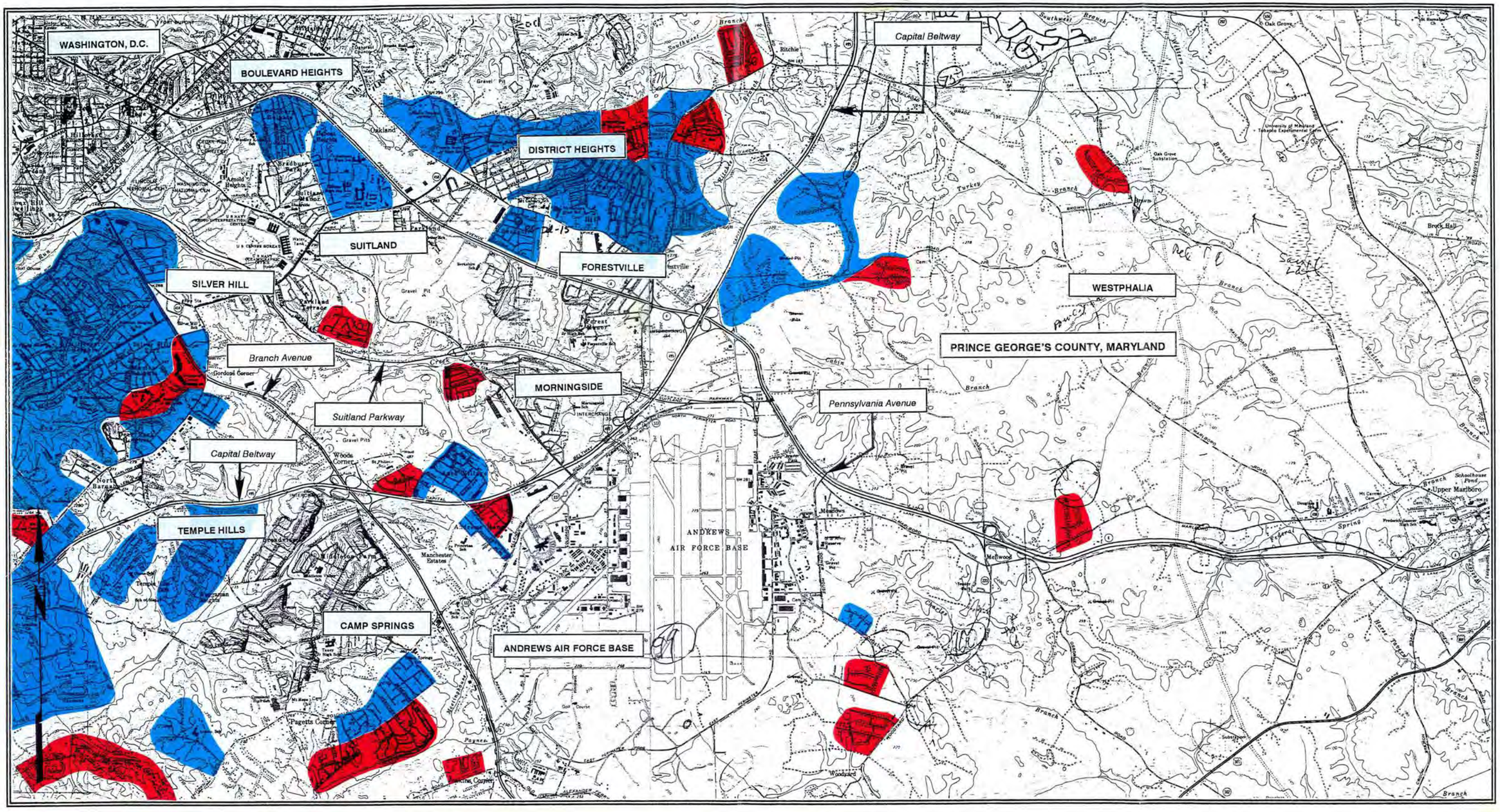
Figure 7, Map 6 of 7
Map of the Washington, D.C. Area, 1965

United States Geological Survey
Alexandria, VA-DC-MD; Anacostia, DC-MD Quadrangles

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters



LEGEND

TAKOMA PARK	Municipalities		Areas of Suburban Development, 1945-1955
Tenleytown	Neighborhoods		Areas of Suburban Development, 1956-1965
Capital Beltway	Transportation Routes		

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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Figure 7, Map 7 of 7
Map of the Washington, D.C. Area, 1965

United States Geological Survey
Anacostia, DC-MD; Upper Marlboro, MD Quadrangles

Scale: 1 inch = 4000 Feet
1 cm = 480 Meters

C. ARCHITECTURAL STYLE AND COMMUNITY DESIGN IN THE SUBURBS

This part of the historic context traces changes in architectural style and community design in the suburbs through the three relevant Chronological/ Developmental Periods defined by the Maryland Historical Trust (MHT). Suburbanization had its roots in the Agricultural-Industrial Transition Period (1815-1870), became common during the Industrial/Urban Dominance Period (1870-1930), and became the prevailing form of development during the Modern Period (1930-1960). During these time periods, the suburbs changed from being rural vacation havens for the elite to permanent homes for the middle and working classes. The styles of architecture and arrangement of streets selected for suburbs over the years reflected these changes.

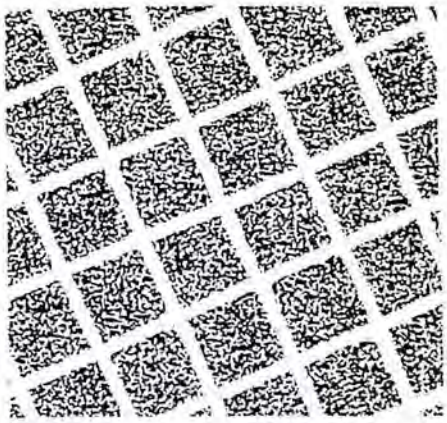
C.1 Development Patterns in the Suburbs

This section explores the role of community and city planning in the evolution of the suburb, following the three MHT chronological periods encompassed by this study. During the first period, suburban design was the interest of an elite group of landscape architects and other designers. The resulting suburbs tended to be accessible only to the wealthy. During the second period, from the late-nineteenth century to the early 1930s, the suburb became increasingly popular with the middle classes and was the subject of many national and regional planning studies. The suburb gained Federal endorsement during the third period beginning with the creation of the Federal Housing Administration in 1934 and has since become increasingly institutionalized.

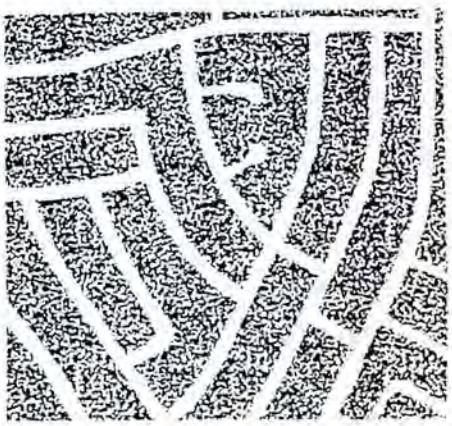
C.1.1 Agricultural-Industrial Transition Period (1815-1870)

The trend toward suburbanization that eventually changed the form of American cities began in early-nineteenth-century England. Inspired by the Picturesque Movement in art and literature, the bourgeoisie of London began seeking an alternative to their busy, urban environment. In 1810, John Nash completed his design for the predecessor of modern suburbs, Blaise Hamlet. This estate village for the retired servants of a banker had cottages arranged along winding roads in a rural setting. In the same year, Nash designed the Park Village suburb in London for an admirer of his work, the Prince Regent (who later became King George IV) (Southworth and Ben-Joseph 1997, 21-24).

In the United States, the opening of railroad lines in the 1830s led to the creation of many new towns. Often surveyed quickly and laid out according to standard plat maps, these tiny towns almost invariably followed the gridiron plan found in major urban areas (Figure 8). In response to what they saw as the rigidity of the grid and the unpleasant urban environment brought about by increasing industrialization, writers and designers such as Andrew Jackson Downing, Catharine Beecher, Calvert Vaux and Frederick Law Olmsted advocated a return to rural life as a way to protect the young United States from the corruption they saw in Europe. Said Downing: "It is the solitude and freedom of the family home in the country which constantly preserves the purity of . . . the nation, and invigorates its intellectual powers." (Southworth and Ben-Joseph 1997, 25-30).



Interconnected rectilinear grid of the turn-of-the-century



Fragmented grid and warped parallel streets of the 1930s and 1940s

Discontinuous, insular patterns of cul-de-sacs and loops since the 1950s

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Figure 8: Street Patterns Through Time

Source: Southworth, Michael, and Eran Ben-Joseph. *Streets and the Shaping of Towns and Cities,* page 2

Although homes in the country would not be possible for everyone, many saw newly forming suburbs as an adequate alternative. Following a visit to the new suburbs of England, Olmsted wrote:

> [T]here are to be found among them the most attractive, the most refined and the most soundly wholesome forms of domestic life, and the best application of the arts of civilization to which mankind has yet attained. It would appear then, that the demands of suburban life, with reference to civilized refinement, are not to be a retrogression from, but an advance upon, those which are characteristic of town life, and that no great town can long exist without great suburbs (Southworth and Ben-Joseph 1997, 30).

Rejecting row houses and rectangular blocks, Olmsted designed suburbs that followed the natural (or naturalistic) terrain. Dwellings were arranged to ensure the privacy of the owners while providing them with pleasant views of the landscape. Construction began in 1868 on the suburb Olmsted designed with Calvert Vaux, Riverside, Illinois (Figure 9). Riverside and its contemporaries became the prototype for the mid-nineteenth-century suburbs. These suburbs were typically located in rural areas along new rail lines leading to major cities. They had winding, interconnected roads lined with trees and large houses on large lots. Because houses were built individually as lots were sold, mid-nineteenth century suburbs displayed a variety of architectural styles. Although the suburbs might contain landscaped parks and paths, no commercial enterprises, schools, or other services were present. These suburbs served as both weekend retreats and year-round homes for their residents. However, these suburbs were only affordable to the wealthy, as the suburbs were often designed by a prestigious architect, were only accessible by rail or carriage, and contained only large and luxurious houses. Middle and lower-income people remained in the cities (Southworth and Ben-Joseph 1997, 30-33).

C.1.2 Industrial/Urban Dominance Period (1870-1930)

The 1870s and 1880s saw the rise of the Victorian "cult of domesticity," which encouraged the enrichment and protection of the home. Promoting the belief that women and children should be removed from the disease, crime, and other problems of the city, magazines, journals, and books encouraged families to invest their savings in a suburban home. The construction of streetcar lines leading from downtowns into the countryside made formerly distant areas on the periphery of cities potential sites for development, and homes in the suburbs became accessible to middle-class families. While the suburbs of the elite continued to resemble the lush, naturalistic suburbs designed by Olmsted and his contemporaries, middle-class streetcar suburbs were designed to be economical. Streets were laid according to the gridiron plan, and the land was subdivided into lots only wide enough to accommodate a one-or two-room-wide house. The residents' need to be within walking distance of the streetcar lines limited the size and scale of developments.

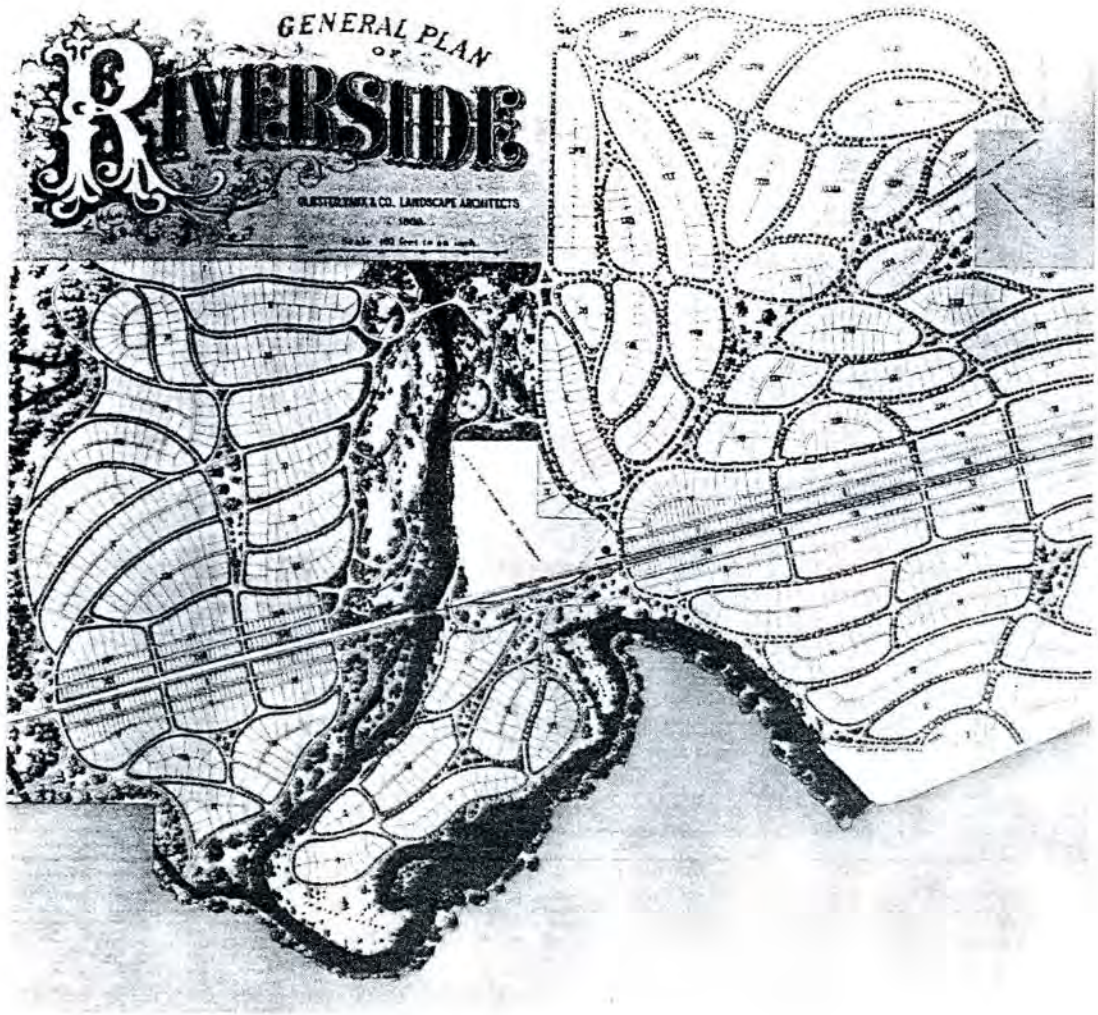


Figure 9: Riverside, Illinois Plan

Source: Southworth, Michael, and Eran Ben-Joseph. *Streets and the Shaping of Towns and Cities,* page 32

Amenities in these suburbs were scarce; developers were not obligated to provide paved streets and sidewalks, much less trees and parks. Improvements were left to residents and their municipality. Despite these conditions the opportunity to raise a family in the healthier suburbs made these areas desirable. Major cities across the United States saw an exodus of the middle-class to the suburbs between 1870 and 1900 (Wright 1981, 96-104; Southworth and Ben-Joseph 1997, 102-103).

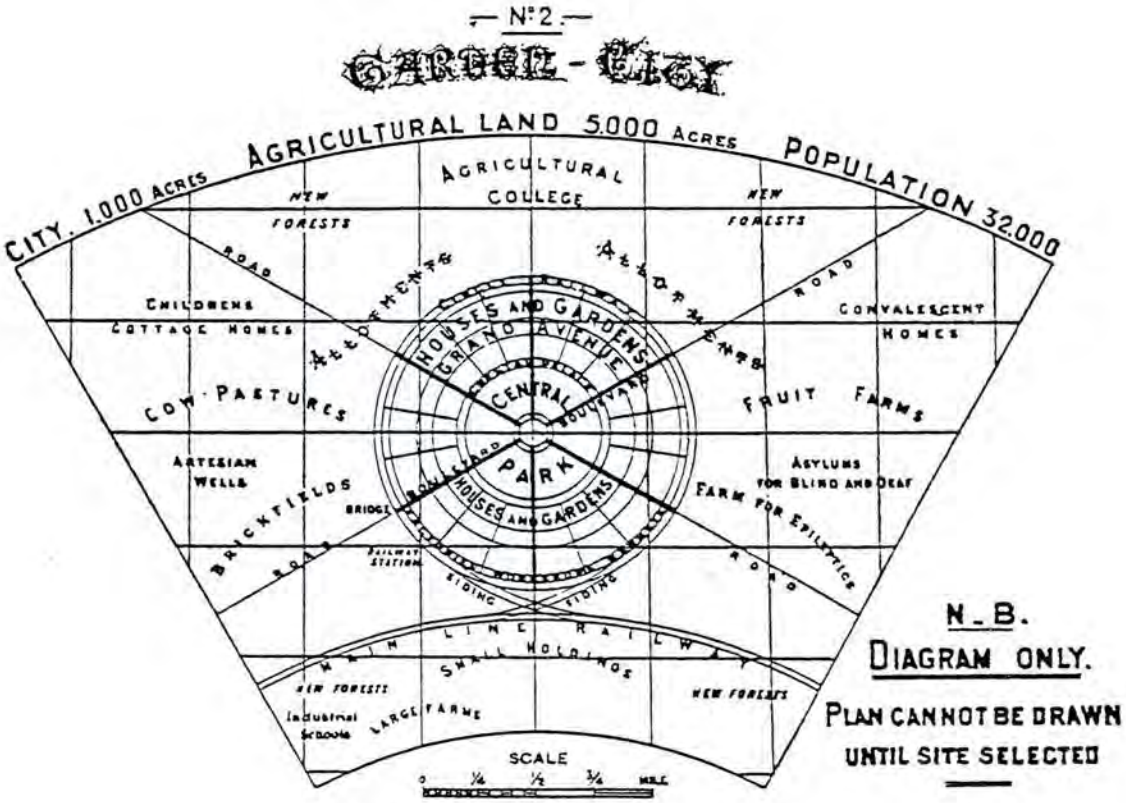
Attempts to provide a more pastoral environment for the working classes began with Ebenezer Howard's *Garden Cities of Tomorrow*, published in England in 1898 and 1902. Howard proposed self-contained "Garden Cities" designed with a core of public buildings and mixed-class rings of single-family dwellings surrounded by a "greenbelt" of undeveloped land (Figure 10). Raymond Unwin and Barry Parker designed Hamstead Gardens outside London according to Howard's plan in 1904. In Hamstead Gardens, radial streets extending from a village green ended in cul-de-sacs at the edge of the greenbelt. While Howard's exact specifications were not followed in later years, his publications contributed to the rise of the suburban ideal and were emulated in greenbelt communities well into the 20th century (Southworth and Ben-Joseph 1997, 43-45).

In the United States the City Beautiful movement, inspired by the 1893 Columbian Exposition in Chicago, led to new interest in urban redevelopment and the construction of public buildings, parks, and boulevards, all for the purpose of improving the appearance and livability of American cities. It was during this period that city planning as a profession began in earnest. Architect Daniel Burnham was commissioned to produce plans for the redesign of Chicago, San Francisco, and Cleveland. In Washington, D.C. he worked with the Senate to study the city's park system and restore the L'Enfant Plan. His colleague in the American League for Civic Improvement, Charles Robinson, published *The Improvement of Towns and Cities* in 1902, outlining the first standards for street construction (Southworth and Ben-Joseph 1997, 47-56).

In anticipation of the changes to come, a movement toward comprehensive planning of metropolitan areas began, this time emphasizing scientific management and public health over aesthetic appearance. The editors of the 1917 publication *City Planning Progress* wrote:

> City planning in America has been given to the "City Beautiful" instead of the "City Practical." We insist with vigor that all city planning should start on the foundation of economic practicableness and good business; that it must be something which will appeal to the businessman, and to the manufacturer, as sane and reasonable (Southworth and Ben-Joseph 1997, 58).

The First National Conference on City Planning and the Problems of Congestion in 1909 had recommended moving the middle class to outlying areas to alleviate congestion in cities. It also advocated the use of zoning and subdivision regulation to maintain the suburban environment. Suburbs of this time frequently had a loose grid of curving but interconnected streets accommodating both pedestrian and automobile traffic (Figure 8).



GARDEN CITY AND RURAL BELT

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Figure 10: Howard's Garden City Plan

Source: Howard, Ebenezer.
Garden Cities of Tomorrow, page 52

Automobile owners, whose numbers were rapidly increasing, could commute to the city independently, and suburbs were therefore not limited to the areas around streetcar lines. By the 1920s, the suburbs were considered the ideal place for middle-class citizens to live. Developers of new subdivisions tried to attract buyers by playing on parents' fears of flappers and bootleg alcohol in the cities. As an alternative, developers offered the safe, homogenous, regulated environment they were creating, in which the type of people and activities allowed were restricted. Zoning restrictions began in Los Angeles in 1909, and became a standard way to ensure separation of residences from industrial and commercial areas and of the homogenous suburban population from other classes, races, and religions. As an acknowledgement that most aspects of life could now take place in the suburbs, carefully designed commercial areas were allowed around the fringes of some suburbs in the late 1920s and early 1930s and well-known suburbs such as Radburn, New Jersey and Greenbelt, Maryland included extensive communal lands. Developers could also include specifications for the design of the buildings and the people to occupy them (Southworth and Ben-Joseph 1997, 58-62; Wright 1981, 193-213).

Also during the 1920s, European Modernist architects were developing a new unit of urban design known as the "superblock." Modernist urban design was shaped by the automobile and its characteristics of speed, movement , and efficiency. A Modernist superblock consisted of high-rise apartment towers set in pedestrian parks with motor traffic relegated to elevated streets around the periphery of each block (Figure 11). Following the International Congress for Modern Architecture in 1928, Modernism's leader Le Corbusier criticized Howard's Garden Cities for the "sterile isolation of the individual" and "the annihilation of collective will." Although Le Corbusier's alternative was employed in post-World War II Europe and in the United States for some urban renewal projects, high-rise housing never gained acceptance as a scheme for American suburban design (Southworth and Ben-Joseph 1997, 71-73).

At the Regional Planning Association of America, planners began to express that the rapidly spreading, uniform, gridded suburbs were not only infringing on natural lands, but were also failing to create an environment truly different from the city. Clarence Stein and Henry Wright had studied the Garden Cities of Hamstead and Letchworth in England, and wanted to interpret the idea in the United States. Their 1930 design for Radburn employed a system of superblocks, in which houses were arranged along cul-de-sacs surrounding a central pedestrian park (Figure 12). Vehicles were restricted to the periphery (Southworth and Ben-Joseph 1997, 62-64; Ames 1995, II-99).

Using a similar system, Clarence Perry designed "neighborhood units" for the Regional Planning Association of New York, where he worked from 1922 to 1929 (Figure 13). A neighborhood unit centered around an elementary school. Its boundaries were formed by arterial streets and its interior traversed by a hierarchical system of minor streets. At the center were community and institutional sites, shops, and public open spaces (Southworth and Ben-Joseph 1997, 68-70).

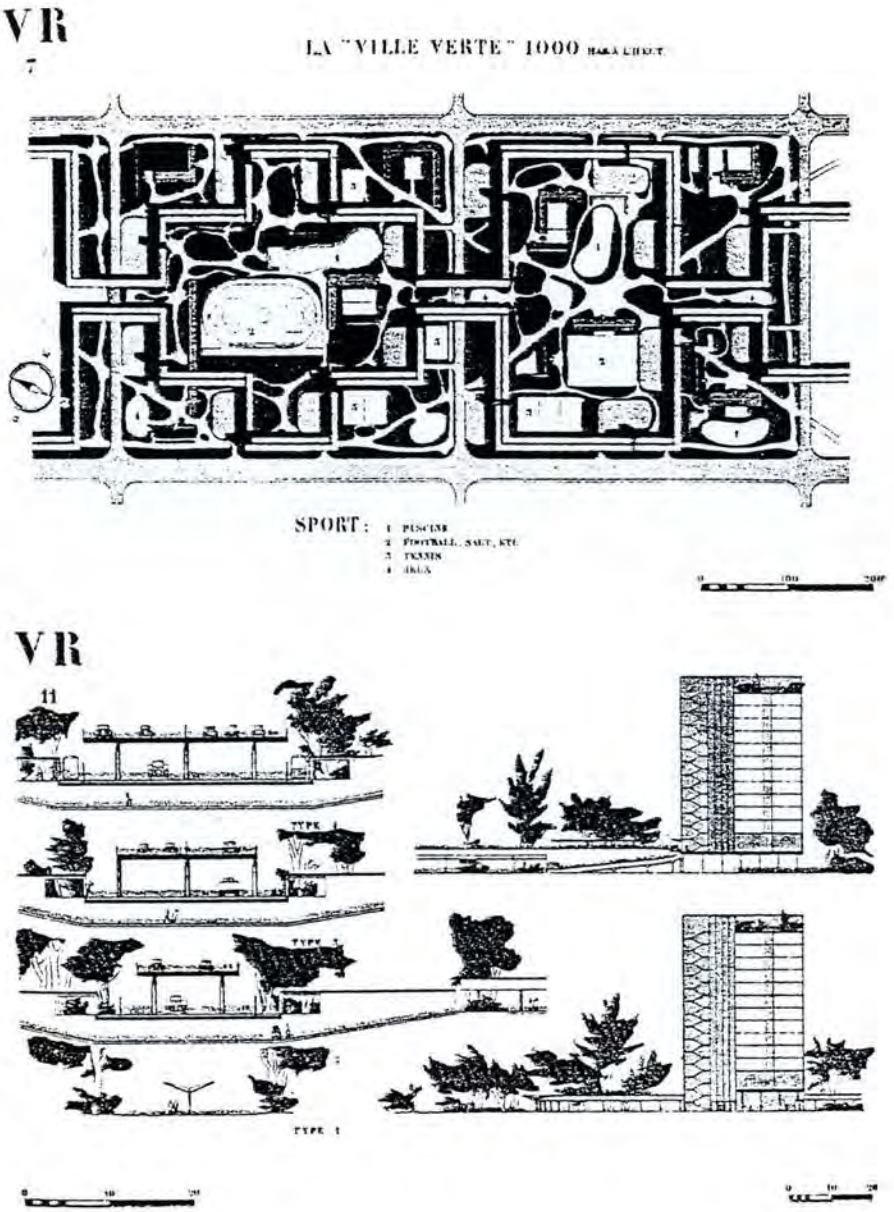

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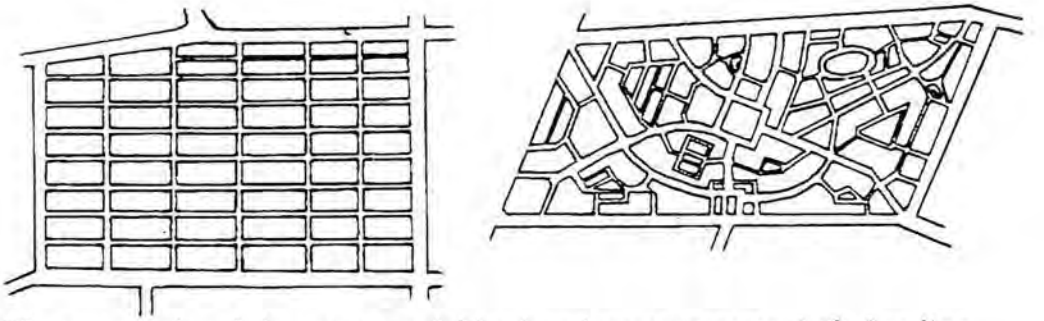
Figure 11: Modernist Superblock

Source: Southworth, Michael, and Eran Ben-Joseph. *Streets and the Shaping of Towns and Cities*, page 73

Figure 12: Radburn, New Jersey Plan

Source: Southworth, Michael, and Eran Ben-Joseph. *Streets and the Shaping of Towns and Cities*, page 63



The proposed and the present neighborhood street systems. Left: Leading nowhere in particular. Right: Leading to the places where people go.

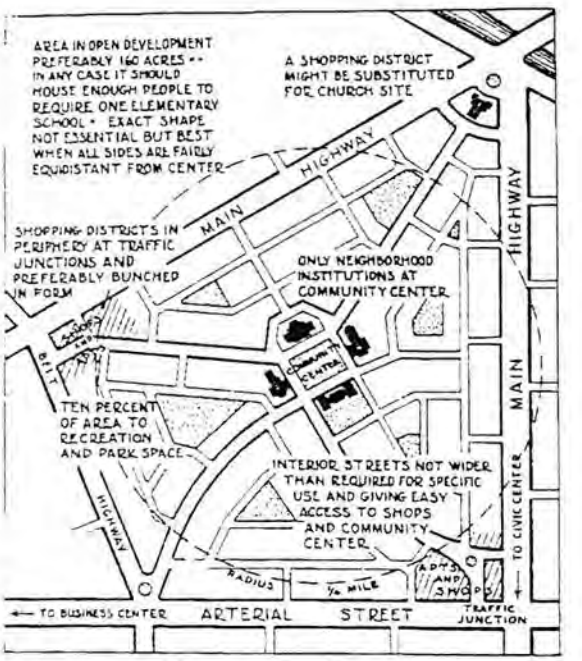


Figure 13: Perry's Neighborhood Plan

Source: Southworth, Michael, and Eran Ben-Joseph. *Streets and the Shaping of Towns and Cities*, page 69

The Greenbelt communities planned in the 1930s by the Resettlement Administration program of the New Deal were based on Perry's neighborhood unit. One of only three constructed, Greenbelt, Maryland, was designed with "loop roads," "motor courts" and cul-de-sacs accessed by collector roads (Figure 14). A band of park land surrounded the community. Although the extensive park lands and pedestrian path system were never adopted by the private sector, the organic street system of the Greenbelt communities heavily influenced the curvilinear layout of post-World War II subdivisions (Southworth and Ben-Joseph 1997, 70; Ames 1995, II-99).

C.1.3 Modern Period (1930-1960)

The pivotal event in the expansion of the American suburb was the creation of the Federal Housing Administration (FHA) as part of the National Housing Act of 1934. The FHA offered Federal mortgage insurance to builders and developers and long-term, low-interest loans to potential home-buyers. However, the FHA would only finance houses in suburbs that met approved standards, first published in 1935. According to the FHA, subdivisions should be designed to follow the topography of the area and have a hierarchical system of residential and collector streets. The standards included regulations for the width of streets and intersections, the placement of trees, the size of blocks and lots, and sometimes even the style of architecture. These standards were redefined in 1936 and presented as suggestions. The suggestions discouraged designs that would facilitate through traffic and showed a marked preference for cul-de-sacs and deep setbacks. Roads were to have a minimum right-of-way of 50 feet with a paved width of twenty-four feet. In 1938, the FHA began offering design reviews to developers of new subdivisions. The guidelines were revised again in 1941 to include curbs and a minimum paved width of 26 feet (Southworth and Ben-Joseph 1997, 82-84).

By 1941, 32 states had designated local planning commissions as the agencies responsible for defining and enforcing official regulations for new subdivisions. The local planning commissions generally adapted the FHA guidelines. Concerned about the cost of meeting the guidelines, the Urban Land Institute (ULI), the National Association of Real Estate, and the National Association of Home Builders began promoting the interests of builders and developers. Although they supported most of the FHA guidelines, in 1947 the ULI published their own standards which emphasized reducing the cost of infrastructure. These standards made 26 feet the maximum necessary paved street width, reduced the width of sidewalks, advocated narrower intersections and only recommended the planting of trees along the street in certain situations. The ULI revised the standards again in 1974 and 1990, suggesting narrower street corridors and simplified infrastructure (Figure 15). They did so with strong support from the National Association of Home Builders. However, in the eyes of local planning boards, which made the decisions on what would be approved, "the threat of substandard street layouts along with the rise in vehicular ownership promoted a continuation of conservative designs for subdivisions" (Southworth and Ben-Joseph 1997, 88-91).

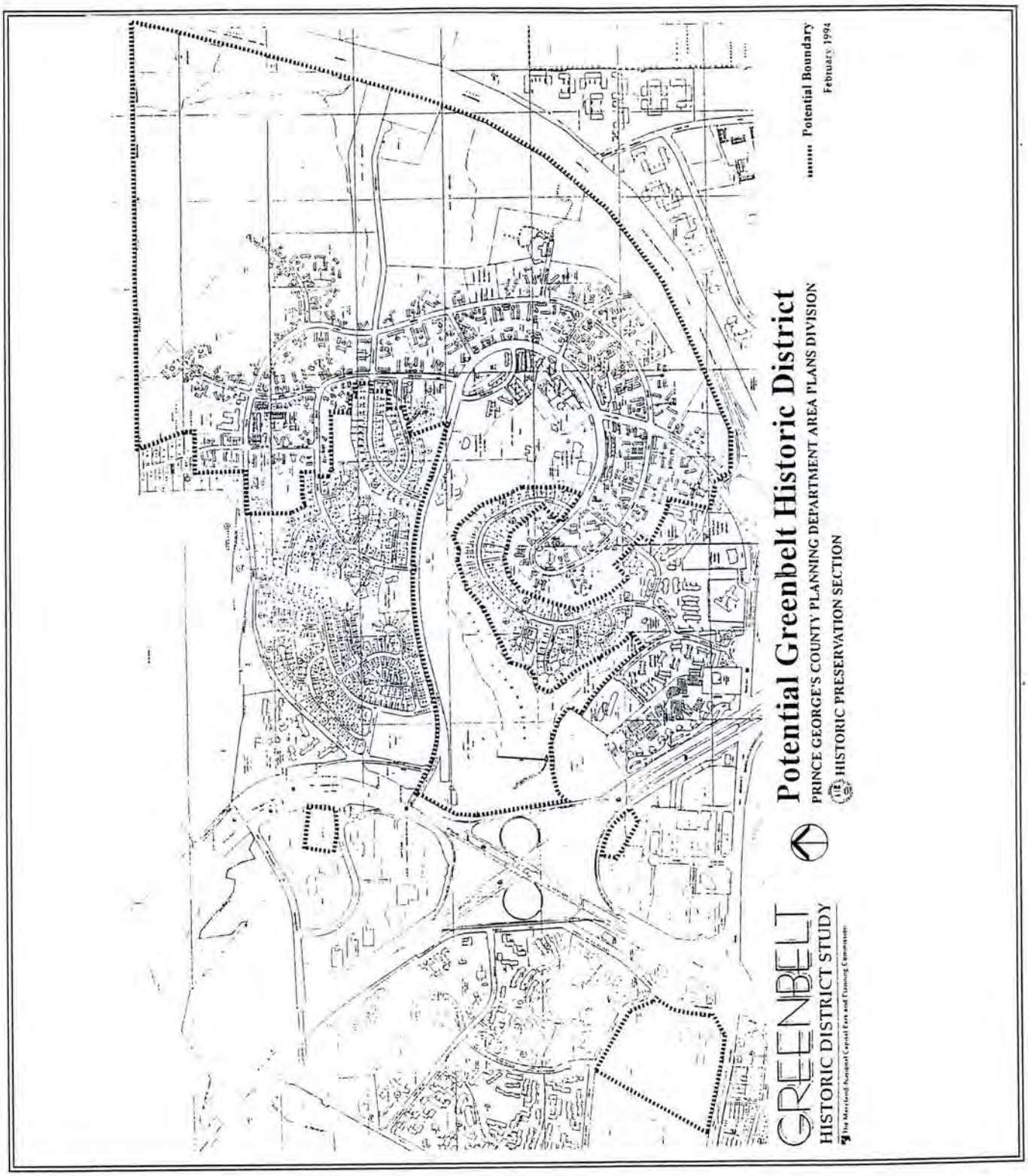


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Figure 14: Greenbelt, Maryland Plan

Source: Maryland-National Capital Park and Planning Commission. *Greenbelt Historic District Study*, page 91

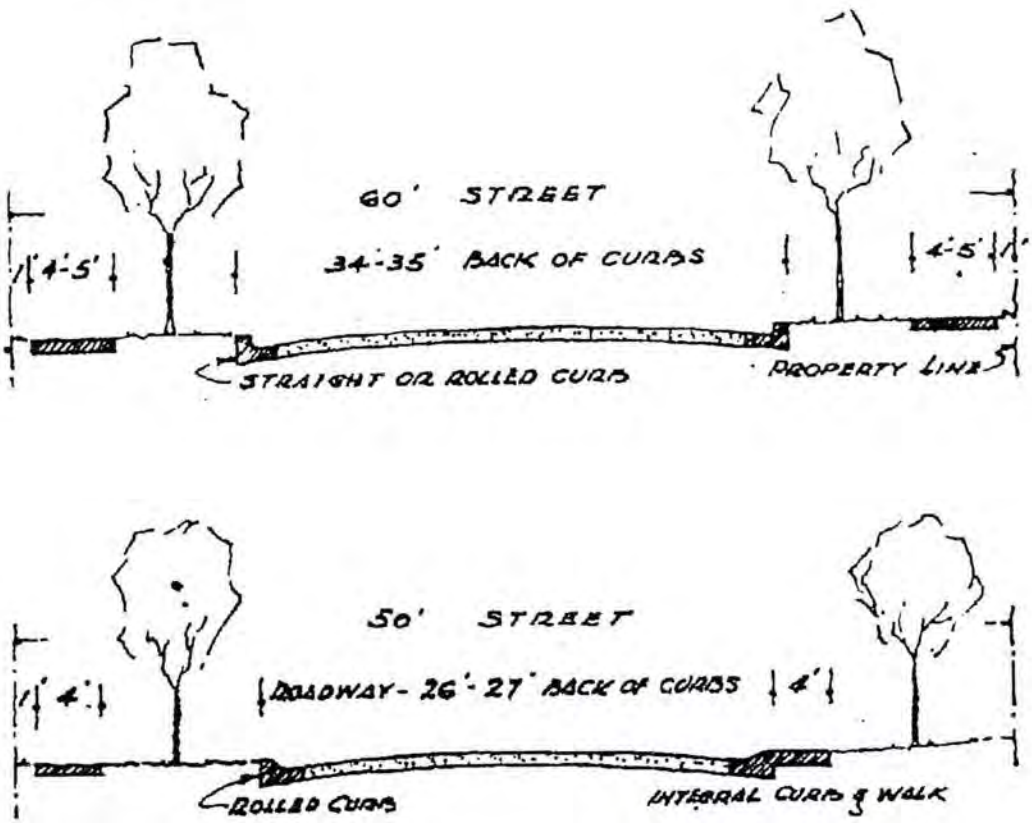

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Figure 15: ULI Standards Illustration

Source: Southworth, Michael, and Eran Ben-Joseph. *Streets and the Shaping of Towns and Cities*, page 91

Local planning boards received support for the curvilinear subdivision and its cul-de-sacs from the Institute of Traffic Engineers (ITE), created in 1930. The ITE published in 1961 its proposed standards for street design based on studies of traffic accident rates in areas with various street patterns (Figure 16). Finding that accidents occurred most often on gridded streets with four-way intersections, and least often on curvilinear streets with cul-de-sacs, they recommended subdivisions with limited access and discontinuous streets ending in cul-de-sacs and T-intersections. The standards were revised in 1965 with increased widths for sidewalks and roads and increased radii for intersections and cul-de-sacs. They were republished in 1984 and 1990 with few changes. The Institute of Traffic Engineers' guidelines have become the standard for subdivision design in the United States (Southworth and Ben-Joseph 1997, 92-96).

Discontent with the suburban lifestyle among working class, elderly, and other populations led to some experimentation with multifamily housing, cluster housing and other alternatives to the detached, single-family home in the 1960s and 1970s. Generally though, the automobile suburb, with its cul-de-sacs and detached houses, was held as the ideal by most people (Wright 1981, 258-261).

The automobile suburb, or "freeway suburb," that flourished after the 1950s was often located several miles from the city center, requiring long commutes for those residents who worked downtown. Over time, freeway suburbs were designed with an increasing number of cul-de-sacs and fewer interconnected streets (Figure 8) (Southworth and Ben-Joseph 1997, 2). Lots were wider than they were deep, and houses were placed with their longest side parallel to the street. Sidewalks became increasingly rare in freeway suburbs, as residents generally drove rather than walked to other locations. Some developments included schools, recreation facilities, or other community areas, however, most were purely residential. During the 1950s, commercial and other services began moving to suburban areas along freeways. These shopping and office centers were designed to accommodate the automobile.

For additional information on street design and its influences, refer to Michael Southworth and Eran Ben-Joseph's *Streets and the Shaping of Towns and Cities*. To further study social aspects of subdivisions, see Gwendolyn Wright's, *Building the Dream*.

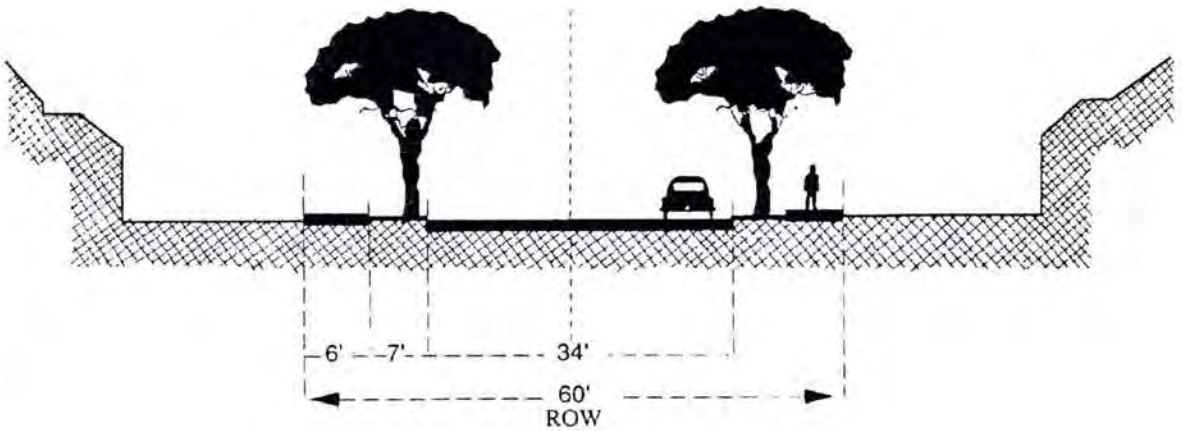

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Figure 16: ITE Standards Illustration

Source: Southworth, Michael, and Eran Ben-Joseph. *Streets and the Shaping of Towns and Cities*, page 93

C.2 Architecture in the Suburbs

This section explores architecture in the suburbs through the three applicable chronological periods defined by MHT. Within each period are discussions of both residential and non-residential building types and styles. The first period, Agricultural-Industrial Transition (1815-1930), also includes descriptions of building types that existed in the study area before suburbanization occurred. Examples of these types frequently remain in the contemporary landscape. Further explanation of dwelling forms and architectural styles are included in Chapter D.

C.2.1 Agricultural-Industrial Transition Period (1815-1870)

C.2.1.1 Residential Properties

Prior to the suburbanization of the late-nineteenth century, Montgomery and Prince George's Counties were agricultural areas punctuated by a few rural villages. The wealthiest members of the rural society were usually the plantation owners, who inhabited substantial houses on large tracts of land. While the ornamentation of these houses changed with the passing fashions, the center-passage Georgian plan remained the preferred form. Farm managers, independent farmers, well-off tenant farmers, and various merchants and professionals generally occupied vernacular houses in a range of recognizable forms, including the front-gable, gable-front-and-wing, I-house, and massed plan. These houses also frequently featured the stylistic ornamentation of the time. Another large portion of the population, including many slaves, poor tenant farmers and seasonal workers, inhabited simple wood-frame or log dwellings with one or two rooms. Little is known about these dwellings because few have survived. However, many of the more substantial houses from the agricultural era remain within the project area.

During the mid-nineteenth century, when suburbanization in Maryland began, the nuclear family was repeatedly upheld as the ideal social unit. Architects, philosophers, and other writers discussed ways in which the home environment might reinforce the family, and their opinions influenced the design of new houses (Wright 1981, 77). In keeping with the Romantic Movement in art and literature of the time, prominent landscape architect Andrew Jackson Downing described the ideal family home as an individual, rural cottage amidst well-tended gardens. The house itself, Downing believed, should elicit pleasant associations and reinforce the prevailing values of the time (Wright 1981, 82-83). Intricate details and natural materials emphasized nature and craft, individual houses and rooms offered privacy to the family and the individual, while porches provided pleasant places from which to view outdoor scenery (Wright 1981, 85-109). The dwellings of this time period, commonly called "Victorian," had increasingly specialized spaces: libraries for men, boudoirs for women, parlors for public visits, and sitting rooms for family activities (Wright 1981, 112). The many rooms resulted in floor plans punctuated by nooks, bay windows, and porches (Wright 1981, 82). Highlighting these elements were the architectural revivals and other fanciful styles of the time, such as the medieval-inspired Gothic Revival and the Italianate. In wealthy suburbs, these houses were set on large lots in a naturalistic landscape.

Architectural pattern-books began to gain popularity at this time, promoted by an emerging professional class of architects that included Andrew Jackson Davis and Calvert Vaux. These designers published books of house designs appropriate to rural and suburban areas, and promoted them using their professional reputation for "good taste." For further information, see Appendix B: The Influence of Pattern-Books and Mail Order Catalogs.

C.2.1.2 Non-Residential Properties

Related to the development of a residential area is the development of nearby commercial enterprises. Prior to the suburbanization of Montgomery and Prince George's counties, commercial properties developed primarily around transportation routes. Larger towns quickly developed business centers while small crossroads villages usually had a few stores clustered around a post office.

Crossroads general stores were commonly wood-frame structures sheathed in clapboard. They served as a place where farmers could purchase groceries, feed supplies and hardware. These establishments were in many ways the focal point of rural communities, serving as the post office, the community social center and a place to exchange news (Gottfried and Jennings 1988, 247).

Small-scale commercial buildings in towns were similar in form to simple dwellings and outbuildings. Often of wood-frame construction and one- or two-stories tall, these buildings were built to serve specific functions such as shops or offices. In two-story structures, the top story often provided living space for the proprietor. These buildings usually had front-gable or parapeted flat roofs and typically featured a large display window and a prominent sign over the entrance. Decorative features were few, usually limited to a transom over the door and decorative signs (Liebs 1985, 5-8).

The formerly rural, now suburbanized landscape also includes public and institutional buildings. Prior to the suburbanization of Montgomery and Prince George's Counties, educational facilities in the project area consisted almost solely of small, rural school buildings. The most recognizable form of rural school building is a front-gable structure with a three-bay facade and three windows symmetrically arranged along each side. Such schools commonly had a bell tower located close to the front of the building and a chimney placed at the back of the roof. Most schools also had either a partial shed roof porch supported by wooden posts, or an enclosed entry porch. In most school buildings, the depth exceeded the width. In poorer areas schools were simple structures, often with a side-gable roof, constructed of timber with board and batten siding. These schools usually had only one window in the front and one on each side. They also included an exterior gable-end chimney usually made of stone. Schools in very remote areas were frequently constructed of log (Gulliford 1991, 35-45).

Another remnant of the rural landscape is the rural church. The early vernacular church almost invariably featured a front-gable roof and often a bell tower that called attention to the building's religious function. Generally, these buildings had two or three

small windows on each side, no windows in the front or rear, and little or no ornamentation. By the 1820s and 1830s, larger churches, often constructed of brick, were built as simplified versions of urban churches. Typically, they were front gable structures with a three bay facade and three symmetrical windows along each of the sides. Sometimes they featured a modest steeple. Ornamentation was still simple and limited to hooded windows, a round window in the front gable, and double doors with a transom above.

The three decades before the Civil War were an era of great religious fervor often known as the "Second Great Awakening". It had a strong effect on the country politically as can be seen particularly in the temperance and abolitionist movements. The renewed religious intensity sparked a period of great church building activity. The dominant styles of the period were Greek Revival and Gothic Revival. These styles began in the larger cities of the northeast but their influence gradually spread into virtually every rural county in the country. Unlike urban churches, however, rural churches were rarely designed by an architect. Designs for such churches were derived from books or duplicated from churches that parish members had seen elsewhere. Architectural styles in such churches were reduced to their most basic elements and ornamentation was limited or non-existent (Rifkind 1980, 132-138).

Although few remain intact, small post offices once peppered the rural landscape in the project area. Even sparsely populated counties often had dozens of post offices during the mid-nineteenth century. Many rural post offices were little more than gable-roofed sheds with a window and a door in the front. They also had a single window on each side and a small, central chimney. More common were structures with a three-bay facade and an awning or simple shed roof porch over the entrance. Generally, such structures rested on wooden piers. Rural post offices of this period were typically constructed of vertical wood siding and sometimes covered with tar paper. Over the entrance hung a simple sign proclaiming that the structure was a post office. It was quite common for post offices to be located at the front of a general store. Few of these small, rural post offices survived the suburbanization of the twentieth century (Rennick 1993, 6).

Another building type that existed in great numbers in the project area during the nineteenth century was the gristmill. Gristmills were constructed to meet the needs of farmers who brought their grain for processing. The typical gristmill was a rectangular structure three- to three-and-one-half-stories tall. A vertical arrangement was necessary because grain was poured into the hopper from the top floor. Most gristmills were constructed of wood and rested on a coursed rubble-stone or masonry foundation. Most were supported by a post-and-beam structure, had a central brick chimney, and were covered by a tin, gable roof. Mills appear in the Agricultural-Industrial Transition Period and occasionally in the Industrial/Urban Dominance Period (Zimiles 1973, 25-32).

C.2.2 Industrial/Urban Dominance Period (1870-1930)

C.2.2.1 Residential Properties

During the late nineteenth century, the wealthy continued to build elaborate houses in the styles of the Victorian period in spacious, pastoral suburbs. With the opening of streetcar lines and the subsequent development along their routes, more compact building forms began appearing in new, middle-class suburbs. Some of these were adapted from rural types, while others were brought from urban areas. Frequently found in streetcar suburbs were the front-gable, gable-front-and-wing, and massed-plan types. Row house and I-house types also appeared. These types were suited to the narrow, deep lots of streetcar suburbs in that they were generally three bays wide or less, and were deeper than they were wide.

The "cult of domesticity" reached its peak in the 1880s and 1890s, and even relatively modest middle-class dwellings displayed porches, bay windows, and Stick and Queen Anne-style details. Enthusiastic homeowners sought to express their individuality through such ornament, although much of it had been produced in great quantities by factories. Machinery developed following the Civil War made possible the mass production of door frames, mouldings, sash and window units and porch ornamentation. Even modest, vernacular dwellings were frequently ornamented with "gingerbread" (Wright 1981, 100-102).

After the turn of the twentieth century, attitudes toward family and home changed to emphasize simplicity. The Colonial Revival movement, which had begun in the late-nineteenth century, kindled an interest in the simple, Puritanical lives of the colonists. At the same time, family size was shrinking and the formality that characterized the Victorian era was being abandoned for a more casual home life (Wright 1981, 171-172). Several new forms and styles of houses emerged at this time.

The traditional, double-pile, center-passage Georgian-plan house had never truly gone out of fashion; it had merely been elaborated with nooks, projections and towers. A Georgian-plan ornamented with a combination of Queen Anne and Colonial Revival detail regained popularity in the late-nineteenth century. The related Four-Square form, two rooms wide, two rooms deep and two stories tall, appeared around 1900. Four-Squares were simple and inexpensive, and were built in large numbers during the first two decades of the twentieth century. This was in part due to the influence of pattern- books. Companies such as Montgomery Ward and Sears, Roebuck and Company advertised the Four-Square as one of the first designs for which they offered complete, pre-cut materials, shipped ready for assembly (Wells 1987, 53).

Colonial Revival was one of the most popular styles of the early twentieth century. Victorian-plan, Georgian-plan, Four-Square and massed-plan houses of this period frequently showed the influences of the Colonial Revival Style. While early Colonial Revival houses freely experimented with architectural elements, later buildings of this style more accurately reflected their eighteenth-century models. The Eclectic Revival

Movement of the same time period reflected the influence of Dutch Colonial, Tudor, Spanish Colonial and other styles.

The Bungalow was a popular house in the period between 1900 and 1935, and dominated the 1920s. The form was inspired by Charles and Henry Greene, brothers who worked together in Pasadena, California between 1893 and 1914. The Greene brothers built intricate and detailed examples of Bungalows, sometimes called "Ultimate Bungalows" (McAlester and McAlester 1984, 454). The Bungalow style spread eastward from California, primarily through popular magazines and pattern-books. Pattern-books offered plans for Bungalows for as little as five dollars. Some offered pre-cut packages of lumber and architectural detail that could be assembled by local builders. Bungalows were advertised in popular magazines such as *House Beautiful*. A monthly periodical called *Bungalow Magazine* was published from 1909 to 1918 (Klein and Fogle 1986, 44). Vernacular versions of Bungalows, in the form of simple, massed-plan houses, proliferated in rural and suburbanizing areas in the 1920s and 1930s. Bungalows were generally built in the Craftsman style, which, in keeping with the emphasis on a simple and casual lifestyle, favored rustic materials and details (Wright 1981, 162-163).

By the 1920s, more middle-class people could afford to own automobiles and travel around a city without relying on the streetcar. At the same time, suburbs were located further from city centers and were constructed at lower densities.

Zoning restrictions also became popular during this period. The use of zoning to regulate the suburban environment and the resulting designs reflect the desire for security, often associated with homogeneity. The 1920s were the era of "thematic" suburbs, in which the dwellings were designed in a single style. Colonial Revival was the most popular style in the Mid-Atlantic region. Thematic suburbs were generally constructed within a short period of time by a small number of builders contracted directly by the developer. Often, houses in these suburbs were either all the same or very similar. Other suburbs of the same time, in which lots were sold individually, may feature a variety of architectural styles that were popular at the time (Wright 1981, 200-210).

C.2.2.2 Non-Residential Properties

During the early years of suburbanization, from the 1880s through the 1910s, affluent suburbanites continued to rely on city merchants for their daily and special needs. Many businesses would take orders by telephone and deliver merchandise to the customer's home via deliverymen or streetcars. Not until the middle-class suburban population grew during the 1920s did commercial enterprises begin to open in the suburbs in large numbers. Whereas older suburbs had deed restrictions forbidding commercial development, newer suburbs included provisions for businesses frequented by their residents, such as grocery stores, drugstores, theaters and garages (Rebeck 1987, 11). These early shopping centers were usually designed to resemble a cluster of dwellings and were ornamented in the same style as surrounding dwellings (Walston 1986, 331). Even on major thoroughfares, businesses ranging from service stations to motels were housed in buildings with residential features (Ford 1994, 235).

Plate 1: Tudor-style gas station (7060 Carroll Ave., Takoma Park)

Automobile-related structures also began appearing in the early twentieth century. They include repair garages, gas stations, and showrooms. Early in the twentieth century, gasoline was sold at local grocery stores. Filling stations consisting of gas pumps and one-room shelters began to appear around 1910. They gradually became more complex, adding display areas, waiting areas, garage bays, and restrooms. Like commercial buildings, early automobile-related structures resembled dwellings, sometimes with a porte-cochere extending forward to shelter the filling area. The Bungalow style was particularly popular, although occasional examples of the Tudor style also appear (Plate 1) (Rebeck 1987, 1-5).

Among institutional buildings, rural schools were commonly built with either Bungalow-style or Four-Square style hipped roofs after 1900, reflecting the influence of contemporary urban and suburban building styles. By this time, however, the heyday of the one-room schoolhouse was ending in areas booming with development. The first two decades of the twentieth century saw large-scale school district consolidations in both rural and suburbanizing areas, often resulting in monumental public school buildings, frequently designed in simplified interpretations of the Beaux-Arts style (Gulliford 1991, 35-34).

Also by the early-twentieth century, churches frequently included a complex of related buildings that serviced the religious and social needs of the community. The buildings included the house of worship, parish house, lecture room, day care center, social hall and gymnasium. Classical Revival became a fashionable style for new churches in the twentieth century (Rifkind 1980, 146).

The government at this time began constructing increasingly ornate post offices in cities, suburbs and small towns. Some of these remain in the contemporary suburban landscape. Improved roads allowed rural suburban residents greater access to these larger post offices, which offered a wider variety of shipping services than did small, rural post offices. The beginning of Rural Free Delivery also meant rural residents could receive mail at their homes. Many of the small, rural post offices closed at this time (Rennick 1993, 6).

During the late-nineteenth and early-twentieth centuries, industrial sites included mills, lumberyards, mines, and furnaces. The most prevalent form of industrial structure was a utilitarian single or multi-story building, with no formal architectural style. The size, shape and form of the building was dependant upon the building technology in use at the time of construction and the intended function of the building. The vernacular factory was usually a small or medium-sized building, often of masonry, bearing wall construction with small windows. The development of steel and reinforced concrete structural frames in the late-nineteenth century eliminated the need for bulky bearing-wall construction and allowed larger exterior windows. Factory roofs were moderately pitched until the 1870s, at which time new truss systems allowed them to become flat or low-pitched (Maddex 1985, 103).

Railroad-related structures of this period range from small, frame buildings to more elaborate structures. By the end of the nineteenth century, there were thousands of passenger or combination freight and passenger stations in the United States, the majority of which served smaller communities. Although great pains might be taken to design an imposing central depot in a large city, the railroad station serving a small community was modest in scale and erected at a minimal expense by a cost-conscious railroad company. Although often architecturally ornate, the primary objective in smaller station design was the efficient housing of the various activities that took place in the building. The need for ticket offices, waiting rooms, restrooms, baggage rooms, and freight handling facilities, all easily visible from the ticket window, imposed specific requirements on the design of a station.

Although there were a variety of popular styles in the late nineteenth century for small railroad stations, the architectural style of the building was largely secondary to its efficient operation. Railroad companies frequently used standard designs for the modest structures that were erected in such great numbers in smaller communities. Many of the stations that existed in the small towns bisected or created by the Baltimore and Ohio Railroad were small, one-story, unadorned frame buildings (Baker, 1899; Bye, 1973; Droege, 1912, 1916; Grow, 1977; Meeks, 1956; Stilgoe, 1983).

C.2.3 Modern Period (1930-1960)

C.2.3.1 Residential Properties

The Modern Period is characterized by the increasing capabilities of machinery. Residential design since 1930 reflects both a desire for the convenience of technology and a preference for traditional forms. Prominent Modern designers experimented with new ways of designing in the 1920s and 1930s, producing rambling, asymmetrical buildings with modern materials and unconventional ornamentation. The geometric Art Deco style, the sleek Art Moderne style, and the spare International style grew out of modern designers' efforts. However, very few residential properties, particularly single family homes were built in these styles (McAlester and McAlester 1984, 465-470). The community of Greenbelt in Prince George's County and a collection of polychromatic houses in Montgomery County are rare examples. In general, while the buyers of new homes were enthusiastic about new appliances such as washing machines and low-maintenance materials such as linoleum, they preferred houses with a traditional appearance, usually drawing from the Colonial Revival style. The influence of the Modern styles appears primarily in features such as plate-glass windows with steel frames and concrete-slab foundations (Wright 1981, 253).

The Federal government was also more comfortable with the familiar, and FHA loans were more easily obtained for traditional houses (Wright 1981, 241). This did not rule out innovation; in the late 1940s, Abraham Levitt and his company in Long Island, New York, successfully combined a contemporary plan and materials with a traditional Cape Cod form, and produced 17,450 copies of it in Levittown over the next several years (Wright 1981, 251-253). Their Cape Cod became one of the standard forms of suburban housing in the Modern Period. The Levitts also developed the subdivision Bowie (originally called Belair) in Prince George's County. Founded in 1960, Bowie grew to occupy more than 11 acres and eventually contained more than 9000 detached houses based on five Levitt models (Calcott 1985, 75-77).

Other forms that evolved during the Modern Period were the ranch and the split-level. The ranch house has a long, linear plan arranged on a single level, while the split-level has a two-level wing intersected at the mid-point by a one-level wing. Both forms have plans in which living spaces flow together while sleeping spaces are kept separate. This reflected the informal, family-oriented lifestyle that came to characterize suburban living, particularly after World War II (McAlester 1995, II-126-127; Ames 1995, II- 100; Wright 1981, 251).

The forms that developed during the Modern Period, the Cape Cod, the ranch, and the split-level, differ from those that preceded them in that the later forms are positioned on a lot with the longest side facing the street. These wide lots are a defining characteristic of the freeway suburbs.

Plate 2: "Streamlined" building (WTOP Radio, 2021 University Blvd., Wheaton)

C.2.3.2 Non-Residential Forms

In the 1930s, the predominance of the automobile led to the development of the first automobile "strips." Because most shopping trips were now made with the car, new shopping centers began providing large parking areas, usually located to the rear of the buildings (Walston 1986, 333). The buildings often had two entrances, one facing the street for pedestrian customers and one facing the parking lot for driving customers (Walston 1986, 333). In response to the new "machine age" of automobiles, airplanes and appliances, commercial architecture was designed in a new "streamlined" style, characterized by clean, sleek buildings with rounded corners (Ford 1994, 238). Neon lighting first became popular during this time period (Ford 1994, 238). The WTOP Radio building in Wheaton is an example of this type of building (Plate 2) (Walston 1986, 333).

New construction of all types slowed during World War II. At that time, suburbanites "bought food, cars, and gasoline close to home, but relied on the city for clothing, furniture, jewelry and department store purchases" (Walston 1986, 334). With the exponential growth of the suburban population following World War II came the expansion of commercial activities outside the city. During the late 1940s, small

Plate 3: Standard shopping center (Village Thrift Shopping Center, 5600 Annapolis Blvd., Bladensburg)

developers constructed shopping centers in the suburbs for independent businesses (Walston 1986, 334). After comparing their own falling profits to the success of small business in the suburbs, large city stores began opening suburban branches (Walston 1986, 334; Kelley 1994, 9-10). The Hecht's department store, traditionally a downtown business, opened a branch in the Silver Spring Shopping Center in 1947 (Walston 1986, 334). Modern commercial strips developed where independent and branch stores congregated (Walston 1986, 334). While they contained modern conveniences such as elevators and air-conditioning, the new commercial buildings had traded the streamlined design of the 1930s for the simple, boxy form that has come to characterize suburban commercial architecture (Walston 1986, 335-336) (Plate 3). Suburban commercial buildings of the 1940s and 1950s generally had steel and concrete superstructures with windowless, masonry exterior walls (Walston 1986, 335-36). Limestone veneer, a portico or some other ornamentation might distinguish the facades, but the buildings were essentially blank slates which could be adapted for any enterprise merely by applying new signage to the exterior (Walston 1986, 336).

In contrast to the plain, uniform suburban commercial buildings were the occasional "signature" buildings or "exaggerated modern" buildings (Ford 1994, 237, 242). The most famous of these are shaped like a product such as a milk bottle or ice-

Plate 4: "Signature" building (Little Tavern Hamburgers, Second St., Laurel)

cream cone. In the 1950s, they frequently had a features such as multiple slanted planes on the roof, slanted, plate-glass windows, or bright, recognizable colors (Ford 1994, 242) (Plate 4).

During the 1930s, new automobile-related structures were often built in the "streamlined" and Art Deco styles common among commercial buildings of the time. Competition among petroleum companies also led to the development of "signature" designs and signage. The 1950s brought new designs with exaggerated, angular roofs, large plate-glass windows, and bright, oversize signage (Rice 1995, II-25; Rebeck 1987, 1-3).

The defining feature of all commercial strip buildings of the 1940s and 1950s was the expansive parking lot between the street and the building, a feature that has been carried into contemporary strip center design. These modern automobile strips only appear during the Modern Period. (Walston 1986, 337; Kelley 1994, 10)

Since 1960, commercial strips have been joined by the enclosed shopping mall, usually located at a major intersection (Walston 1986, 338; Kelley 1994, 9-10). Also during the 1960s,

> lured by the glamorous new image of the suburban shopping mall and increased intraurban accessibility, industrial and office parks began to be attracted to major suburban freeway corridors and interchanges (Kelley 1994, 10).

A major suburban population increase in the 1950s necessitated an increase in school construction. The new buildings were typically characterized by low, utilitarian, flat-roofed forms with sleek bands of windows, often built with modern 1950s styling (Gulliford 1991, 35-45).

Industrial buildings constructed between 1920 and 1945 reflect the demand for considerable interior open space. With the coming of truck freight hauling, many industrial buildings were designed to facilitate freight loading and transfer, and featured loading docks, cargo platforms, and special elevators. New buildings, built for specialized processing or warehousing, were also erected between 1920 and 1945. While new machine shops or auto repair garages were often built, older factories were also often converted into such facilities.

Additional information on the relationship of the suburban strip and the Central Business District can be found in Carolyn Kelley's, "The Spatial Evolution of a Commercial Strip in the Post-World War II Suburbs: Rockville Pike, Maryland, 1959-1990," University of Maryland Masters Thesis. The effect of transportation developments on the design of the strip, particularly on signature buildings, is the subject of Larry Ford's, "Drive-in Dreams: Decades of Design on the American Commercial Strip," in *Cities and Buildings*. The evolution of the automobile strip is described by Mark Walston in "The Commercial Rise and Fall of Silver Spring: A Study of the 20th Century Development of the Suburban Shopping Center in Montgomery County," in *Maryland Historical Magazine*, Volume 81, Number 4, Winter 1986. Andrea Rebeck describes traditional commercial architecture in Montgomery County in the chapter "Early Twentieth Century Neighborhood Shopping Facilities in Montgomery County," in *Montgomery County in the Early Twentieth Century*.

D. IDENTIFICATION OF SUBURBAN PROPERTY TYPES

This chapter of the historic context is organized in three sections that define the various suburban property types found in the study area. Each section provides a brief history of the suburban building type, criteria by which to assess its significance, and a list of character-defining elements (CDEs) to aid in its evaluation. The CDEs were developed from general research on the property types. They will be checked for consistency in the field and may need to be revised following intensive on-site survey as the project progresses. The evaluation criteria and CDEs are applicable to individual structures, as well as to entire neighborhoods.

The chapter first defines and discusses three community types found in the study area: Unplanned Suburban Neighborhoods, Planned Suburban Neighborhoods, and Planned Suburban Developments (sections D.1.1 through D.1.3.5). Next the chapter discusses the residential and non-residential building types that comprise these communities. The residential building types comprise one function (i.e. residence), which is presented according to building styles and forms (sections D.2 through D.2.5). The non-residential building types comprise numerous functions and are organized by function (sections D.3 through D.3.4.5).

D.1 Community Types

For the purposes of this report, the following statements are used to define neighborhoods and developments. A neighborhood is a community of associated structures, including residential, commercial, industrial, municipal, etc., constructed by a variety of individuals over a period of time ranging from a few years to several decades. A single individual may have been associated with the purchase of the land and/or layout of the community, though he/she would have had a limited role in the construction of buildings or community infrastructure. In contrast, a development is a completed real estate improvement project, including buildings, landscaping, and infrastructure, constructed by a single developer during a distinct timeframe.

Further distinctions developed for the purposes of this report include the division of community types into Unplanned Suburban Neighborhoods, Planned Suburban Neighborhoods, and Planned Suburban Developments. The Unplanned Suburban Neighborhood consists of clusters of structures not conceived as a planned neighborhood or planned development and is characterized by various building styles and functions with a wide date range (See Page D-2 for a more detailed definition). Planned Suburban Neighborhoods consist of land subdivided into lots and sold by speculators and/or developers with owner-built houses characterized by consistent design features, harmonious building types, and gridded street pattern (See Page D-6 for a more detailed definition). Finally, Planned Suburban Developments consist of all residential developments that are comprehensively planned and constructed by developers and are characterized by standardized residential building styles and floor plans (See Page D-11 for a more detailed definition).

Neighborhoods and developments associated with the suburbs of Washington, D.C. primarily consist of residential property. Residential construction throughout the history of suburbanization has evolved from random growth to organized community planning. The residential property types include unplanned suburban neighborhoods and isolated residences, planned suburban neighborhoods, and planned suburban developments. Several communities existed around the periphery of Washington, D.C. prior to suburbanization. Many of these communities became centers of residential and commercial development during the period of suburbanization. As a result of this growth, the pre-suburbanization settlements often evolved into traditional suburban neighborhoods.

D.1.1 Unplanned Suburban Neighborhoods and Isolated Residences

The unplanned suburban neighborhood consists of all suburban settlements not conceived as a planned neighborhood or planned development. The unplanned neighborhood is the cumulative result of several phases of growth. As a result, the individual resources within an unplanned neighborhood have a wide range of building styles and construction dates, and usually represent most periods of suburbanization. Unplanned suburban neighborhoods represent early suburban construction and real estate speculation prior to active developer participation. Similar to unplanned neighborhoods, isolated residences were constructed during all periods of the suburban movement. The isolated residence is the best representation of unplanned suburbanization because of its disassociation from community clusters. Due to a lack of planned spatial arrangement, siting, and building orientation, the significance of unplanned neighborhoods and isolated residences is largely based upon architectural style, the integrity of individual structures and the range of represented styles and construction dates.

D.1.1.1 Agricultural-Industrial Transition Period (1815-1870)

The unplanned neighborhood began through the random construction of isolated residences during early suburbanization movements. Beginning in the early-nineteenth century, these residences were often built along early road networks or on various lots subdivided from larger parcels, such as country estates or farms. This development represents the earliest movement from the city to the countryside. Unlike later development, the random settlement of early suburbanization pre-dates zoning regulations and deed restrictions. Building types include "high-style" residences and modest cottages from rural architectural movements throughout the nineteenth century. The Gothic, bracketed Swiss or Italianate styles influenced the buildings of the early- to mid-nineteenth century. The lot sizes were large, compared to later subdivisions, to take advantage of the "county living" offered by the suburbs. During this period, the suburban dwelling could be used as a summer retreat or full-time residence. The summer house was commonly a small cottage in a style of the Picturesque Movement. Year-round residents often constructed vernacular structures and frequently operated small poultry and truck farms or commercial businesses at their residences. One example of an

unplanned neighborhood is Brightwood, in northwest Washington, D.C. (Figure 17). In the mid-nineteenth century, Brightwood was an undeveloped tract. Its settlement pattern extended in a linear fashion along the 7th Street Turnpike and consisted of three clusters of growth. The clusters included a crossroads settlement, a recreational center consisting of a racetrack, hotel and tavern, and a settlement including a post office, blacksmith shop, and residences. Connecting the three clusters of growth were small truck farms and isolated residences (Smith 1988, 91).

D.1.1.2 Industrial/Urban Dominance Period (1870-1930)

It is during this period of active suburban movement that the isolated suburban growth of the first period (1815-1870) began to form a cohesive neighborhood. The dominant attraction of a settlement was often a stimulant for continued growth. For example, a summer cottage may have attracted other city dwellers looking for a summertime retreat. Or perhaps a general store operating from a vernacular-style residence spurred additional commercial enterprises and related housing. Real estate speculators were also influential in the patterns of growth during the Industrial/Urban Dominance Period. The small farms of the first period were purchased by speculators and subdivided for residential use.

The unplanned neighborhood of this period continued to be influenced by its location along major transportation routes or at crossroads. In this respect, the unplanned suburban neighborhood developed similarly to any independent town or village. The structures continued to spread along the main road and expanded onto new streets. The form of the residential expansion was commonly a gridiron street pattern parallel to the major thoroughfare. The building types of this period represent most of the architectural styles popular in the late-nineteenth and early-twentieth centuries. Vernacular residences influenced by the popular architectural styles of the period were common in the nineteenth century, while the Bungalow and pattern-book and mail-order houses represent the common twentieth-century resources. Multi-family buildings also became a popular residential housing form during the late-nineteenth century. The unplanned neighborhood was not segregated into pockets of resources with similar building styles or construction dates, instead it was a random mix of building types from the nineteenth and twentieth centuries.

The location of railroad lines and stations can either foster or inhibit expansion of the unplanned neighborhood. The location of a station in close proximity to the neighborhood could create tremendous growth for the area. In such circumstances, the unplanned neighborhood would be vastly expanded with planned developments by real estate developers and speculators. The unplanned neighborhood would be transformed into a planned development with newly platted residential streets and land allocated for facilities to service the community. The emergence of streetcars had a similar impact on unplanned neighborhoods. The unplanned neighborhoods or isolated residences that were by-passed by railroads or were located on the periphery of planned developments were less likely to be developed by real estate speculators.

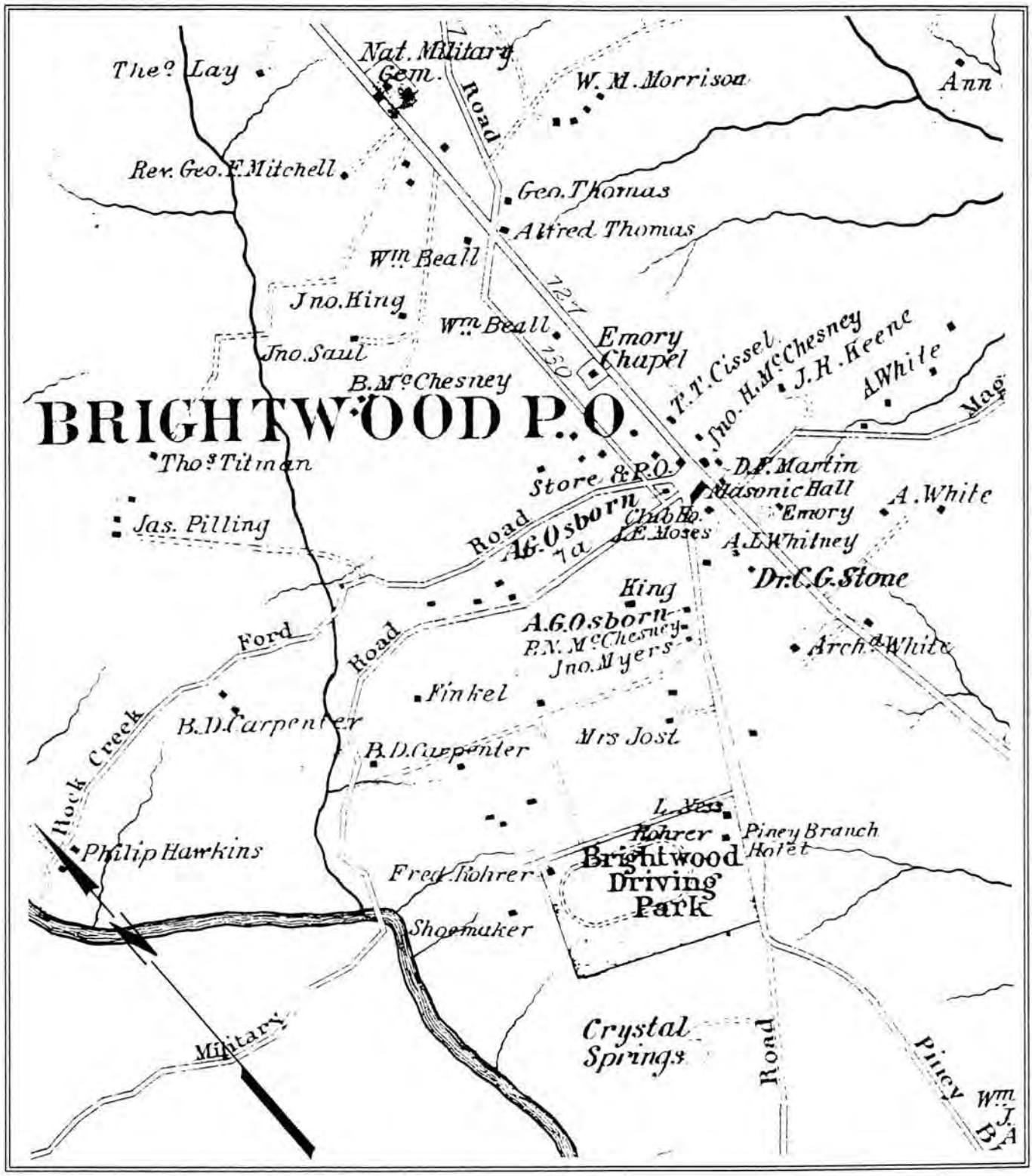

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Figure 17: Brightwood: Unplanned Neighborhood

Source: G.M. Hopkins, *Atlas of Fifteen Miles Around Washington including the County of Prince George's, Maryland*
1878
Scale: 1 inch = 1000 Feet
1 cm = 120 Meters

D.1.1.3 Modern Period (1930-1960)

The Modern Period of unplanned residential construction is characterized by continued in-fill of neighborhoods and by isolated residences. Residential clusters in the mid-twentieth century were dominated by planned developments. Therefore, isolated residences are the most common kind of unplanned mid-twentieth century growth. Bungalows and pattern-book and mail-order housing of the early twentieth century continued to be constructed. The homebuyer could select a house plan, building lot and contractor without the involvement of a developer. Such houses were constructed in a variety of locations, including rural environments and established communities.

D.1.1.4 Significance Assessment

Unplanned suburban neighborhoods and isolated residences can be significant under National Register Criteria A, B and C. The residential resource or neighborhood must have a strong association with the suburbanization movement to be considered eligible under Criterion A. In general, resources comprising unplanned suburban development represent early suburban construction and real estate speculation prior to active developer participation. Groupings of residential resources, such as neighborhoods, best represent the significance of this type of suburban community.

The existence of unplanned suburban neighborhoods and isolated residences retaining the integrity of setting is expected to be rare. It is of greater probability that isolated residences comprise the majority of extant resources of this property type. For eligibility under Criterion A, unplanned neighborhoods should illustrate an association with early suburban development. The isolated residence must be evaluated within the context of suburbanization, in addition to the significance of the specific building type/ architectural style to the region.

Isolated suburban residences may be considered eligible under Criterion B. These individual residences may best represent a person's historic contributions. The significance of the individual will likely be associated with achievements outside the suburban context, such as industry, business, the arts or philanthropic activities. Early suburban growth was characterized by large summer camps and estates of prosperous and wealthy persons. Therefore, it is possible that individual residential properties associated with significant persons exist within the suburbs. It is not likely that unplanned suburban neighborhoods will be associated with important persons.

Unplanned suburban neighborhoods and isolated residences should be considered for National Register eligibility under Criterion C for distinctive characteristics of a type, period or method of construction. For an unplanned neighborhood to be considered eligible under Criterion C, it must posses a range of architectural styles and forms, construction dates and building functions. The neighborhood should be a cohesive cluster of buildings with a recognizable association with early or random growth. Such communities can be differentiated from planned neighborhoods and planned developments by: 1) variety of building dates and building functions; and 2) separation

from other areas of growth by undeveloped land and/or change in building function and density. Unplanned neighborhoods should be most recognizable through the physical community characteristics resulting from a lack of deed restrictions and zoning regulations during the period of construction. These characteristics include varied building setbacks, functions, size and materials. The unplanned neighborhood must possess excellent integrity of materials, design of individual components, feeling and setting to represent an association with the suburban movement. To be eligible under Criterion C, all character-defining elements must be intact.

An isolated residence may be considered eligible under Criterion C for architectural significance if the resource represents distinctive characteristics of a type, period or method of construction. The significance of the resource must be evaluated against similar building types/architectural styles in the region and within the context of suburbanization. Such properties must possess integrity of design, materials, setting and association, and retain all character-defining elements (CDEs).

D.1.1.5 Character-Defining Elements

Unplanned neighborhoods must be intact, excellent examples of their type. CDEs include:

- Lack of original, formal planned streetscape design (e.g. lack of curbing and/or sidewalks and street furniture such as benches or trash receptacles);
- Wide range of construction dates and architectural styles representing several periods of development;
- Variety of building functions and types along the streetscape (e.g. single-family residential buildings among two-part commercial buildings);
- Varied building arrangement resulting from construction throughout the nineteenth and twentieth centuries and the lack of deed restrictions or zoning regulations;

Isolated residences must be intact, excellent examples of their type. CDEs include:

- Individual resource which differs from surrounding development by construction date or function;
- Integrity of character-defining elements of specific architectural style or form (Refer to single-family residences section for a list of character-defining features of applicable architectural styles and building forms).

D.1.2 Planned Suburban Neighborhoods

Planned suburban neighborhoods consist of tracts of land subdivided by real estate speculators and developers. This property type is characterized by early suburban communities that possess consistent design features and generally harmonious building types. The typical planned neighborhood consists of a grid pattern of streets subdivided into lots. The developers sold the lots and it was the landowner's responsibility to construct the house. Occasionally, early developers established covenants restricting the

race/ethnicity of the potential buyer, siting/orientation and value of the future residence and a limited timeframe in which the new residence must be built.

D.1.2.1 Agricultural-Industrial Transition Period (1815-1870)

Few suburban neighborhoods were planned around the Washington area during this period. Transportation in the city during the mid-nineteenth century was accomplished by foot or horse-driven vehicle. Therefore growth was limited to regions close to businesses and industry. By the 1850s, some growth occurred outside the city's northeastern and northwestern boundaries (now Florida Avenue). Uniontown, located on the eastern shore of the Anacostia River, was the first suburb planned outside the city. This community (now known as Old Anacostia) was typical of the early planned neighborhoods. The land was platted into a grid pattern of streets and subdivided into lots for sale. The settlement combined the best of the urban form with the natural benefits of county living (Smith 1988, 98). The graded streets with paved gutters mirrors the grid of the city, while the suburb's distance from the city congestion allowed for cleaner living. The covenants of the Uniontown developers permitted the sale of lots to only native-born whites and prohibited pigs and soap boiling. The earliest buildings in Uniontown were modest wood-frame single-family residences. Other planned neighborhoods were established in the late 1860s, however the boom of suburban growth would occur after the construction of several railways in the early 1870s. Building types of this period range from summer and year-round houses in the Picturesque styles to more modest vernacular structures.

D.1.2.2 Industrial/Urban Dominance Period (1870-1930)

The planned suburban neighborhoods of the second period (1870-1930) are characterized by a grid pattern of streets. The settlements are located along more than one mode of transportation. The Washington Branch of the Baltimore & Potomac Railroad and the Metropolitan Branch of the Baltimore & Ohio Railroad were in operation by 1875. The construction of these railways caused a great deal of land speculation and residential construction along their rights-of-way beginning in the early 1870s. The railways provided convenient access to the city and allowed residential growth to extend farther into the countryside. Despite the advantages of the railway, the settlements also relied on the road network to link communities, farms and the city. The stops and railroad towns along the rail lines became centers of residential and commercial activity for the suburban region.

One of the most important features of the planned neighborhood of the railroad-suburb era was the railroad station. The station was the greatest amenity of the suburb in its early growth and was often the focal point of the road system within the settlement. Typically a main road would extend directly to the station building, often cutting diagonally through the residential blocks (Figure 18). After the community became established, commercial businesses opened near the station and residential growth expanded from the core of the neighborhood. The additions to the community no longer relied solely

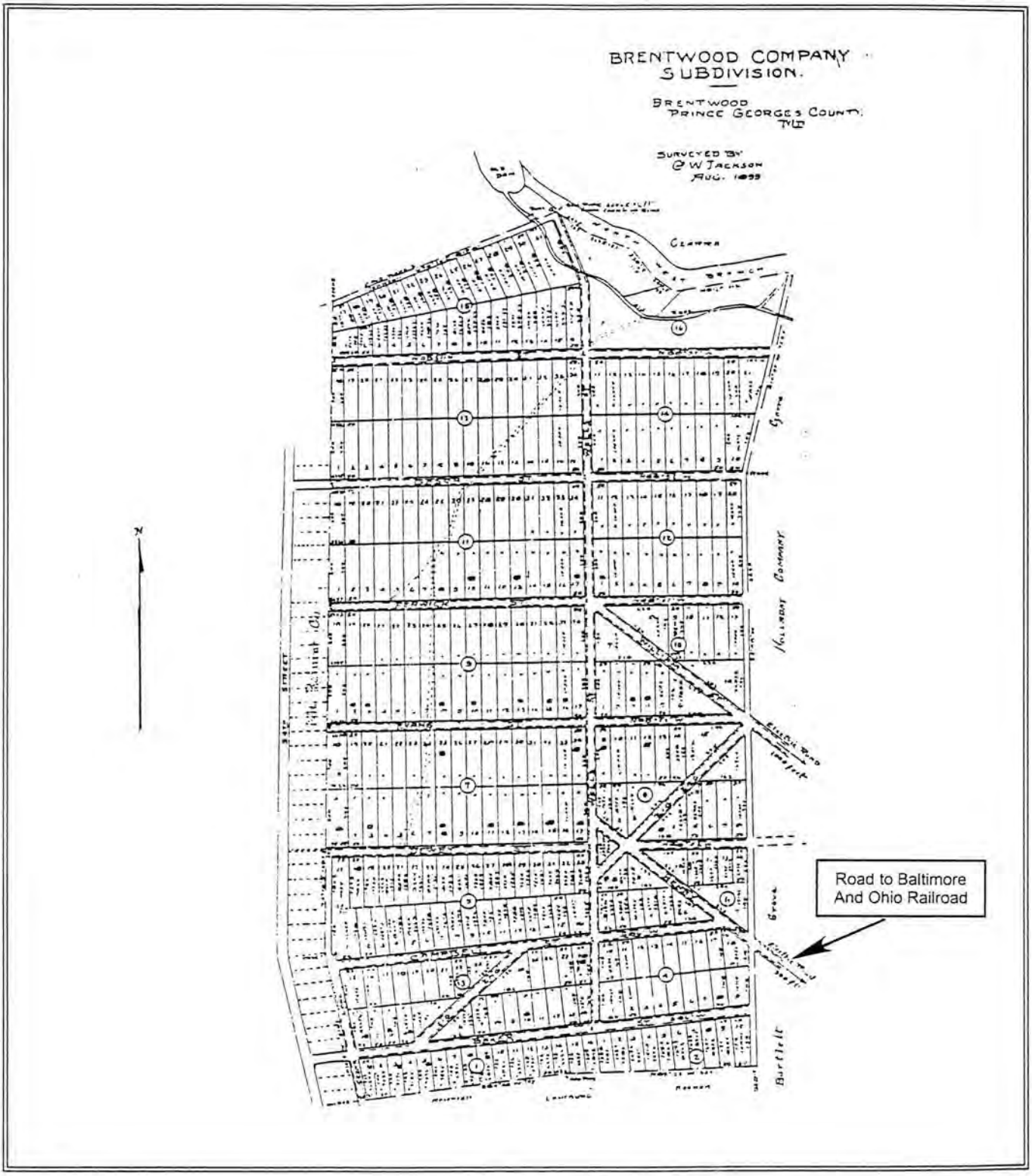

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Figure 18: 1899 Plat of Brentwood Subdivision

Source: The Maryland National Capital Park and Planning Commission, *Historical Survey - Brentwood, Maryland*
1992

upon the railroad, but were dependent upon the community services, businesses and amenities within the early core of the neighborhood and generated by the railroad.

The architectural styles within the planned suburban neighborhood are generally more harmonious compared to the unplanned neighborhood. The buildings were constructed during a shorter timeframe than undeveloped neighborhoods. In contrast, unplanned neighborhoods evolved over a longer timeframe resulting in a random mix of architectural styles and construction dates on the same streets. However, the planned neighborhood had greater success in creating homogeneous streetscapes through deed restrictions and by actively developing sections of the neighborhood in phases. Developers of planned neighborhoods, while not intending to build residences, usually had a vision of the types of houses they desired within their neighborhood and encouraged that market through advertisements and promotions. The result was pockets of houses built in phases by residents of a similar economic and social status. The building types most often constructed within the planned neighborhood were traditional building forms with modestly influenced by architectural styles. Beginning with simple wood-frame I-houses, the building's style and form were dependent upon lot size. Front-gable residences and flat-front houses were suited to narrow lots, while Four-Squares and cross-gable houses took advantage of wide lots. Other building styles include Victorian-era styles (Queen Anne, Italianate, Second Empire), Shingle style, Tudor Revival, Colonial Revival and Bungalows.

D.1.2.3 Modern Period (1930-1960)

Planned neighborhoods begun during the previous period (1870-1930) continued to grow throughout the twentieth century. During the mid-twentieth century, many of these established communities became satellite metropolitan centers of Washington, D.C. The importance of these nodes of commerce and residential areas attracted continued growth. During this period empty lots within the older areas of the neighborhood were infilled with new construction, while additions to the neighborhood were created. The newly plotted streets could follow the established street layout or employ a curvilinear design. The building styles of this period include Bungalows, Colonial Revival-style dwellings, Cape Cod cottages, ranch houses and split-level residences.

D.1.2.4 Significance Assessment

Planned suburban neighborhoods can be significant under Criteria A, B and C of the National Register of Historic Places. For eligibility under Criterion A, the planned neighborhood must illustrate a trend of suburban development outside Washington, D.C. Planned neighborhoods played a key role in the standardization of suburban development design and were the first planned communities to offer land to minorities and working classes. Lessons learned in the marketing of planned neighborhoods evolved into an increasing role for the developer in suburban development.

Planned neighborhoods that are significant under Criterion A must retain integrity of setting, design, material and association. The level of integrity that a neighborhood must possess is based upon the historical significance of the community. Planned neighborhoods constructed for white upper- and middle-class residents derive their significance primarily from distinctive architectural design, while planned neighborhoods which catered to minorities and working classes are significant in relation to larger trends such as social development and cultural history. Therefore, greater integrity is required of neighborhoods that have primarily architectural and design significance.

A planned neighborhood can be eligible under National Register Criterion B if the neighborhood possessed a large number of prominent or influential merchants, professionals, civic leaders or politicians. The individuals should have a strong association with the suburban context or illustrate the role of the suburbs within the professional or social group. The significance of one or more specific residents must be justified.

For a planned neighborhood to be considered eligible under National Register Criterion C for architectural significance, it must embody distinctive characteristics of its type, period or method of construction. The neighborhood must possess integrity of character-defining elements of community design and architectural styles. The planned neighborhood is a cohesive grouping of buildings with a common function, period of construction and architectural styles. The neighborhood is characterized by pockets of development from similar construction periods, with earlier buildings near the core and later buildings around the periphery. Since lots were laid-out and platted in an organized manner, the lot sizes and building setbacks are generally consistent. During the nineteenth and early-twentieth centuries, the streets were organized in a grid pattern, while mid-twentieth century neighborhoods began to utilize a curvilinear street pattern. The neighborhoods were often located along major transportation routes such as roads, rail and trolley lines. When associated with rail transportation, the streets of many planned neighborhoods focused on the station or trolley stop with roads that cut diagonally through the grid of streets toward the station. Planned neighborhoods also included community amenities such as social halls, schools, parks and community centers. To be eligible under Criterion C, all character-defining elements must be intact.

D.1.2.5 Character-Defining Elements

Planned Suburban Neighborhoods must be intact, excellent examples of their type. CDEs include:

- Grid pattern of streets; curvilinear street design in mid-twentieth century;
- Cohesive groupings of buildings by function, construction date and architectural styles;
- Consistent lot sizes and building set-backs;
- Landscape features such as sidewalks, streetlights and tree planting;
- Community amenities such as social halls, schools, parks and community centers;
- Focus of roads on station, if applicable;
- Located along/near major transportation corridors.

D.1.3 Planned Suburban Development

The property type of planned suburban development consists of all residential developments that are comprehensively planned and constructed by developers. The developer provided graded streets and some utilities, depending upon the technology available. Some developments followed naturalistic design principals to take advantage of suburban ideals, often utilizing a curvilinear plan. The developer would offer various residential building styles or standard floor plans with exterior variations. The planned suburban development represents a majority of the residential growth of the mid-twentieth century.

D.1.3.1 Agricultural-Industrial Transition Period (1815-1870)

Since the enterprise of planned developments emerged during the late nineteenth century with the developer as real estate speculator and builder, it is not likely that large-scale examples of this type exist from this time period. It is likely, however, that small-scale pockets of speculative house building exist. Usually these ventures were intended to jump-start a planned neighborhood. The construction of several houses by the speculator was intended to create an air of stability to entice others to purchase lots near these established houses.

D.1.3.2 Industrial/Urban Dominance Period (1870-1930)

Large-scale planned residential developments became popular in the late nineteenth century. One of the first comprehensively planned developments in the Washington, D.C. area was Chevy Chase. Although the Chevy Chase Land Company did not build the individual residences, the restrictive covenants, community arrangement and long-term planning of Chevy Chase established design principals used by future developers. Some of the plans for Chevy Chase included:

> broad streets, large lots and park land. Strict building regulations and covenants governed what future residents could build. Houses fronting on Connecticut Avenue were to cost no less than $5000 each, and on other streets not less than $3000. Houses constructed on Connecticut Avenue required a set-back of 35 feet; and on side streets, 25 feet. No lot could be less than 60 feet wide. Alleys, apartments and row houses were forbidden, and no business was to be conducted in the section; other areas were set apart for that purpose. Stables and carriage houses were not to be constructed within 25 feet of the front line of any lot (Smith 1988, 194).

Native trees and imported species were incorporated into a landscape plan, with double rows of trees along major roads.

Like other large developments, the community established amusements, clubs and amenities to attract interest. The Chevy Chase Land Company constructed a small

lake and an amusement park. The Chevy Chase Country Club was established in 1890, followed by a school and several churches on lots donated by the development company.

Soon after the establishment of Chevy Chase, the planned development of Cleveland Park was undertaken. Platted in 1894, the community was located in an established region of expansive summer houses, and catered to the upper classes. The developer, John Sherman, hired architects to design one-of-a-kind houses for the development company to construct. Within four years, the company also constructed a stone lodge for the community, as well as stables, a firehouse and a police station.

In the twentieth century, several planned developments were established along new electric streetcar lines, new roads and boulevards, and around the periphery of earlier developments. Often the street plan of these developments combined both the curvilinear and grid pattern designs. The rhythmic rows of streets that maximized the number of building lots were intersected by gently curving collector roads. The building types found within these developments include apartment buildings and complexes, and single-family residential structures including: Victorian-era residences, Colonial Revival and Tudor Revival style houses, Craftsman-influenced cottages, Bungalows and Cape Cod cottages.

D.1.3.3 Modern Period (1930-1960)

The mid-twentieth century continued the pattern of development that had become standardized in the early-twentieth century. A curvilinear street pattern, increasingly complex in the later-twentieth century, with community centers, sidewalks, park land and public utilities were common (See Figure 19). New developments were attracted to communities with established commercial and business centers, therefore developers did not necessarily reserve land for commercial or industrial use. The traditional building types include late Bungalows, Colonial Revival houses, Tudor Revival-style dwellings, Cape Cod cottages, ranch houses and split-level residences.

D.1.3.4 Significance Assessment

Planned suburban developments can be considered for eligibility under Criteria A, B and C of the National Register of Historic Places. For planned suburban developments to be eligible under Criterion A, the planned development must be located in a region affected by suburban development and be primarily residential in character with a housing stock that is representative of suburban building types and styles. The construction boom of planned communities in the twentieth century played a key role in the development of the Washington, D.C. suburban region. As such, mid-twentieth-century planned developments are ubiquitous resources of the suburban landscape and must possess character-defining features of their property type to be considered significant and representative of the suburban movement. Early examples and communities that introduced innovative design are significant for their association and contribution to the suburban landscape.

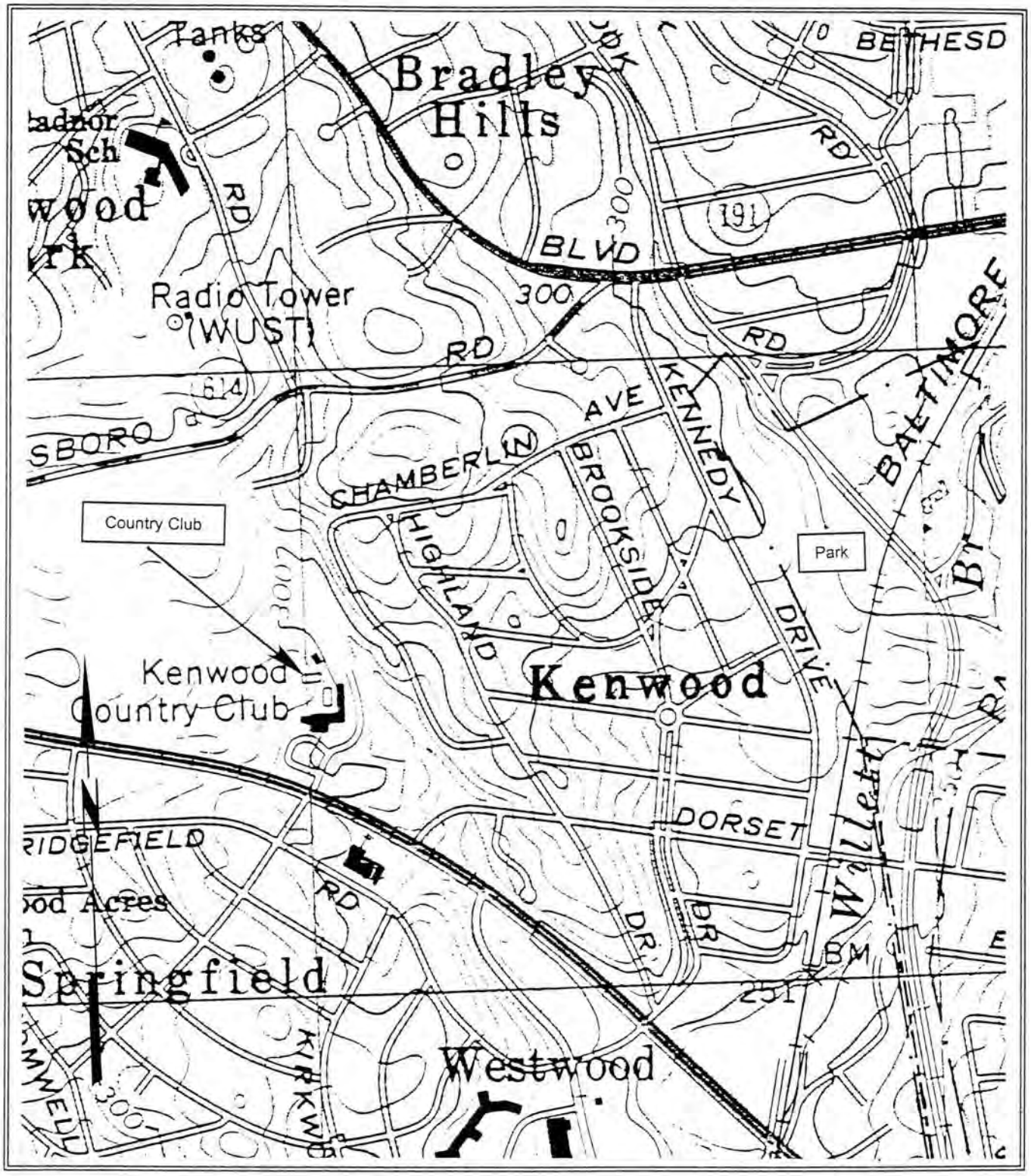

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Figure 19: Kenwood: Planned Development

Source: U.S. Geological Survey, *Washington West Quadrangle*
1983
Scale: 1 inch = 775 Feet
1 cm = 93 Meters

The planned development involved the developer from the planning of the subdivision to the construction of the houses. The result is a cohesive community of similar residences. Early planned developments constructed one-of-a-kind houses, but the result was a harmonious community of similar style houses, such as Victorian-era, Tudor Revival or Colonial Revival-style buildings. Later planned developments offered a limited selection of architectural styles for the homebuyer. Some twentieth-century developments consisted of identical houses in plan and form with varied exterior materials.

A planned suburban development can be eligible under National Register Criterion B if the development possessed a large number of prominent or influential merchants, professionals, civic leaders or politicians. The individuals should have a strong association with the suburban context or illustrate the role of the suburbs within the professional or social group. The significance of one or more specific residents must be justified. The development can also be eligible under Criterion B if the community was planned, designed or constructed by persons who made significant contributions to the suburbanization movement.

Planned developments derive their significance from physical design or construction, including elements of architecture, landscape architecture, engineering, and artwork. For a planned development to be eligible under Criterion C, the development must retain integrity of design, setting, materials, feeling and association. The individual residences should retain excellent integrity to convey the original design concept of the development. In addition, original landscape features and amenities such as roads, walkways, light fixtures and public spaces add to the overall design and significance of the development. To be eligible under Criterion C, all character-defining elements must remain intact.

D.1.3.5 Character-Defining Elements

Planned suburban developments must be intact, excellent examples of their type. CDEs include:

- Significant concentration of buildings united historically or aesthetically by plan or physical development; Planned community design including streets, pathways, public space and utilities;
- Cohesive architectural styles from a single period of construction;
- Architectural styles which represent significant building types within the suburbs.

D.2 Residential Styles and Forms

The single-family dwelling in the suburban Washington, D.C. region is the dominant residential subtype within each community type. These structures comprise the individual residential resources of suburban neighborhoods and developments. Single-family dwellings were built of nearly every construction material. The detached single-family house was constructed individually by commission or speculation, in groups of

small to large-scale development sometimes using prefabricated technology. The anticipated architectural styles and forms of single-family dwellings in the suburbs include: the I-house, vernacular residences, Victorian-era houses, Colonial Revival house, Tudor Revival house, Four-square, Bungalow, Cape Cod cottage, ranch dwelling, and split-level house. Despite the predominance of single-family residences in the suburbs, multi-family structures became a cost-effective and popular housing solution from the Industrial/Urban Dominance Period through the Modern Period.

D.2.1 Agricultural-Industrial Transition Period (1815-1870)

Residential buildings during this early period were constructed on the fringes of the city, in rural crossroads villages, along major routes of travel, and on modest farms, as well as large estates. The variety of residential suburban settings resulted in a wide range of building forms and styles constructed during this period. The most common suburban residential resource of this period was the vernacular building.

Nineteenth century vernacular residences are characterized by simple ornamentation and mass-produced components, such as door frames, moldings, sash and window units, and porch decoration. In general, a vernacular residence was a layman's response to the architectural styles and technologies that were popular and well-accepted while the residence was being built. Using common building practice, purchased plans, or construction kits, a builder could adapt a basic house form or plan to fulfill the builder's ideas of an acceptable level of style. Ornamentation was drawn from the most obvious and characteristic features of any given style. In the mid- to late-nineteenth century, this meant machine-produced woodwork, such as brackets, turned posts and friezes.

The earliest vernacular residences were influenced by Georgian and Federal style residences. Vernacular interpretations of the Georgian and Federal styles were usually two stories in height, with symmetrical facades and simple ornamentation. One common vernacular version of the Georgian style is the I-house. The standard I-house is one room deep and two stories tall with three to five openings on each story. From the front, an I-house is often indistinguishable from a Georgian house. The gable view, however, reveals the greater depth of the Georgian house. Chimneys are most often located on the interior of the gable ends, however, some I-houses can have central or exterior chimneys. Usually, an I-house has a one-story porch running the length or nearly the length of the long side. In the interior, a central hall separates the two rooms on the first floor; the second floor contains either two or four sleeping chambers. Due to the narrowness of the main core, many I-houses have kitchen wings to the rear. The construction of the I-house continued beyond this period into the twentieth century (Gowans 1992: 55-6).

In the mid-nineteenth century, pattern books and construction manuals promoting the Picturesque Movement began to have a widespread influence on residential construction forms and styles. By advocating the advantages of rural suburban living,

architects such as Alexander Jackson Davis and Andrew Jackson Downing brought the Gothic Revival design to the American countryside.

Commonly built between 1840 and 1880, Gothic Revival style houses were distinguished by their steeply-pitched roofs, usually with steep cross gables, and highly decorative detailing. The gables were usually accentuated with decorative vergeboards, lack of eaves or trim beneath the gable, and walls, and windows which extended beyond the cornice line into the gable. Features often included a one-story entry or full-width porch with supports, brackets and friezes resembling flattened arches; Gothic arch windows; and intricate decorative detailing applied to windows, doors, gables and porches. Gothic Revival houses were built in several sub-types. Most common among these were the side gable with centered cross gable type, the asymmetrical or "L" shaped layout, the front gable roof type, and the paired gable type. Considered suitable as a rural style, it was not frequently built in urban settings. Gothic Revival dwellings featured elaborate decorative details in the form of Gothic arch tracery, window crowns and drip molds, intricate porch details, and ornate vergeboards along the gable edges. These details were made possible by the introduction of the scroll saw in the mid-nineteenth century. After 1860, gables often featured decorative crossbracing. Although both wood and masonry examples were built, frame "Carpenter Gothic" houses were most common. Cladding was usually horizontal but vertical board-and-batten was also used. (Virginia and Lee McAlester 1984:197-200).

The popularity of the Gothic Revival style in the suburbs was eclipsed by the Italianate style by the 1860s. Constructed primarily between 1840 and 1885, the Italianate style is usually found in buildings two to three stories in height which feature generally balanced facades. Italianate buildings have low-pitched gable, hipped, or mansard roofs with wide overhanging eaves and brackets often paired with ornate cornices. The windows are tall, narrow double-hung sashes, sometimes arched and often paired (usually 1/1, 2/2 or 4/4 double-hung). There are often decorative brackets, crowns or hoods over windows and doors. A one-story front porch is usually featured, with the same brackets and decorative cornice. Less than one-third of Italianate houses have a center gable or a tower. Many examples also feature quoins (McAlester 1984:211).

D.2.2 Industrial/Urban Dominance Period (1870-1930)

The influence of the architect on suburban residential building trends continued to increase from the earlier period. During the late nineteenth century and early twentieth century, better transportation modes and worsening city conditions created a boom of suburban growth. Pattern books, trade magazines, practicing architects, and builders, had wide-reaching impacts on the types of houses constructed and the architectural styles applied to them. Styles and forms ranging from the Victorian-era Queen Anne to the Craftsman Bungalow were applied to the suburban residences of all classes.

The development of post-Civil War machinery capable of producing large amounts of standardized housing elements, facilitated the application of these sometimes elaborate styles to residential buildings. Houses of the Victorian era were meant to

express the individuality of the owner and all the activities that might be taking place inside. They were generally two or three stories tall with multiple roof-lines, an irregular shape and exuberant ornamentation. Because Victorian society emphasized formality, the dwellings also had closed plans in which doors, halls and vestibules separated the rooms.

One of the most popular Victorian-era styles was the Queen Anne. The first Queen Anne houses built in the United States in the 1880s displayed half-timbering in the gables or upper floors. This subtype, as well as patterned masonry examples, total a small percentage of the Queen Anne style houses built in this country. Approximately half of all Queen Anne style houses displayed ornamental spindlework. This "gingerbread" or Eastlake detailing was often used on porches and gable ends. The last variation of the Queen Anne style first appeared in the 1890s and is called the free classic. This style of ornamentation replaced the delicate spindlework with classical columns and added Palladian windows, dentil cornice moulding and other classical details. The free classic Queen Anne examples began the transition from the Victorian styles to the Colonial Revival and were constructed until circa 1910 (McAlester and McAlester 1984, 264).

Due to their size and complexity, high-style Victorian-era dwellings in the suburbs were usually built only by the upper and upper-middle classes. However, elements of the Queen Anne style were applied to vernacular residential forms such as the front-gable, gable-front-and-wing, and occasionally, I-houses. Houses with Victorian irregular-plans were most often ornamented with Queen Anne detail, although mass-produced "gingerbread" appeared on nearly every vernacular building type of the time period, resulting in a building type known as Folk Victorian. As architectural fashion moved toward simplicity in design around the turn of the century, vernacular residences adapted by applying features of the popular Colonial Revival, Tudor Revival or Craftsman styles.

Popular in the years 1880 to 1955, the stylistic details in Colonial Revival dwellings were drawn predominantly from Georgian and Federal styles; secondary influences included Dutch Colonial and English Postmedieval types. Late nineteenth century examples of Colonial Revival were often asymmetrical and exhibited a combination of Queen Anne features, such as turrets and wide porches, and Colonial features such as Palladian windows and Adamesque swags or urns. Examples built from 1915 to 1935 reflected colonial precedents more closely, while those built after World War II simplified the style, with details that only suggested rather than duplicated the original examples. Colonial Revival houses are usually strictly rectangular in plan with few projections, and have symmetrical facades. They range from one to three stories with hipped, side gable, centered gable, or gambrel roofs. Clapboard is the most popular sheathing material, although brick is not uncommon (Virginia and Lee McAlester 1984:321-6).

The Tudor Revival style emerged during the same period as the Colonial Revival and loosely based its architectural vocabulary on medieval English cottages. The style peaked in popularity during the 1920s and faded in the late-1930s. Details frequently found on Tudor Revival cottages include steeply-pitched roofs, front-facing gables, narrow multi-light windows, decorative half-timbering and masonry, and decorative chimneys.

Following the development of brick and stone veneer after World War I, details from the Tudor Revival style were frequently applied to small suburban cottages (McAlester and McAlester 1984, 355-358).

Another suburban residential building form to follow the period of Victorian-era styles was the Four-square. The development of the Four-square house was part of a stylistic movement known as "Rectilinear" or "Prairie-style" which represented a reaction against the ornate Queen Anne style of the late 1880s. The Four-square house was popular in both suburban and rural areas of the United States from the late 1890s into the 1920s. Four-square dwellings are usually 2- to 2½-stories tall with a simple square or rectangular plan, low-pitched, hipped roof, and a front entrance, usually off-centered, which served as the focal point of the facade. They also commonly featured dormers on all planes of the roof and a wide 1-story front porch. Inside are usually four roughly equal-sized rooms on each floor, with a side stairway. Exterior wall surfaces were generally clad in clapboards or wood shingles, with some brick examples. In vernacular examples, the Four-square often featured hipped dormers, a 1-story, full-width front porch, and double-hung sash windows.

Similar to the Prairie-style of the Four-square, the Craftsman style emerged in the early twentieth century. Craftsman-style dwellings emphasized horizontal lines with long, low eaves and extended porches. Typical details included exposed rafters and beams, deep eaves, intricate, multi-pane windows, and heavy, tapered porch supports. Although Craftsman-style details were frequently used on vernacular massed-plan houses of the early-twentieth century, the term "Craftsman" specifically refers to bungalows. The bungalow became the dominant style of middle and working class housing in the period between 1900 and 1935. Bungalows were enormously popular in the early years of the twentieth century, in part because they were inexpensive to design and build. Their emergence coincided with the rise in the number of working and middle class Americans who could afford to purchase a house (Klein 1985: 44). The bungalow has been defined as "one of the characteristic building types of democratic America" because of its adaptive and extensive use (Lancaster 1986: 104). The Craftsman style faded from popularity during the 1920s, but the bungalow plan continued to be utilized into the 1950s. The small house plan help to usher in a period of "efficient" house construction during the post World War II suburban boom.

A short-lived and infrequently used architectural style in the suburbs was the Art Deco style. The Art Deco style rose to popularity during the 1920s and faded in the early 1930s. Although primarily used for commercial and public buildings, the style occasionally appeared on residential buildings. Art Deco buildings were characterized by zigzags and geometric ornamentation, with an emphasis on towers and other vertical elements. Art Deco buildings did not follow a particular form, and appeared during the Industrial/Urban Dominance and Modern periods (McAlester and McAlester, 465-466).

During this period, the architectural style and forms discussed above were applied not only to single-family residences but mail-order houses and multi-family structures such as duplexes and apartment buildings. The booming suburbanization around major

cities during this period created a large market of landowners seeking affordable housing in popular styles. The common practice of land speculation often left the business of constructing a house to the individual lot owner. Pattern-books offered the landowner a sensible and inexpensive building plan. The early success of pattern-books, such as those produced by R.W. Shoppell's Cooperative Building Plan Association, led to the offering of complete house packages in the first decade of the twentieth century. The package included the plans and construction materials. The landowners could construct the building themselves or contract a builder. Some of the mail-order companies operating in the twentieth century include Sears and Roebuck, Alladin Company, Bennett Company, Montgomery Ward and Company, Walker Bin, MacLagan and the Chicago House Wrecking Company (M-NCPPC 1988, 1-2).

The popular housing styles of mail-order catalogues in the nineteenth and early-twentieth centuries were Victorian vernacular residences. In the twentieth century, the catalogue companies introduced architectural styles that were already popular within suburbs. Designs incorporating Craftsman influences and Bungalow forms filled most of the catalogues, while Colonial and Tudor Revival styles, Four-Squares and one-story cottages such as the Cape Cod cottage became increasingly popular.

Other housing types popular during late nineteenth and early twentieth century are the double house and duplex. The double house and duplex are common forms of semi-detached housing. It is anticipated that the double house will be common within the Washington, D.C. suburbs. The double house consists of a single structure divided by a party wall into two adjacent floor plans that mirror each other. Commonly of wood-frame construction with wood siding and a side-gable roof, later examples have brick veneer siding with flat roofs. In early examples, a full-width 1-story porch unified both units, while the masonry structure often had concrete stoops at each entrance. Although isolated examples of this type should be expected, the double house was frequently constructed in blocks to comprise streetscapes in the District or entire neighborhoods in the suburbs (Gottfried and Jennings 1988, 2).

The duplex is another form of two-family housing. The duplex contains two residences or apartments and more closely resembles a single-family dwelling than the double house. The form of the building is a single detached unit with two similar floor plans; one unit on each level. One indication that the duplex was an accepted and utilized building type was its presence in pattern-book and mail-order catalogues. The *Sears, Roebuck Catalogue of Houses, 1926* offered two models of duplexes. The models illustrate two variations of duplex arrangement. The first model `The Cleveland' was a front-gable vernacular-inspired building with Craftsman-style features. The entrance to the first story unit was located within a full-width front porch, while access to the second level was by an interior staircase at the rear of the building. The second model, `The Garfield', was a large wood-frame Four-Square. The access to both units was from a shared hipped roof front porch. A third subtype of duplex housing provided access to the second floor unit by an exterior staircase.

Early apartment buildings and complexes were constructed close to central business districts. These buildings were multi-story buildings that contained several separate households. It is anticipated that most early apartment building construction occurred during the first decade of the twentieth century in regions close to transportation corridors and Washington, D.C. Other apartments were incorporated into commercial structures or shopping centers. Early- to mid-twentieth century apartment buildings were generally efficiency apartment houses for middle and moderate-income groups. The buildings were generally two to five stories with units of one to five rooms (Maddux 1985, 16). The majority of apartment building construction in the Washington metropolitan area took place following World War II during the Modern Period.

D.2.3 Modern Period (1930-1960)

The Modern Period of suburban residential construction consisted of a profusion of developer-built housing of "efficient" design. The less elaborate styles that were popular during the early twentieth century, such as the bungalow, Four-square, and Colonial Revival, were well suited to the suburban tract housing of the mid-twentieth century and continued to be constructed. Building forms that emerged during the Modern period, including the Cape Cod, Ranch dwelling, and Split-level house, were influenced by the informal division of space and minimal decorative elements promoted by the International movement.

The International movement in architecture emphasized practical, industrial design and modern machinery. Although the minimalist, white concrete aesthetic of the International style never gained a popular following in the United States, builders found use for its functional, mass-produced components and new materials. The influence of the International Style appeared most often on dwellings of any form from the 1940s through the 1960s. In general, these dwellings had little or no superfluous ornamentation. Common features on vernacular and other dwellings of the period included aluminum- or steel-framed sliding doors and windows with single-pane sashes. The interiors often originally featured linoleum floors, laminate counters, and other low-maintenance materials. The International style became most evident during the Modern period (Maxwell and Massey, 58-59; McAlester and McAlester, 469-470).

The Cape Cod house became a standard suburban form in most eastern metropolitan areas by the mid-twentieth century. The exterior had little detail, with only faint references to Colonial Revival and Modernist architecture. The interior took the open plan of the Bungalow a step further, dividing the house into an "activity zone" and a "quiet zone." The activity zone consisted of a kitchen, dining area and living area, sometimes only loosely separated from each other by half walls, built-in cabinets, or a central fireplace. The quiet zone contained two bedrooms and a bath, all opening off of a hall (Wright 1981, 254). The Cape Cod was designed to suit a housewife's life. Low-maintenance materials and modern appliances lessened the amount of housework needed, while the open living, dining and kitchen areas allowed the family, particularly women and children, to be together through most of their daily activities (Kelly, II-151-52). Due to their original small size, most Cape Cod dwellings were later enlarged and altered.

Another popular Modern Period suburban residential form was the ranch house. The familiar ranch house first appeared around 1935 but reached its peak of popularity in the 1950s (McAlester, II-126). The ranch house was a distant derivation of the Prairie style and Frank Lloyd Wright's Usonian houses (Ames, II-100). It was also frequently attributed to dwellings on southwestern ranches. The ranch house was nearly always one-story with a hipped, side-gable or cross-gable roof and low, deep eaves (Maxwell and Massey 1992, 57; McAlester, II-126). The exterior could feature Craftsman or Colonial Revival detail. Positioned with its long elevation facing the street, the ranch house had a "rambling" arrangement that fit on the wide lots in freeway suburbs (McAlester, II-126). The garage, utility areas, living spaces and sleeping spaces occupied a single level, usually only two rooms deep. While the ranch house did not actually contain more square footage than the bungalow, it was arranged to appear larger (Wright 1981, 251). The interior followed an open, informal plan in which spaces were not separated by vestibules or halls (Maxwell and Massey 1992, 57).

Nearly as common as the ranch was the split level, a three level house form popular from the 1950s to the present (McAlester, II-127). The split-level has

> a two-story unit intercepted at mid-height by a one-story wing, creating three levels of interior space. . . . Families were felt to need three types of interior space: quiet living areas, noisy living and service areas, and sleeping areas. . . The lower level usually housed the garage and, commonly, the "noisy" family room with its television. The mid-level wing contained the "quiet" living areas (kitchen, dining and living rooms) and the upper level, the bedrooms (Ibid.)

The split-level had the same types of spaces as the ranch house but followed a more compact plan. Split-level houses typically had brick lower stories, frame upper stories, and Colonial Revival detail.

Another residential style constructed during the Modern Period was the Art Moderne, though relatively few examples of this style were constructed in the suburbs. The Art Moderne movement emerged in the 1930s. Often described as "streamlined," buildings of this style had a sleek appearance. Art Moderne buildings were characterized by details such as flat roofs, smooth exterior walls with rounded corners, glass block, and horizontal grooves or lines. Few dwellings were constructed in this style. Art Moderne buildings did not follow a particular form, and appeared during the Modern Period. (McAlester and McAlester, 465-466).

During the Modern Period, the garden apartment complex developed as a popular subtype of twentieth-century apartment construction. The garden apartment complex departed from the tradition of locating in existing community centers. These apartment complexes, begun in the Washington, D.C. region in the 1920s, were often a planned community of several apartment buildings, containing multiple units, within a landscaped or organized setting. The middle-income and smaller apartments tended to have a plain,

stark look with flat roofs and no formal landscaping. This form of apartment housing was adopted by Federally funded housing projects beginning in the 1940s (Maddux 1985, 16).

D.2.4 Significance Assessment

Residential property types can include resources eligible for the National Register of Historic Places under Criteria A, B and C. For eligibility under Criterion A, the resource must possess a strong association with suburban development and residential architectural trends. Residential properties that demonstrate and represent a direct relationship with suburban development in the Washington, D.C. region may be considered a significant resource. Since entire neighborhoods and developments best represent suburban growth, such resources are best suited for eligibility under Criterion A. The neighborhood or development must possess the character-defining elements of its community type (i.e. Unplanned Suburban Neighborhood, Planned Suburban Neighborhood, or Planned Suburban Development) and a housing stock of significant suburban resources with excellent integrity. Individual resources can be eligible under Criterion A if they possess an important association with suburban growth. Buildings significant under Criterion A should retain integrity of location, design, setting, materials, feeling and association.

Resources associated with residential property types can be assessed for eligibility under National Register Criterion B, for association with persons of significance within our past. The resource must represent the significance of the individual within the suburban context. Examples include persons associated with the establishment of an influential residential community or introduction of significant innovations in residential design. Residential resources can also be eligible under Criterion B if the resources was built or owned by a prominent or influential merchant, professional, civic leader, or politician. The individual should have a strong association with suburban development or illustrate the role of the suburbs within the professional or social group. Buildings with such association should retain sufficient integrity of materials, design, setting and location to physically represent the contribution of the individual.

To be eligible under Criterion C, for architectural significance, the resource must retain the characteristics of its style, type, period or method of construction and convey its role in architectural history. Residential resources may be significant for building form and style. Early residential structures may use vernacular building forms with sparse architectural ornamentation but may be significant for their role in early suburban activity. Such vernacular resources must possess excellent integrity. Residences from later periods exhibit a greater consideration for ornament and style. Modern Period residential construction introduced building forms that became ubiquitous in the suburban landscape. These Modern Period residences are eligible under Criterion C within the context of entire neighborhoods and developments and only in conjunction with an important historic association and excellent integrity.

Representative examples of typical residential design that exhibit the ornamentation of a specific style may be eligible under Criterion C. The resources should

retain excellent integrity of design, materials, workmanship, association, location and setting. In addition, all character-defining elements must be intact to be eligible under Criterion C.

D.2.5 Character-Defining Elements

The character-defining elements of single-family dwellings are organized by building style and form. The building must be intact, excellent examples of their type to be considered significant under the National Register Criteria for Evaluation.

Row House

- Contiguous houses with shared side walls (party walls), unless free-standing row house;
- Flat or low-pitched roofs;
- One room wide, some with a side passage entry;
- Two to four bays wide, typically three bays on the first story and two bays on the second story, often with a kitchen wing or ell;
- Porch or stoop;
- Integrity of features such as porch materials and cornice ornamentation;
- Since the row house form was easily adapted to suit current architectural taste by applying ornament and various roof or cornice styles, the building should retain integrity of CDEs of the original architectural style.

Plate 5: Row House (2900 block of Upton Street, Tenleytown, Washington, D.C.)

I-house

- Two-stories in height;
- One room deep;
- Side-gable roof;
- Front porch;
- Hall-and-parlor plan or center hall plan (entrance on long side);
- Construction materials are log, brick and frame;
- Beginning in the mid-nineteenth century, I-houses were elaborated with varying patterns of porches, chimneys and rear extensions (or ells);
- Added features and decorative elements reflected current popular styles (e.g. center-gables on the front-elevation and pointed arch windows - Gothic Revival; or spindle-work and bracketed porches - Folk Victorian).

Plate 6: I-House (NW corner of Layhill Road and Norbeck Road, Norwood, Montgomery County)

Vernacular Residence

- Simple ornamentation and mass-produced components such as door frames, moldings, window units and porch ornamentation;
- One to two-and-one-half stories in height;
- Traditional building forms with front-gable, side-gable, cross-gable, gable-front-and-wing, and hipped roof forms;
- Most often of wood-frame construction, also of log, brick and stone construction;
- Wood or brick exterior;
- Wood double-hung windows (typically 1/1 or 6/6);
- Front porch with original posts and railing;
- Added features and decorative elements of other architectural styles (Greek Revival, Gothic Revival, Queen Anne, Italianate, Folk Victorian, Colonial Revival, Craftsman).

Plate 7: Vernacular Residence (404 Tulip Avenue, Takoma Park, Montgomery County)

Italianate

- Two to three stories in height;
- Low-pitched hipped, gable, or mansard roof with wide overhanging eaves;
- Generally balanced facade;
- Tall, narrow double-hung windows, sometimes arched and often paired (usually 1/1, 2/2 or 4/4 double-hung);
- Brackets under eaves and ornate cornices;
- Decorative brackets, crowns or hoods over windows and doors;
- One-story front porch (commonly with chamfered posts and brackets);
- High-style examples possess a square tower or cupola.

Plate 8: Italianate (16109 Marlboro Pike, Upper Marlboro, Prince George's County)

Queen Anne

- Asymmetrical massing;
- Steeply-pitched roof of irregular shape (usually with front-facing gable);
- Contrasting materials or textures between levels; polychromatic color scheme; use of molded brick, wood shingles, wood clapboard and/or stucco for exterior siding material;
- Variety of window and roof shapes;
- Wood double-hung windows (usually 1/1 double-hung or Queen Anne sash);
- One-story porch, full-width or wrap-around; second or third story inset balconies;
- Bay windows, corbelled chimneys, turrets and towers;
- Integration of Colonial Revival and Tudor Revival features through roof shape, building massing, porch design and gable end ornament in later examples.

Plate 9: Queen Anne (4900 block of Oliver Street, Riverdale, Prince George's County)

Shingle

- Dominant wall cladding is wood shingle (roofing material should be shingle, however, most wood shingle roofs have been replaced);
- Prominent and complex roof shape, though more horizontal than the Queen Anne style;
- Asymmetrical massing and facade;
- Extensive porches (second story balconies);
- Use of dormers, such as curved hipped and eyebrow;
- Minimal exterior ornamentation.

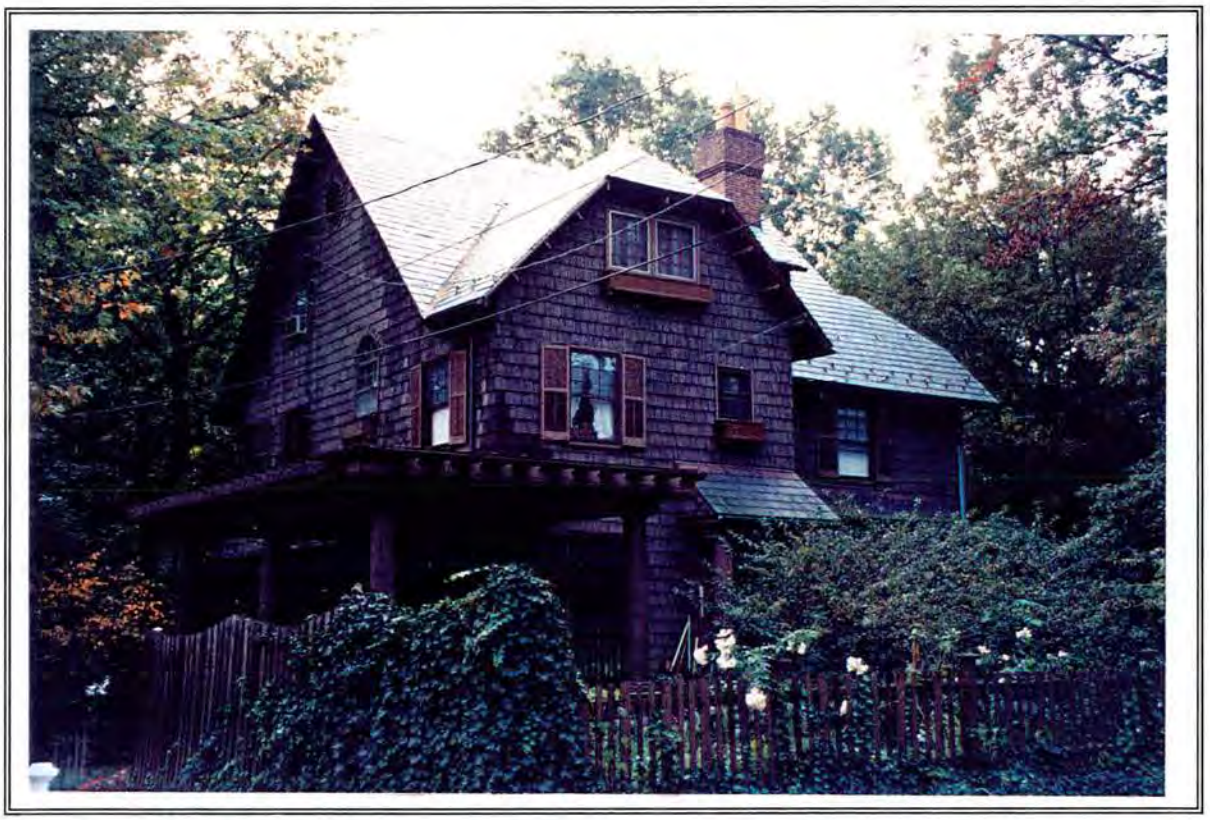

Plate 10: Shingle (3300 block of Newark Avenue, Cleveland Park, Washington, D.C.)

Folk Victorian

- Victorian decorative detailing on traditional building forms;
- Simplified form with detailing confined to the porch, gable end and cornice;
- Decorative porch is dominant feature;
- Porch ornament includes spindle-work or jig-saw cut work;
- Symmetrical facade (except Gable-Front-and-Wing building form);
- Cornices with brackets and molding;
- Building must retain the CDEs of its vernacular residential form.

Plate 11: Folk Victorian (10802 Kenilworth Avenue, Garrett Park, Montgomery County)

Colonial Revival

- Balanced, symmetrical facade;
- Two-stories in height (one-story examples are not as common);
- Side-gable roof (most common), also gambrel roof and hipped roof;
- Siding materials of brick, stone and/or wood clapboard;
- Brick examples can utilize stringcourses and cornices;
- Use of decorative door crowns and pediments, side-lights, fanlights and porticos to emphasize the front entrance;
- Double-hung windows with multiple lights in one or both sashes (6/6 double-hung windows are most common); Wood shutters;
- Front entry can have a stoop of brick or concrete; bracketed hood; pedimented porch with columns; or full-width hipped or shed roof porch;
- Decorative cornice (use of dentil molding);
- Formal front yard and informal rear yard with patios, terrace or porch;
- Massive chimney(s);
- Some examples have pent roof between first and second stories of front elevation;
- Common features of the Colonial Revival-style applied to suburban houses of the twentieth century include: symmetrical fenestration, side-gable roof, small entry porch, pedimented door surround, double-hung windows and wood shutters.

Plate 12: Colonial Revival (3945 Linnean Avenue, Forest Hills, Washington, D.C.)

Tudor Revival

- Asymmetrical massing;
- Steeply pitched roofs;
- Cross-gable roof or side-gable with an off-center front-gable;
- Gabled entryway;
- Multi-light narrow windows, banded casement or double-hung;
- Dominant, massive chimneys;
- Masonry construction or use of veneering techniques;
- Decorative half-timbering;
- Common features of the Tudor Revival-style applied to small suburban houses of the twentieth century include: asymmetrical fenestration, steeply pitched roof, cross-gable roof or side-gable roof with off-center front-gable and/or dormers, dominant brick chimney sometimes located on the front elevation, exterior material of brick, frame or stucco, multi-light metal casement windows.

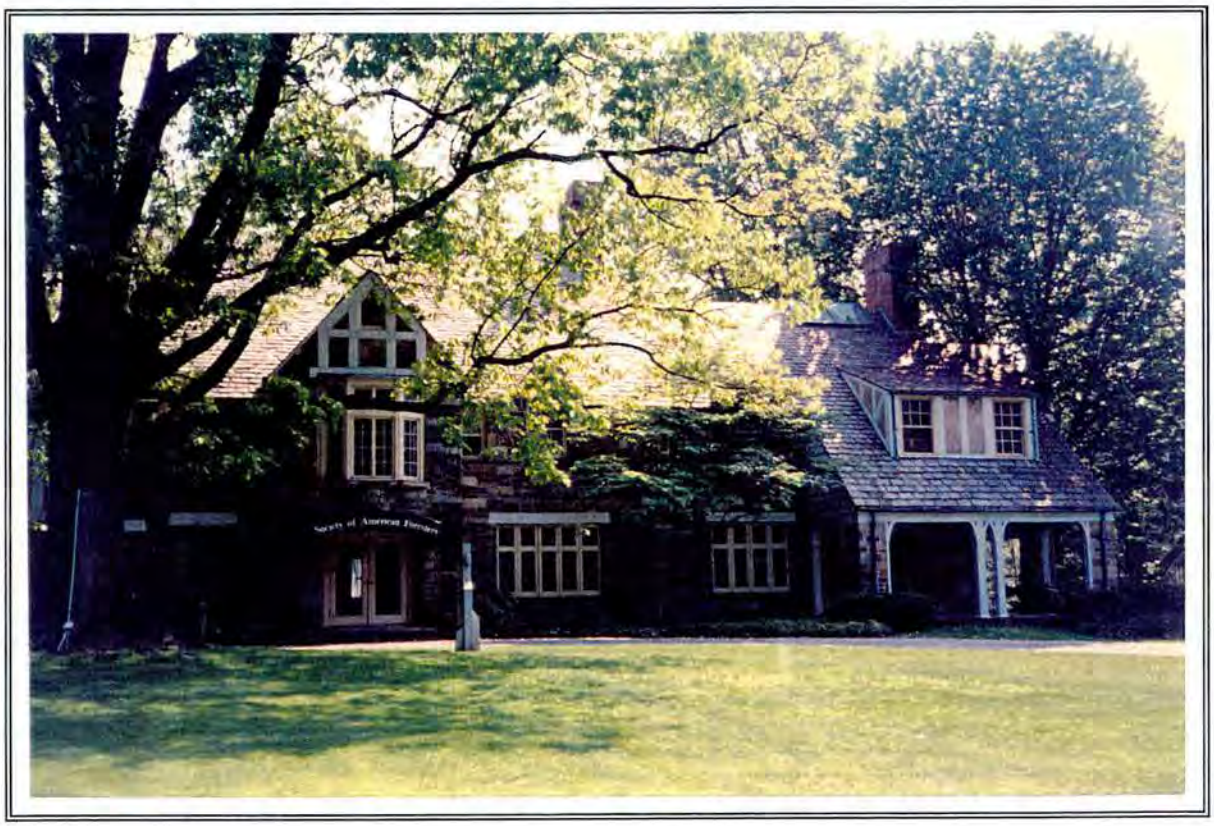

Plate 13: Tudor Revival (5400 Grosvenor Lane, Grosvenor, Montgomery County)

Four-Square

- 2 to 2½ stories;
- Low-pitched hipped roof (pyramidal hipped roof);
- Two or three bays wide, two rooms deep;
- Low full-width, hipped roof front porch (sometimes shed roof, one-story in height);
- Off-center entrance;
- Dormer on at least one elevation;
- Double-hung windows (1/1, 3/1 or 6/6 double-hung windows are most common);
- Window groupings and banded windows;
- End wall or central chimney;
- Four rooms on each floor, with the entry hall and staircase occupying a front room;
- Construction materials consist of wood-frame, brick, stone or concrete block;
- Applied ornament from the Craftsman/Prairie, Colonial Revival and Italianate styles.

Plate 14: Four-Square (13808 Old Columbia Pike, Fairland, Montgomery County)

Bungalow

- One-and-one-half stories in height;
- Low pitched hipped roof or broad gables;
- Integral porches with battered posts, or large masonry piers supporting columns, wood posts or stickwork;
- Naturalistic exterior materials such as wood shingle siding and roof, also constructed with wood clapboard, brick, stone, or stucco veneer, and slate, asbestos or asphalt shingle roofs;
- Dormers;
- Wide overhanging eaves with exposed rafter ends, sometimes triangular knee braces at gable eaves;
- Double-hung windows with a multi-light sash above a single-light sash;
- Wood front door with lights in the top portion above vertical panels;
- Stylistic ornamentation of the Bungalow include Colonial Revival, Tudor Revival and Spanish Revival with alterations to the roof shape and material, porch ornamentation, exterior siding material, windows, doors and eaves.

Plate 15: Bungalow (4400 block of Gallatin Street, Hyattsville, Prince George's County)

Cape Cod

- One to one-and-one-half stories in height;
- Broad side-gable roof;
- Three bays wide;
- Central entrance;
- Gable dormers;
- Exterior construction materials include wood clapboard, wood shingle, brick veneer and asbestos shingles;
- Windows are multi-light double-hung;
- Simplified woodwork and ornament such as flat wood trim at corner boards and around windows, Georgian-style front door and surround;
- Center hall with staircase, dividing living area and dining area.

Plate 16: Cape Cod (6212 Vorlich Lane, Glen Echo, Montgomery County)

Ranch Dwelling

- One-story in height;
- Asymmetrical plan;
- Low pitched hipped, side-gable or L-shaped roof with moderate or wide eaves;
- Attached garage or carport;
- Rear patio or porch;
- Bands of windows or picture windows in the living areas, wood sash or metal casement;
- Exterior materials include wood siding and brick or stone veneer;
- 'Rambling' arrangement emphasized by complex plan and roof form (e.g. front-gable wing projecting from the side-gable main block or projecting and receding side-gable blocks).

Plate 17: Ranch Dwelling (Burnt Mills Avenue, Burnt Mills, Montgomery County)

Split-level House

- Two-story unit intercepted at mid-height by a one-story wing;
- Three levels of interior space;
- Picture and/or corner windows;
- Wood double-hung windows (1/1 and 2/2 horizontal) and vinyl or aluminum casement, awning or jalousie windows;
- Typically two exterior siding materials, such as wood clapboard and brick veneer;
- Use of aluminum, vinyl or asbestos siding as original siding material.

Plate 18: Split-level House (6816 Elbrook Road, Good Luck Estates, Prince George's County)

Minimal Traditional

- Intermediate or low-pitch side-gable roof;
- Usually one front facing-gable;
- Eaves and rake are close to the body of the house;
- Typical exterior siding materials include wood clapboard, brick, or stone, or a combination of these materials;
- Lack of decorative detailing.

Plate 19: Minimal Traditional House (9800 Grayson Avenue, Four Corners, Montgomery County)

Pattern-Book/Mail-order/Pre-fabricated Houses

- Retention of original exterior materials and decorative features;
- Unaltered interior plan;
- Easily recognized pattern-book, mail-order, pre-fabricated house according to plan/pattern;
- Constructed between 1870 and 1960;
- Retention of character-defining elements of its architectural style (common architectural styles of the Pattern book/Mail-order/Pre-fabricated houses include: Queen Anne, Craftsman, Bungalow, Four-Square, Colonial Revival, Tudor Revival and Cape Code cottages).

Plate 20: Mail-order House (7905 Marlboro Pike, Forestville, Prince George's County)

Double House/Duplex

- Residential building form;
- Two entrances to the interior;
- Exterior material of wood, brick, stucco, or stone veneer;
- Flat, side-gable, front-gable or hipped roof;
- Retention of character-defining elements of its architectural style (common architectural styles of the double house and duplex include: Queen Anne, Italianate, Craftsman, Four-Square, Colonial Revival and Modern/International);
- Identical fenestration on first and second stories;
- Porch or stoop;
- Ornamentation limited to cornice, porch, windows and doors;
- Structural features such as bays and turrets are rare.

Plate 21: Double House/Duplex (3637-3639 Jenifer Street, Washington, D.C.)

Apartment Building and Apartment Complex

- Multiple-story building(s);
- Property containing building, parking lot(s) and open space;
- Building form that maximizes light and ventilation: side-gable, H-, L-, T-, U- and X forms;
- Focus of design on public entrance, with ornamental door surround, light fixtures;
- Original siding, windows and doors;
- Retention of character-defining elements of its architectural style (such as Queen Anne, Colonial Revival, Tudor Revival, Moderne, International);
- Apartment complexes: integration of landscape design into overall plan.

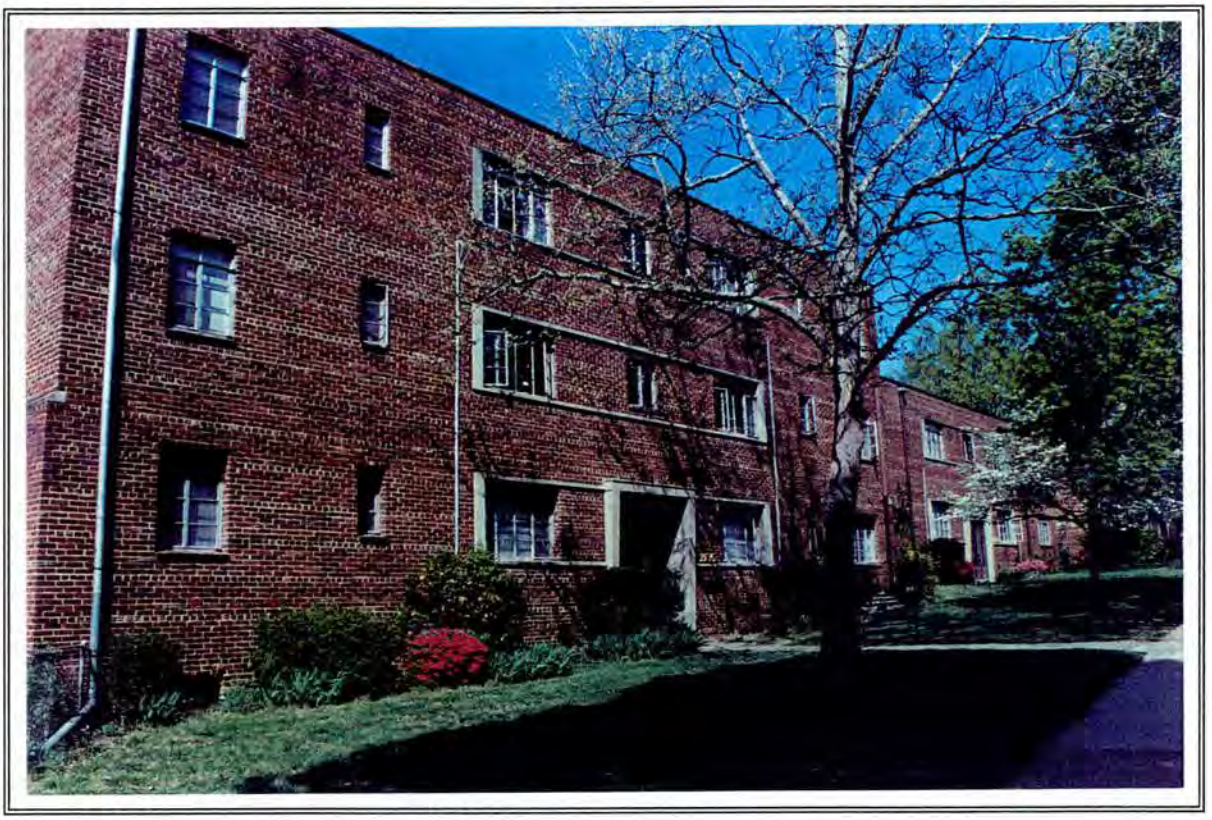

Plate 22: Apartment Building (Belvedere Apartments, 2105 Belvedere Boulevard, Forest Glen, Montgomery County)

D.3 Non-Residential Property Types

Though residential neighborhoods and developments are a dominant property type in the suburban Washington, D.C. region, non-residential resources served a vital role in the growth of the suburbs. Non-residential property types such as commercial and industrial districts, community buildings, Federal facilities, and recreation areas both serviced the existing residential communities and provided an impetus for the creation of new residential growth.

D.3.1 Commercial Business Districts and Industrial Properties

Commercial and business districts are integral to the suburban phenomenon. The increasing quantity of residential development outside urban areas necessitated services to support the daily life of residents. Commercial activity was drawn into the suburbs to supply the demand of the suburban 'pioneers'. Prior to commercial movement into suburbs, many residents relied on goods shipped from the city. An increase in local business added to the convenience of suburban life. Industries moved into the suburbs seeking plentiful and inexpensive land.

Early commercial properties were located along major transportation routes and in crossroad villages. Late nineteenth and early twentieth century commercial resources included commercial centers, as well as corner stores servicing small residential neighborhoods. Mid-twentieth century commercial enterprises represent a new age in commercial culture and aesthetics. Shopping centers, department stores, gas stations, diners, drive-in theaters and motels met the needs of consumers in an expedient, streamlined and automobile-oriented style.

D.3.1.1 Agricultural-Industrial Transition Period (1815-1870)

Commercial development during this early period consisted of scattered businesses along major transportation corridors, at crossroads and community centers. These establishments serviced the farms, small villages and summer retreats that occupied the rural regions outside the city prior to the height of suburbanization. Typical commercial buildings of this period served several functions, including general store, hardware store, pharmacy, tavern and post office. The commercial building of the period used vernacular residential building forms altered to accommodate both the business and the proprietor. The characteristic building of this type was two-stories, with a front or side-gable roof. Typically, the building had separate entrances for public commercial use and private residential use. Enlarged windows on the first story displayed goods and advertisements and distinguished the function of the building.

At the end of the Agricultural-Industrial Transition period, single-function commercial buildings appeared at established commercial centers. These buildings could be one to two-stories in height, often with parapeted false-fronts resembling a detached row house form.

Industries outside Washington, D.C. prior to the suburbanization movement included gristmills, quarries and mines. These industries chose their location based upon the existing natural resources rather than the availability of work force. Many suburban developers prohibited industrial use of land within their communities.

D.3.1.2 Industrial/Urban Dominance Period (1870-1930)

In the 1870s, a surge of commercial development began within the suburbs. The periods of increased residential growth also spurred periods of commercial growth. The period from 1870 to 1930 is characterized by clusters of commercial structures. Large commercial centers along major transportation routes were established in thriving suburban areas during this period. In the nineteenth century, commercial buildings continued to be constructed using vernacular building forms, including the pedimented false-front form. By the late-nineteenth and early-twentieth centuries building forms became distinctly commercial. The function of the building would be portrayed by its size and ornament, as the facade became the advertisement for the building (Longstreth 1987, 13). A bank wishing to convey stability would construct a monumental stone structure, while a milliner could present a luxurious ornamental cast-iron facade. Similarly, live and movie theaters were generally recognizable from their distinctive façade design and form. Building type was dependent upon the function and intended use of the structure.

Many central business districts contained large multi-story buildings accommodating retail space on the first story and office or residential space on the upper floors. According to Richard Longstreth in *The Buildings of Main Street*, such multi-use commercial building types include the two and three-part commercial block, two and three-part vertical block and the stacked vertical block. For these building types, the function of the specific floors was distinguished on the exterior by a change in ornamentation. Building types popular for the construction of banks, theaters, post offices and municipal office buildings included the enframed window wall, temple-front, vault and central block with wings. These buildings were both monumental and highly ornamented and were favored for commercial buildings of important community status. The multi-story or ornamented buildings were suited for the high visibility of corner locations, while one-story office and retail structures filled-in the mid-block lots. Much of the central business district consisted of these rows of connected one-part commercial blocks constructed by speculators. The building created a rhythm of similar storefronts with repeated elements such as plate glass windows, entryways and cornice or parapet details.

Commercial structures continued to be constructed at crossroads and along major transportation corridors outside central business districts. Corner stores were a common commercial building type in newly developing residential neighborhoods (Rebeck 1987, 14). In developments that did not prohibit commercial structures, corner stores, often containing a grocery with residential space on the upper floors, occupied corner lots of prominent intersections.

The number of industrial properties increased after 1870 with the construction of railroads through the suburbs and development of towns without restrictive covenants. Two gold mines and several stone quarries operated outside Washington, D.C. in Montgomery County. Other industries located near rail depots in towns such as Silver Spring, Kensington and Bethesda. Lumber yards, planing mills, building and coal supply companies, and concrete plants were among the industries to locate within these towns.

D.3.1.3 Modern Period (1930-1960)

The central commercial districts of the mid-twentieth century continued to expand in the same fashion as the previous period. The building forms remained the same, while the treatment of the facades changed to suit the popular styles of the time. During this period the shopping center emerged as a dominant commercial building type.

The shopping center evolved from one and two-part commercial block buildings located within traditional central business districts through the influence of the automobile. The commercial block of the shopping center differs from the central business district by its placement within a parking lot. The accommodation of automobiles changed the orientation of the commercial building with the road. The parking lot became a dominant visual feature of commercial buildings located along the automobile 'strip' of the mid-twentieth century. They sometimes included not only stores, but a movie theater as well. The shopping center generally abandoned traditional ornamentation for a streamlined design in the 1930s and later a simple, box-like form; however, it sometimes took on the architectural character of the surrounding neighborhood. The automobile-focused shopping center of the mid-twentieth century required enough land to accommodate the structure and the automobiles. Such land was not available within the highly developed central commercial districts of the late-nineteenth and early-twentieth centuries. Shopping centers represented a growing trend of constructing commercial structures outside established business centers, where land was plentiful and less expensive. Other businesses influenced by the automobile included office buildings and office parks, drive-in restaurants and theaters, motels and gas stations.

Large bottling companies, automobile repair shops, office and industrial parks characterize industrial development in the mid- to late-twentieth century. Both Coca-Cola and Canada Dry opened bottling companies in Silver Spring in the 1940s. Industrial parks dating to the 1960s and 1970s are complexes of utilitarian brick, concrete or metal-frame structures. The industrial park usually has ample parking for cars, loading docks for trucks and easy access to railroad lines or freeways.

D.3.1.4 Significance Assessment

Commercial and industrial property types can include resources eligible for the National Register of Historic Places under Criteria A, B and C. For eligibility under Criterion A, the resource must possess a strong association with suburban development and commercial/industrial trends. Commercial and industrial properties which demonstrate a direct relationship with residential development and which clearly

represent commerce in the suburbs of Washington, D.C. may be considered a significant resource. Buildings and structures such as general stores, taverns and warehouses will likely represent early commercial/industrial resources, while function-specific commercial buildings, departments stores, shopping centers, banks, post offices, lumber yards, automobile repair shops and industrial parks are anticipated to represent later periods of commercial/industrial development. In general, commercial and industrial enterprises in the Washington, D.C. suburbs were attracted by residential development and growing population. Therefore, the significance of commercial and industrial resources should also be assessed for significance within the general context of suburbanization.

Buildings and structures significant under Criterion A should retain integrity of location, design, materials and association. The historic function and form of the building must be evident and significant in the commercial history of the community.

Resources associated with commercial and industrial property types can be assessed for eligibility under National Register Criterion B, for association with persons of significance within our past. The resource must represent the significance of the individual within the suburban context. Examples include persons associated with the establishment of a major chain store, or the invention of significant innovations in commercial/industrial activities. Buildings and structures with such association should retain sufficient integrity of materials, design, setting and location to physically represent the contribution of the individual.

To be eligible under Criterion C, for architectural significance, the resource must retain the characteristics of its style, type, period or method of construction and convey its role in commercial/industrial history. Commercial and industrial resources may be significant for building form and style. Early commercial and industrial structures may use vernacular building forms with sparse architectural ornamentation but may be significant for their role in early commercial/industrial activity and their anticipated rarity. Commercial and industrial buildings from later periods use function-specific commercial building forms with greater consideration for ornament and style. Representative examples of typical commercial/industrial design or buildings that exhibit the ornamentation of a specific style may be eligible under Criterion C. The resources should retain excellent integrity of design, materials, workmanship, association, location and setting. In addition, all character-defining elements must be intact to be eligible under Criterion C.

D.3.1.5 Character-Defining Elements

Vernacular commercial buildings

- Vernacular building forms adapted for commercial use (note: such structures should possess the character-defining elements of their building form and architectural style. However, some elements may not be applicable and additional commercial-specific features may exist);
- Larger windows on the first story;
- Separate entrances for commercial and residential use;
- Styles: Folk Victorian or simplified Victorian-era ornamentation, Italianate, Colonial Revival;
- Interior: commercial space on first floor, residential space on the second floor;
- Signage, advertisements on exterior;
- Outbuildings, including sheds and small barns.

Plate 23: Vernacular Commercial Building (10410-10414 Howard Avenue, Kensington, Montgomery County)

Function-specific commercial buildings

- Building forms and architectural styles which accommodate use (departure from residential building forms);
- Facades that visually distinguish between commercial space and residential space or retail space and office space;
- Front facade is the dominant feature;
- Fenestration on the first story is larger than other floors, consisting of plate-glass windows with transoms;
- Doors on first story are wide with large lights;
- Cast iron or wood ornament is located on first story store front and on cornice;
- Usually has features of architectural styles such as Italianate, Colonial Revival, Tudor Revival, Neo-Classical, Beaux Arts and Spanish or Mediterranean Revival.

Plate 24. Function-specific Commercial Building (Rhode Island Avenue at Gallatin Street, Hyattsville, Prince George's County)

Industrial buildings

- Most frequent examples are utilitarian structures of brick, stone or steel-frame;
- Plain walls;
- Orderly placement of windows;
- Modest ornamentation, often confined to the cornice;
- Separate entrances: pedestrian doorways and loading bays;
- Few openings in the facade of the structure in earlier examples;
- Later examples have large metal awning and hopper windows and paired or overhead doors.

Industrial Parks

- Complex of structures, not necessarily within the same industry or dependent upon each other;
- Separation of functions between people and product: provides both office and warehouse/manufacturing space;

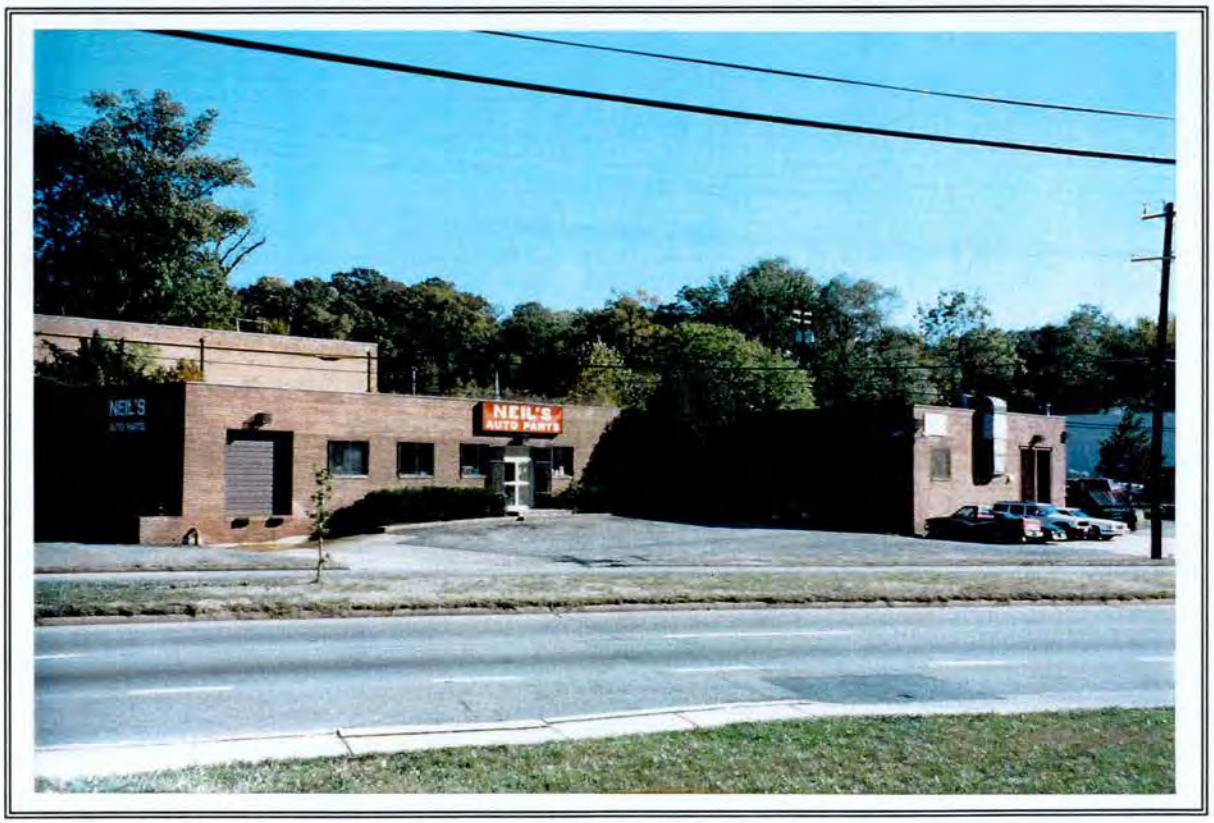

Plate 25: Industrial Building (Kenilworth Avenue, Edmonston, Prince George's County)

Banks

- Building which includes banking hall, counting room, vault, and related offices;
- Buildings range from one-story to multiple-stories;
- Level of ornamentation or degree of architectural pretension illustrates the prosperity of the financial institution;
- Elements such as pilasters, engaged columns, temple-fronts or austere stone facades are common;
- Vault and teller's counters are interior public focal points;
- Interior architectural features continue architectural motifs of the exterior;
- Some suburban branch banks of the twentieth century are less conventional, using modern or current styles (Art Deco, Moderne, International, functionalism);
- Integration into shopping centers, addition of drive-in windows in the mid-twentieth century.

Plate 26: Bank (6950 Carroll Avenue, Takoma Park, Montgomery County)

Shopping Centers

- Typically one-story with a linear plan;
- Complex includes one or more buildings with multiple retail stores, parking areas and related facilities;
- Unifying architectural style or features, such as identical storefronts and cornices, or a covered pedestrian walk;
- Anchor stores such as five and dimes, grocery stores or movie theaters in addition to smaller retail units;
- Visually dominant signs;
- Planned landscape features of a large scale are rare.

Plate 27: Shopping Center (Woodmoor Shopping Center, University Boulevard and Colesville Road, Four Corners, Montgomery County)

Office Buildings and Office Parks

- generally multi-story;
- located in commercial center;
- constructed of brick, concrete, stone, steel-frame with various veneers;
- may include retail on first floor;
- variety of architectural styles;
- Setting of the office park incorporates landscape features such as planned vegetation, winding drives, and separate parking and loading areas (some include man-made ponds/lakes).

Plate 28: Office Building (Bank of America, 2601 University Boulevard, Wheaton, Montgomery County)

Movie Theaters

- Principal decorative architectural elements on façade;
- Box office;
- Marquee;
- plate glass showcases;
- auditorium;
- constructed of brick, concrete, or stone;
- variety of architectural styles, often art moderne in the suburbs.

Plate 29: Movie Theater (Flower Theater, 8700 block of Flower Avenue, Takoma Park, Montgomery County)

Garages, Gas stations and Auto Dealerships

- Generally modest structures with a small waiting room and garage bays (optional);
- Large plate glass windows in public areas;
- Early gas stations had gasoline pumps in front of the building and are covered by a canopy or extension of the main roof;
- Early examples are wood-frame;
- Later examples are of masonry/concrete block and/or steel-frame construction with brick, stucco, or porcelain-enamel-coated metal sheets;
- Rounded or angled corners;
- Ornamentation from architectural styles such as Art Deco or streamlined modern, Colonial Revival and Tudor Revival;
- Mid- and late-twentieth century auto-related facilities use functional and standardized designs.

Plate 30: Gas Station (Howard Avenue, Kensington, Montgomery County)

D.3.2 Community Buildings

Community buildings include borough halls, armories, post offices, utility-related structures, schools, libraries, churches, police stations, firehouses, hospitals, and community centers. The majority of these buildings were constructed during the later periods of suburbanization, after the population had increased to warrant incorporation into towns, public facilities and the construction of sewers and water lines.

D.3.2.1 Agricultural-Industrial Transition Period (1815-1870)

Development during the early period of suburbanization occurred within planned communities, at crossroad villages, in rural areas and within the District of Columbia. Eventually, the residents of many planned communities had established community buildings through the efforts of community associations or the developer. These structures usually functioned as community centers, libraries or post offices, but could also serve as a municipal building if the community had incorporated. Residents of small villages and rural areas relied upon larger existing towns and the District of Columbia for many public services until the area had more fully developed.

The buildings constructed for public use during this period include schools and churches. These community resources were valuable institutions within society and a priority for establishment soon after the settlement of a region. Parcels of land were frequently donated by private landowners to the village or parish for the construction of schools and churches. Developers also reserved lots for buildings of public use, as the establishment of such institutions attracted more residents.

Schools and churches of this period were simple structures that used vernacular building forms and inexpensive materials. Schools were usually of wood-frame construction and one-story with a front or side-gable roof. Ornamentation was non-existent, with the possible exception of a bell tower. Many churches were simple, front-gable wood-frame structures, however, brick and stone were also popular construction materials. A greater number of churches than schools were constructed during this period at greater expense. The size, wealth and denomination of the parish were represented by the building's style, therefore prosperous congregations often built churches with greater ornamentation. By the mid- to late-nineteenth centuries, some church designs had departed from vernacular building forms altogether.

D.3.2.2 Industrial/Urban Dominance Period (1870-1930)

By the early-twentieth century, borough halls, post offices, libraries, police stations and firehouses were as commonplace as schools and churches as community buildings within the suburbs. These resources were established in existing towns or within planned communities. In the early decades of the twentieth century, volunteers founded and operated libraries, police stations and firehouses in existing buildings until funds could be raised for new structures. Post offices and borough halls moved from existing buildings during this period into buildings using formal architectural styles to portray their

prominence and importance within the community. Schools and churches increasingly used architects and academic building styles for new structures in this period.

Hospitals first moved into the suburbs under the belief that the rural environment was more healthful and to quarantine the ill. These early structures were constructed in the Picturesque styles of the late nineteenth century to convey the wealth of the benefactor or in rebellion against modern technology. In the early twentieth century, Hospitals were constructed as part of general public works improvements during the City Beautiful Movement (Gowans 1992, 181).

During the late nineteenth century and early twentieth century, many colleges and universities were founded in or moved to the suburbs. The number of people able to attend college increased during the twentieth century causing the creation of new campuses and the enlargement of existing facilities. Based on the City Beautiful Movement, the campuses have an axial plan, classically-inspired buildings and formal public spaces. The overall architectural style of the buildings tended to be consistent during this period, usually Colonial or Gothic Revival.

Clubs, associations and community groups raised funds for the construction of public amenities during this period. Heibert and MacMaster in *A Grateful Remembrance* describe several campaigns for community improvements by civic groups:

> The Ladies Village Improvement Society of Linden held entertainments to raise money for improved walks and roads in Linden and Forest Glen. Woodside residents held socials to provide money for the Woodside School. The Kensington Hall Association built a town hall for lectures and public meetings (Heibert and MacMaster 1976, 232).

Until the second decade of the twentieth century, growth of the suburbs had been unregulated outside of Washington, D.C. · The establishment of the Washington Suburban Sanitary Commission (WSSC) in 1916 and the Maryland-National Capital Park and Planning Commission (M-NCPPC) in 1927 began a new era of planned growth and supervision. The WSSC had control of a 95-square mile metropolitan district and purchased all of the existing water and sewerage systems within that district. The WSSC conducted a survey of the region in 1916 and 1917:

> They found 53 miles of water mains and 60 miles of sewers in the entire district, providing service to only about 25 percent of the estimated 32,000 people living in the Maryland suburbs. They found not one of the 17 public water systems adequate for fire protection, and only seven met the minimum health standards for drinking water (Heibert and MacMaster 1976, 257).

The WSSC began a campaign in 1919 to upgrade existing utilities and extend water and sewer lines into undeveloped areas. The location of new public utilities influenced the location of new subdivisions as transportation corridors had in previous

decades. The WSSC became the first planning agency in the area in 1922 when the commission was granted the power to approve subdivision plans, to assure proper planning for water and sewer lines. The M-NCPPC drafted the first zoning ordinance in 1928. The ordinance excluded commercial uses from residential areas and established building setbacks of at least twenty-five feet, minimum lot width of fifty feet and minimum lot size of 5,000 square feet. The zoning ordinance established the M-NCPPC as the agency to grant approval of subdivision plans. The subdivision plans had to provide covenants and restrictions that provided for the protection of public health, safety, morality and welfare. Both the WSSC and the M-NCPPC constructed brick Colonial Revival structures in the Silver Spring area for their headquarters.

D.3.2.3 Modern Period (1930-1960)

The construction of buildings for public use increased with the growth of population and development during the twentieth century. New structures for post offices, police and fire stations were constructed in the 1930s and 1940s. Most of the structures were Colonial and Classical Revival that appropriately represented their public role in the community (Rebeck 1987, 21). In contrast were the increasing number of modern-style hospital facilities constructed in the suburbs. By embracing technology, use of the elevator, and specialized treatment wards, the form of the hospital was transformed by the mid-twentieth century. The style of these building became increasingly modern to emphasize science and technology.

Many existing colleges and universities during the Modern Period began to incorporate modern International style structures on their campuses, regardless of any previous architectural cohesion. Some new colleges adopted modern architecture from the beginning. A large number of students taking advantage higher education after World War II through the GI Bill caused a great need on many campuses for additional facilities. As with hospitals, the advanced technology was believed to be best suited in modern structures. Therefore, the traditional campus plan was often abandoned.

D.3.2.4 Significance Assessment

Local government and public buildings can be considered eligible for the National Register of Historic Places under Criteria A, B and C. Like commercial and industrial property types, most local government and public buildings played a secondary role in the establishment of early suburban communities, though the existence of these amenities facilitated convenient living.

For a property to be eligible under Criterion A, resources must possess a strong association with important events, activities, and trends. The structures should clearly represent the historic association for which they are significant through integrity of design, materials, and location. Resources from the nineteenth century are significant for their role in early suburbanization, a period when government and public buildings were rare. Local government and public buildings may derive their significance from an association

with minority groups, labor groups, or social clubs, or from an event such as the founding of an early African-American church or school in the suburbs.

Resources may be eligible under National Register Criterion B for an association with persons of significance in our past. The person must have made an important contribution to the history and development of the suburban region through an association with a social, educational, or religious institution, or governmental office. The properties should retain integrity of their design, materials, location, and association.

For eligibility under Criterion C, for architectural significance, the property should represent distinctive characteristics of its type, period, or method of construction. Early government and public buildings will be more significant for historic associations and scarcity than for architectural merit or integrity. Late-nineteenth and twentieth century government and public buildings will require greater architectural integrity and distinction due to an increased frequency of property type. In the Washington, D.C. area, the Colonial Revival style was most common, with examples of Gothic Revival, Neo-Classical, Moderne, and International styles exhibited in churches, schools, and borough halls. To be eligible under Criterion C, all character-defining elements must be intact.

D.3.2.5 Character-Defining Elements

Community Facilities including: Municipal Buildings, Fire Stations, and Libraries

- Building and parking lot (sometimes located adjacent to community park);
- Constructed in formal style (pre-1950), functionalist building (post-1950);
- Possess CDEs of its architectural style;
- Focal point of building is public entrance (focal point of fire station is the garage bay or fire tower);
- Interior divided into public and office spaces, with meeting rooms (fire station is divided into equipment storage, office and living areas, often with banquet halls or meeting rooms);
- Grounds of building frequently have commemorative statues, monuments, art work.

Plate 31: Municipal Building (Maple Avenue, Takoma Park, Montgomery County)

Plate 32: Fire Station (8001 Connecticut Avenue, Chevy Chase, Montgomery County)

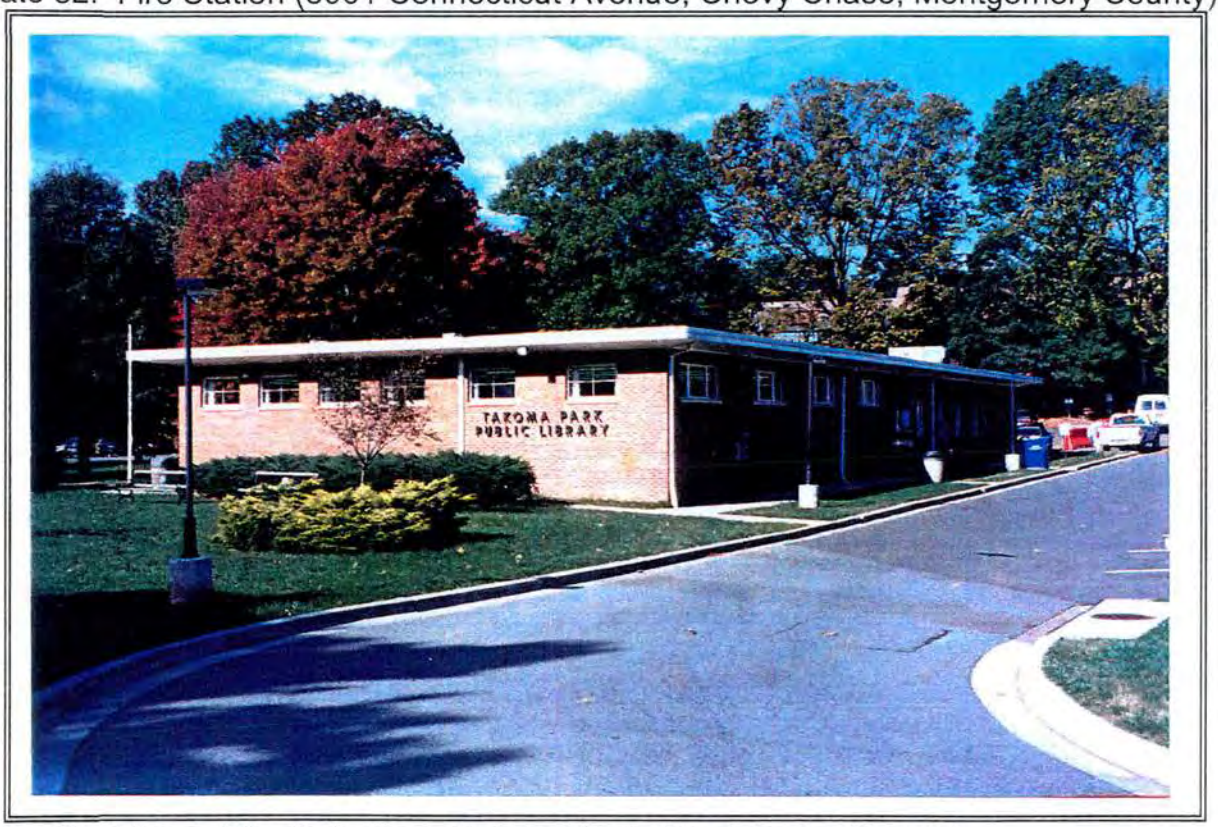

Plate 33: Library (Maple Avenue, Takoma Park, Montgomery County)

Post Offices

- Formal architectural style representing important community function (similar to banks, borough/municipal halls);
- Should possess important characteristics of its architectural style;
- Branch post offices and later post offices are less ornate and more functionalistic;
- Early post offices were small vernacular structure using residential building form; building usually combined functions (i.e. general store and post office); one to two stories in height; symmetrical fenestration pattern.

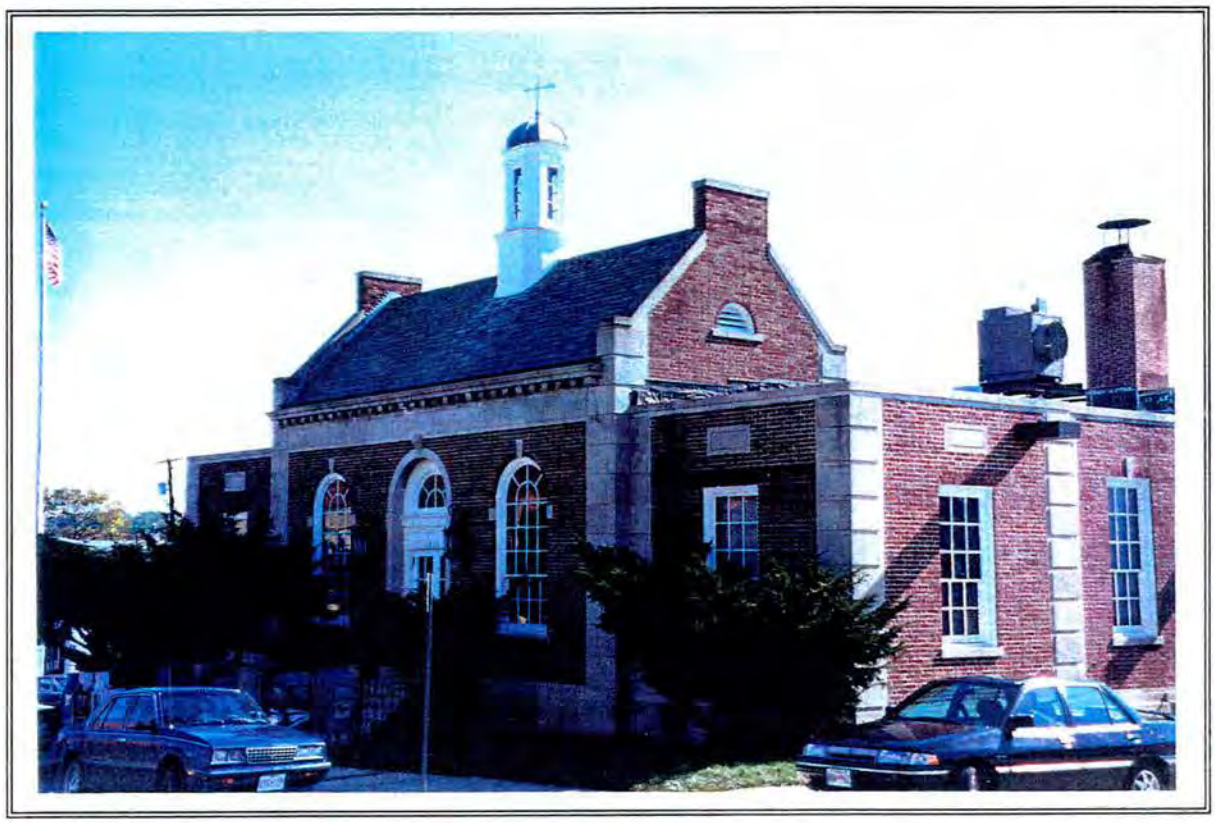

Plate 34: Post Office (Gallatin Street, Hyattsville, Prince George's County)

Religious Buildings

- Focus of design and ornamentation is on the shape of the roof, main entrance, windows and towers (if applicable);
- Front-gable orientation is most common;
- Variations on the front-gable design include the placement of the entrance, windows and tower or steeple;
- Wood-frame is the most common building material for vernacular churches; brick and brick veneer over wood-frame was also popular; load-bearing stone construction was used locally in the eighteenth and nineteenth centuries and examples are rare;
- The most frequent architectural styles applied to church buildings include: Neo-Classical, Greek Revival, Gothic Revival, Romanesque Revival, twentieth-century Period Revivals;
- Mid- to late-twentieth-century church design may eliminate references to historical precedent, remove ornament and experiment with new forms; brick and stone construction; plastered and painted poured concrete; smooth surfaces and light colors; exterior design of reserve, formality and self-control; interior plan is of rigid simplicity; ornament is simplified and in low relief.

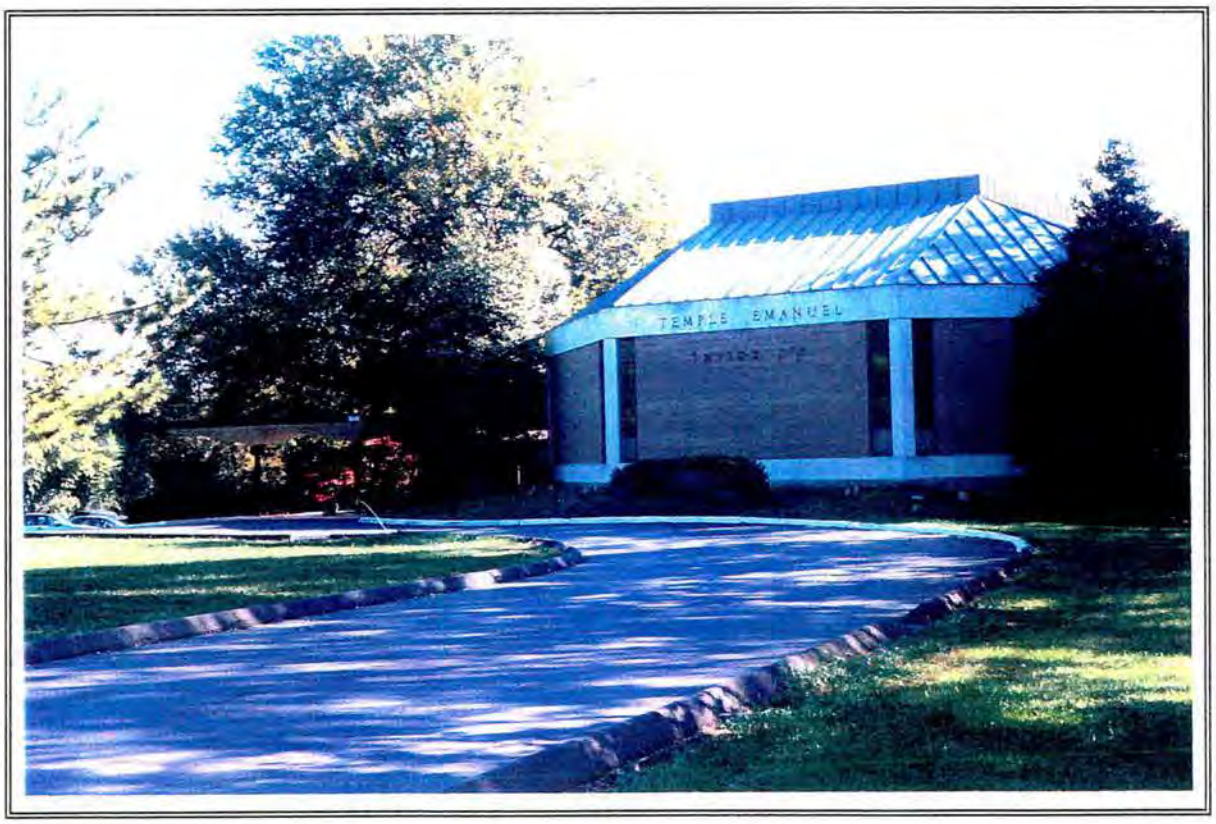

Plate 35: Religious facility (10101 Connecticut Avenue, Chevy Chase, Montgomery County)

Schools

- Large windows, bands of windows;
- Rhythmic facade resulting from the fenestration pattern and surface ornamentation;
- Exterior of wood, brick, or stucco veneer;
- Open setting, usually with playgrounds or athletic fields;
- Early school buildings utilized vernacular building forms and resembled other communal buildings such as meeting houses, small churches and town halls; constructed of log, wood-frame, stone or brick; bell tower; separate entrances for males and females.

Plate 36: School (8800 Carroll Avenue, Takoma Park, Montgomery County)

Colleges and Universities

- Complex of structures;
- Academic facilities, residential facilities, athletic facilities;
- Site design and landscape features with the integration of collegiate landscape features such as quadrangle, open lawn, or informal parklike setting;
- Consistency of architectural design, architectural cohesion through consistent scale, or separation of the original campus core from later modern structures.

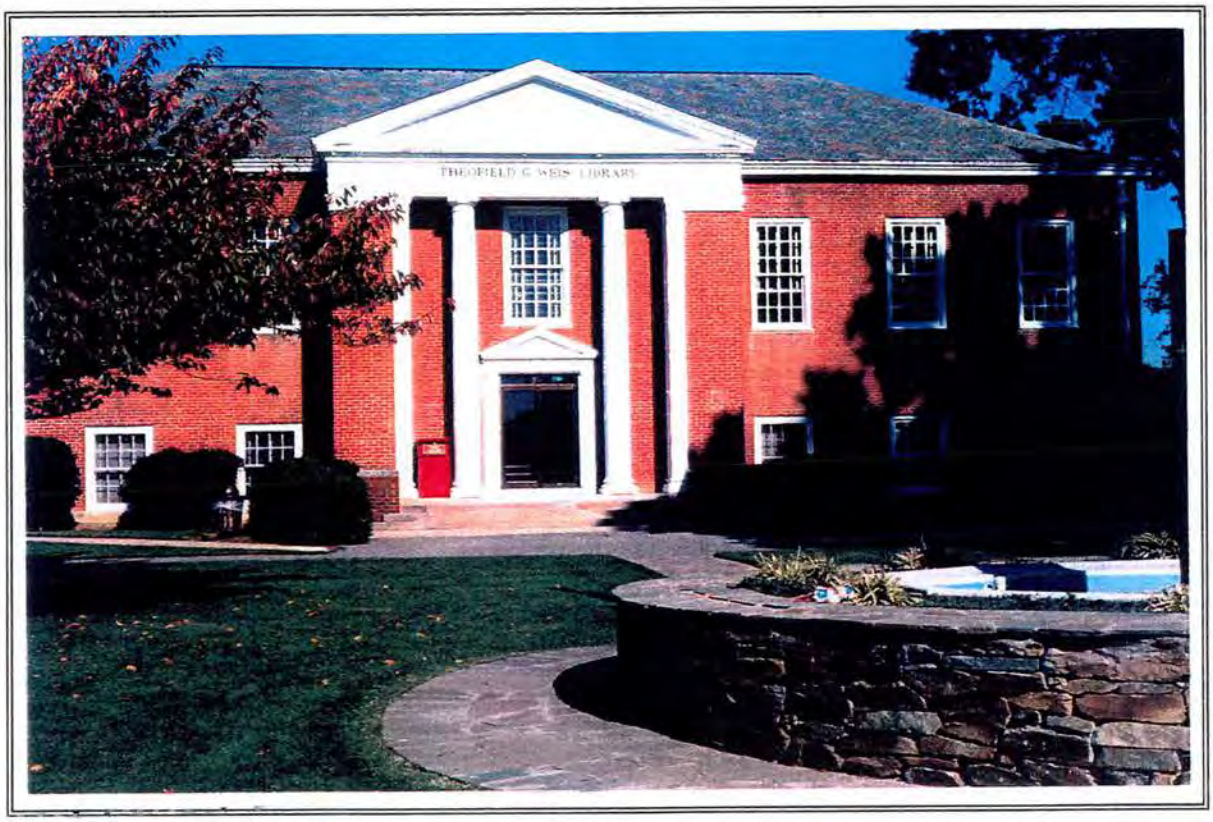

Plate 37: College (Columbia Union College, Flower Avenue, Takoma Park, Montgomery County)

Hospitals

- Building and parking facility;
- Picturesque style (19th century), Classical Revival (late 19th–early 20th century), Modern/International styles (post 1920);
- Possess characteristics of its architectural style;
- Interior arranged by function, with specialized wards;
- Central entrance with specialized entrances (e.g. emergency);
- Landscaped grounds.

Plate 38: Hospitals (National Institutes of Health, Building #1, Bethesda, Montgomery County)

D.3.3 Federal Facilities

The establishment of the Federal government in Washington, D.C. in the late 18th century began a building campaign that would continue into the present time. Construction of facilities includes single office buildings to house agencies, as well as complexes or campuses to maintain military, scientific, and medical institutions. It began with the development of Pierre L'Enfant's plan for the City of Washington and with competitions for the designs of the Capitol and the President's House.

D.3.3.1 Agricultural-Industrial Transition Period (1815-1870)

Although early construction of Federal facilities in the Washington, D.C. area occurred principally within or in very close proximity to the center of what eventually became the city, building of special facilities at the outer edges of the plan, in what were then still rural areas, began during this period. In the 1840s, three institutions were established which have endured into the present day. The U.S. Soldiers' and Airmen's Home, then known simply as the U.S. Soldiers' Home was founded on a farm north of the city as a home for invalid veterans. The government established a hospital for the insane at St. Elizabeth's, a rural site overlooking the city from the east side of the Anacostia River. Both of these facilities, which have since been surrounded by the city, developed over the years with large campuses that today reflect the evolution of architectural and landscape theories and tastes over the last 150 years. They include administrative, residential, medical, recreational, educational, and ecclesiastical buildings. Finally, in much closer proximity to the core of the city, the Naval Observatory was opened in 1844 to meet the practical needs of the U.S. Navy to study meteorology, hydrography, and astronomy. This institution also grew over time to include a campus of buildings and eventually had to be relocated from the city core so that light from the city would not interfere with telescopic observations.

During the Civil War, several forts were built around the perimeter of the city, again in what would have been considered rural areas or areas which were just beginning to be developed as suburbs. Today, little of these forts remains other than their location in a series of parks that ring the city.

D.3.3.2 Industrial/Urban Dominance Period (1870-1930)

This period principally saw the further development of existing Federal facilities. Both St. Elizabeth's and the U.S. Soldiers' Home underwent extensive expansions that included the construction of dozens of buildings designed by locally and nationally prominent architectural firms. Changes in the landscape plans of these institutions saw the movement away from the more free-flowing elements of the mid-19th century to the more formal designs of the City Beautiful movement.

It was also during this period that the Federal government became increasingly involved in scientific research to solve urgent public issues in a wide variety of areas, including health, environment, industry, and agriculture. It established several new

agencies, some of which would eventually be located in the suburbs of Washington, D.C. Although many of the new Federal agencies that were established at the end of the 19th and beginning of the 20th century were located in downtown Washington, some were established in the suburbs and outlying areas. Among these was Walter Reed Army Hospital, built at the very northern edge of the city in an area which was becoming established as a suburban area, and the Beltsville Agricultural Research Center.

D.3.3.3 Modern Period (1930-1960)

As the Federal government expanded during the 20th century, many Federal facilities were built in the outskirts of the city. There were two catalysts for this. One was the increasing lack of affordable developable space in downtown Washington, D.C., near the heart of the government after World War II, and the other was the threat of nuclear war.

Although the pre-World War II years within Washington, D.C. saw an enormous boom in Federal construction as evidenced by the building of the Federal Triangle, for instance, real estate within the city became increasingly scarcer and more expensive in the post-war years. As the Federal government grew and needed larger and larger spaces to house its existing, as well as new agencies, it began to look outside the city to locate its larger facilities. It was logical to place outside the city those facilities that naturally fit into a suburban or rural environment. Hospitals and research facilities that required a campus-like setting were among the first to be planned for the suburbs. These included the National Institutes of Health (1938) and Suitland Federal Center (1940s), as well as military facilities that specialized in research such as the David Taylor Model Basin (1937, now the Carderock Division of the Naval Surface Warfare Center), the Army Map Service (1943), and the White Oak Naval Surface Weapons Center (1948).

At the close of World War II with the dropping of atomic bombs on Japan and the threat of the Cold War, the U.S. government decided to decentralize the Federal government from Washington's core in anticipation of what would happen if the nation's capital were ever attacked. Under the partial pretext of alleviating congestion within downtown Washington, the General Services Administration worked with local county governments to establish plans for the relocation of several Federal agencies, as well as the establishment of new facilities, to the outskirts of the city. The result can be seen today with the wide variety of Federal complexes located around the Capital Beltway, some of which were built as recently as the 1990s.

D.3.3.4 Significance Assessment

Federal facilities will generally be considered eligible for listing in the National Register under Criteria A or C. However, there may be exceptions where Criterion B may apply. For eligibility under Criterion A, the Federal facility must possess an association with suburban development. It should represent the expansion of the Federal government and its impact on suburban growth and illustrate increasing regional planning and early efforts to relieve growth pressures. Federal Facilities significant under Criterion

A should retain the historic form and function and integrity of location, design, materials and setting. Their significance must be tied to specific government initiatives or circumstances in history, such as the need for improved public health or a response to the threat of nuclear war.

Federal facilities can be assessed for eligibility under National Register Criterion B, for association with persons of significance within our past. The resource must represent the significance of the individual within the contexts of suburbanization and growth of the Federal government. Examples include persons involved in the scientific discovery or military history. The resources should represent such an association through the retention of principal design features and integrity of location and materials.

To be eligible under Criterion C, the Federal facility should possess distinctive characteristics of its type, period or method of construction. The resources derive their significance from physical design or construction, including elements of architecture, landscape architecture, engineering, or artwork. They must retain integrity of design, setting, materials, feeling and association. Individual structures should retain sufficient integrity to convey the original design concept of the resource. In addition, original landscape features and amenities such as roads, walkways, light fixtures, and public spaces add to the overall significance of the resource. To be eligible under Criterion C, all character-defining elements must be intact.

D.3.3.5 Character-Defining Elements

- Planned, campus-like setting;
- Variety of building functions;
- Architectural cohesion;
- Possess character-defining elements of architectural style;
- Original function must be evident;
- Retain integrity of original plan and structures.

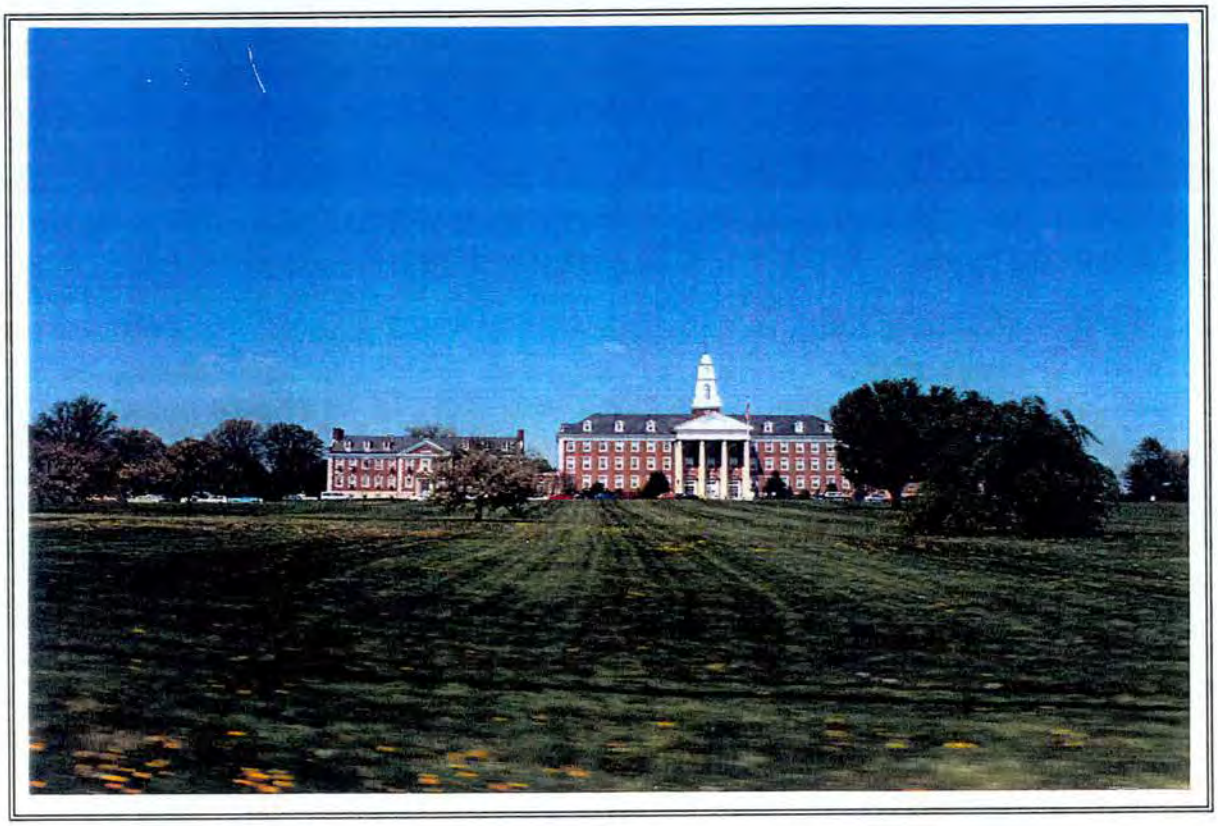

Plate 39: Federal Facility (Beltsville Agricultural Research Center, US Route 1, Beltsville, Prince George's County)

D.3.4 Recreation/Conservation Areas

The most prevalent form of recreation and conservation areas within the Washington, D.C. suburban region are country clubs and reserved park land owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the National Park Service. Amusement parks and planned scenic parkways are also included in this category.

D.3.4.1 Agricultural-Industrial Transition Period (1815-1870)

Recreation and conservation areas were nearly non-existent during the first period of suburbanization. During the late-nineteenth century, the entire suburban region served as a refuge for city dwellers escaping into the countryside for a few hours. Carriage rides and walks were common forms of entertainment within the suburbs. Conservation of the natural countryside did not become a concern until it began to rapidly vanish in the early-twentieth century.

D.3.4.2 Industrial/Urban Dominance Period (1870-1930)

The construction of trolley and rail lines into the suburbs beginning in the 1870s generated more opportunities for 'destination-oriented' entertainment. Summer camps, Chautauquas, amusement parks and hotels along the rail lines encouraged excursions out of the city.

Religious camp meetings, such as Washington Grove in Montgomery County, were a popular destination outside the city. Begun in 1873 and located along the Baltimore and Ohio Railroad, Washington Grove was founded on 200 acres of land by Methodist clergy from Washington, D.C. According to the National Register of Historic Places Inventory-Nomination Form prepared in 1978, "their idea was so successful that Sunday meetings were said to have drawn as many as 10,000 worshippers. Excursion trains from Washington brought the faithful with their picnic baskets, Bibles, hymnals and children" (National Register of Historic Places Inventory-Nomination Form 1978, MHT# M-21-5).

Chautauquas, amusement parks and hotels were other destinations along trolley and rail lines. In 1889 the Glen-Echo-on-the-Potomac opened as an amusement park and residential area along the Potomac River west of Washington. The park was purchased by the Glen Echo Chautauqua Association in 1890 and operated until 1903, when it was converted back to an amusement park. Another popular destination during the late-nineteenth century was the Cabin John Bridge Hotel. Families were attracted to the property even after the demolition of the hotel and failure of an amusement park at the site.

Country clubs were established by developers of subdivisions to attract well-to-do residents and "contributed to the growing fashionable tone," of the suburbs (Heibert and

MacMaster 1976, 266). The first club, the Chevy Chase Hunt Club, opened in 1892 and was expanded into the Chevy Chase Country Club in 1895 with the construction of a golf course. The Columbia Country Club was founded in 1909 and was followed by the Woodmont Country Club, Burning Tree Country Club, Bannockburn Country Club, White Flint Country Club and Congressional Country Club in the 1920s. By the 1920s developers were integrating exclusive residential developments into the design of the country club. Kenwood, located west of Washington on the north side of River Road, combined a golf course and house sites in the late 1920s.

D.3.4.3 Modern Period (1930-1960)

The Modern Period (1930-1960) is characterized by recreation and conservation areas. The Maryland-National Capital Park and Planning Commission (M-NCPPC) began an active campaign of purchasing parkland, creating recreation areas and planning scenic parkways.

> In 1947, recreational facilities of Montgomery County were unequaled by those of any other growing suburb. The Maryland-National Capital Park and Planning Commission had jurisdiction over Rock Creek Park (with 679 acres, including a recreation center, eight picnic grounds and four playgrounds), Sligo Park (with 159 acres, seven picnic areas and four playgrounds), Cabin John Park (with 65 acres, including a picnic area and playground), and the still undeveloped Northwest Branch Park. Other County facilities included Jessup Blair Park in Silver Spring and recreation centers in Bethesda and Kensington with softball diamonds and tennis courts. Federal park land along the George Washington Memorial Parkway to Great Falls amounted to 1,630 acres, all of it undeveloped (Heibert and MacMaster 1976, 340-341).

By 1966, the M-NCPPC had accumulated 8,477 acres in Montgomery County alone, and 11,644 acres by 1973. The M-NCPPC also acquired land within heavily developed sections of the Washington suburbs. Within the expanding Wheaton area, the M-NCPPC developed the Wheaton Regional Park in 1960. This model recreation area had a botanical garden, nature trail, campsites, tennis courts, ball fields, archery ranges and riding trails.

D.3.4.4 Significance Assessment

Recreation/conservation areas can be considered eligible under National Register Criteria A, B and C. For eligibility under Criterion A, the recreation and/or conservation area must possess an association with suburban development. Recreation areas should represent the movement of entertainment and social activity into the suburbs, while conservation areas illustrate increasing regional planning and early efforts to relieve growth pressures. Recreation and conservation areas significant under Criterion A should retain the historic form and function and integrity of location, design, materials and setting.

Recreation and conservation areas can be assessed for eligibility under National Register Criterion B, for association with persons of significance within our past. The resource must represent the significance of the individual within the contexts of suburbanization, recreation development or conservation/park planning. Examples include persons involved in the development of important amusement parks, Chautauquas or country clubs, or significant landscape architects involved in the design of a park or parkway. The resources should represent such an association through the retention of principal design features and integrity of location and materials.

To be eligible under Criterion C, the recreation or conservation area should possess distinctive characteristics of its type, period or method of construction. The resources derive their significance from physical design or construction, including elements of architecture, landscape architecture, engineering, or artwork. Recreation and conservation areas must retain integrity of design, setting, materials, feeling and association. Individual structures should retain sufficient integrity to convey the original design concept of the resource. In addition, original landscape features and amenities such as roads, walkways, light fixtures and public spaces add to the overall significance of the resource. To be eligible under Criterion C, all character-defining elements must be intact.

D.3.4.5 Character-Defining Elements

Country Clubs

- Presence of club house (or dining facility) and focus on one or more of the following activities: golf, swimming, tennis, boating, horseback riding;
- Club house utilizes residential building form, often employing academic architectural styles (common styles include Colonial Revival and Neo-Classical)
- Entrance gate, many with guard house;
- Winding service roads within property;
- Varying topography;
- Naturalistic landscape design.

Plate 40: Country Club (Columbia Country Club, Connecticut Avenue, Chevy Chase, Montgomery County)

Amusement Parks

- Division of park into amusement (rides) and recreation (picnic) areas;
- Winding and intertwining pathways, often with main allée of games and food vendors at entrance; well-planned circulating pattern;
- Gateway entrance: often elaborate structure which establishes the architectural theme used throughout the park;
- Mechanical rides including (but not exclusive to): carousel, roller coaster, ferris wheel;
- Natural (or man-made) features such as lakes, streams, rivers;
- Visual focal points using key buildings, vegetation or landscape architecture; view of an important structure from the entry gate;
- Whimsical architectural styles;
- Pavilions for picnicking, dining and/or dancing.

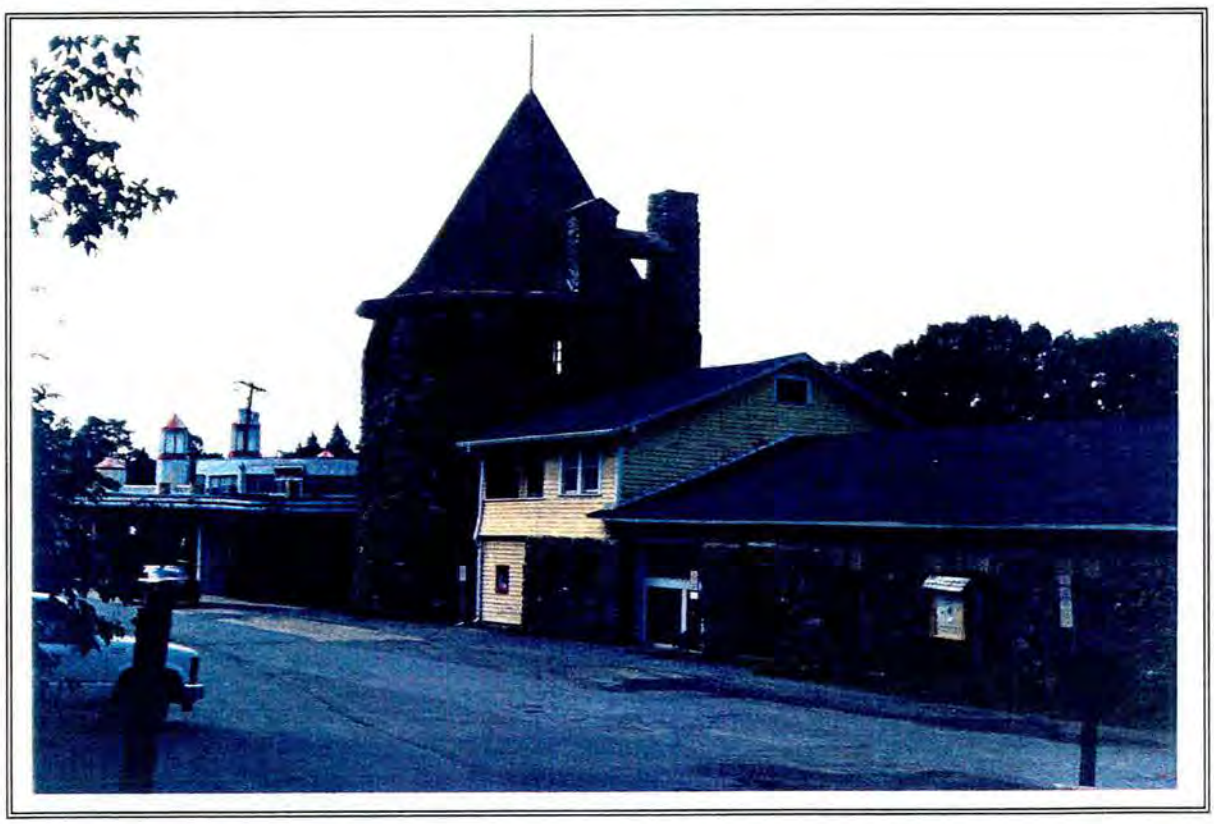

Plate 41: Amusement Park (Glen Echo Park, Glen Echo, Montgomery County)

Parkways

- Non-commercial motoring;
- Single- and dual-lane road that fits the natural topographic contours;
- Variable-width medians separate lanes, when possible;
- Indigenous vegetation has been preserved, maintained and encouraged, especially as right-of-way buffer from adjacent property owners;
- Limited access and few at-grade crossings which enhance factors of speed and safety;
- Private access, commercial frontage and commercial signage is banned;
- Bridges, culverts, walls and similar structures are designed as harmonious complements to the natural environment.

Plate 42: Parkway (Suitland Parkway at Capital Beltway (I-495), Prince George's County)

E. SURVEY AND EVALUATION METHODOLOGY

This study undertakes the identification, evaluation, and documentation of historic resources within the I-495/I-95 Capital Beltway Corridor Transportation Study project area. The broad project area is defined as the entire Capital Beltway system in Maryland, as well as other multi-modal improvement portions associated with it. An Area of Potential Effect (APE) has been delineated for the project area as stipulated in regulations 36 CFR 800.4(a)(1) and 36 CFR 800.2(c). The APE is defined as "the geographic area or areas which an undertaking may cause changes in the character or use of historic properties, if any such properties exist" [36 CFR 800.2(c)]. This has been applied to delineate the APE for the highway improvement portion of the study. The APE is defined as 50 feet to either side of the proposed improvement along the Capital Beltway and 100 feet at certain intersections. Where appropriate, the APE is expanded to include vistas. An area beyond the APE was evaluated to determine whether any properties in or near the APE were eligible for the National Register as portions of historic districts or landscapes. The above regulations and guidelines will be used to delineate the APE for the multi-modal transportation part of study.

Due to the extensive number of late-nineteenth and twentieth-century suburban resources within the project area, a comprehensive approach to research and study of these resources has been developed with review and comment from the Maryland Department of Transportation – State Highway Administration, Federal Highway Administration, and the Maryland Historical Trust. The methodology includes directives on specific levels of survey and documentation effort, appropriate to the nature and significance of resources within the project area. The significance of the resource is based on the themes of suburbanization, property types, and character-defining elements (CDEs) developed in the historic context specifically for this project. Evaluation of historic resources is based on the National Register Criteria for Evaluation, with recommended expansion as developed for this project, on the historic context developed for this project, and on the evaluation requirements set forth in Chapter D of this report.

The survey methodology, as discussed below, includes four principal steps: 1) research previous survey records, historic maps, and community histories; 2) reconnaissance survey; 3) assignment of survey levels; and 4) intensive survey. These steps can be followed by researchers in the future as other transportation corridors or improvements are planned.

E.1 Research Previous Survey Records, Historic Maps, and Community Histories

To supplement the historic background presented in this context report on the development of Washington, D.C. suburbs, more detailed research may be conducted. All relevant historic maps that depict the settlement and development of the Washington, D.C. area through the nineteenth and twentieth centuries have been collected and synthesized as part of the suburbanization context. Additional research will be conducted at the Maryland Historical Trust to supplement prior research on previously surveyed

properties. This will include survey forms and any existing studies conducted on historic resources within the project area. The data developed for the historic context will be used during the reconnaissance survey of the APEs to facilitate identification and analysis of areas of suburban development. Specifically, this component of the survey process will be tailored to the Capital Beltway Improvements project by focusing on the identification and evolution of communities, neighborhoods, subdivisions, or other grouping of buildings.

Historic map research conducted for the suburbanization context defined those neighborhoods and developments which are anticipated as survey groupings. Based upon this historic map research, neighborhoods and developments within the APEs will be verified which may have significance based upon the themes, property types, and CDEs developed in this historic context. Once the communities' identities are verified, research into their individual histories will be conducted to evaluate their potential significance as it relates to the historic context developed for this study. This process will enable the focus of the intensive survey (see Section E.4) in the APE to be on property types identified by the historic context.

Through research conducted for the suburbanization context, Community Summary Sheets have been prepared for neighborhoods and developments within the APE. Preparation of the summary sheets involved the research of published histories, county development and subdivision plans, and tax records. The Community Summary Sheets are located in Appendix D, Volume II. If, during the intensive-level survey it becomes apparent that a neighborhood might be significant under the historic context, then additional study of more detailed resources such as newspapers and the collections of applicable historical societies may be necessary. Information sought will specifically serve to determine any potential significance under the National Register criteria and the registration requirements for a particular property type developed in this historic context (Chapter D).

E.2 Reconnaissance Survey

To ensure the comprehensive identification of all resources constructed prior to 1960 and those potentially associated with the suburbanization context, a reconnaissance survey of the APEs will be undertaken. The location of properties that have been previously surveyed will be confirmed and all other properties that were likely constructed prior to 1960 will be noted on reconnaissance spreadsheets (See Appendix A) and mapping. All properties identified will be photographed with 35mm color film. Particular attention will be given during the reconnaissance survey to the identification and location of developments and neighborhoods that appear on historic maps, as well as the verification of existing survey information.

E.3 Consultation with the Maryland Historical Trust on Scope of Intensive Survey: Establishing Survey Levels

Because of the unique nature of this project due to the number of resources and of

the challenge of planning for cultural resource identification in a dense environment, survey levels were developed in consultation with the Maryland Historical Trust. It is expected that these will prevent unnecessary survey of buildings that are not significant and will focus project resources on the study and documentation of property types related to the historic development of the Washington, D.C. suburbs. Differentiation among survey treatments is intended to focus project activities on the property types within the APEs that are potentially significant within the suburbanization historic context.

To the maximum extent possible, survey will focus on the identification of communities, neighborhoods, subdivisions, or other groupings of buildings (rather than individual structures) that are consistent with the property types identified in this suburbanization context. This method of treatment will enable concentration of the intensive survey on the most significant property types within this historic context, while eliminating a labor-intensive building-by-building survey, thus streamlining the treatment of resources located within a dense environment.

Based upon the potential significance of each resource identified in the reconnaissance survey, through preliminary community research and analysis of historic maps, a survey level will be assigned. The assignment of a survey level will be based upon the identification of the property type and the integrity of the resource with regard to the CDEs described in Chapter D.

The two survey levels are described below.

E.3.1 Documentation on a Maryland Inventory of Historic Properties form

Communities, neighborhoods, subdivisions, groupings of buildings, and individual structures that are potentially significant under the themes and property types developed in this historic context will be documented on Maryland Inventory of Historic Properties Forms. Structures that pre-date the period of suburbanization (pre-1815) will also be documented in this manner. The documentation will be done in accordance with the *Guidelines for Completing the Maryland Inventory of Historic Properties Form.* Guidelines specific to this project are included in Section E.4.1.

E.3.2 Documentation on a Determination of Eligibility (DOE) form

Documentation of previously surveyed properties will be supplemented and updated, to the extent necessary, through the preparation of a DOE form. Each property will be evaluated to determine if it has been altered, if its condition has changed since the time of the previous survey, or if ancillary structures were omitted from the previous documentation. This survey level is intended to provide the State Highway Administration and the Maryland Historical Trust with updated property information without unnecessary reproduction of previous work.

Areas which were constructed prior to 1960, but which clearly lack significance under this context or which have compromised integrity will also be documented through

the preparation of a DOE form. For information on the documentation requirements of a DOE form refer to Section E.4.2.

E.4 Intensive Survey

An intensive survey of the project area will be conducted, documenting all resources that the reconnaissance survey noted with a construction date prior to 1953. Per instruction by SHA and MHT, a 1953 cut-off date for historic resources was used to encompass all resources which would become 50 years old during the course of this project. Prior to the initiation of fieldwork, survey levels as described above will be assigned to resources identified. During the survey process however, if physical inspection or historic research indicates that the assigned survey level is not appropriate for the significance or nature of the resource, the survey level will be re-evaluated and an alternative treatment will be conducted. The documentation provided for each survey level is described below.

E.4.1 Maryland Inventory of Historic Properties Form

Individual structures, communities, neighborhoods, subdivisions, groupings of buildings that are potentially significant under the themes and property types developed in this historic context and which have not been previously surveyed will be documented on Maryland Inventory of Historic Properties Forms. Structures that pre-date the period of suburbanization (pre-1815) will also be documented in this manner. The documentation will include:

- For an individual building which pre-dates a period of suburbanization (pre-1815) or which is potentially significant under the themes and property types developed in this historic context, a property description, historical narrative, National Register evaluation, photographs and mapping will be provided on a Maryland Inventory of Historic Properties form. The property description will address all structures on the property, including outbuildings and site features (if applicable). The historical narrative will be based upon deed research and other available documentation on the history of the property. This narrative will include property-specific history, as well as information on the history of the area or community and a discussion of the historical development of any relevant architectural styles or building forms. An evaluation and recommendation of the eligibility of the resource for the National Register of Historic Places will be conducted in accordance with the National Register Criteria for Evaluation and the registration requirements set forth in this historic context for the applicable property type. If eligibility is recommended, the significance statement will include the period of significance for the property. In addition, a proposed National Register boundary will be delineated, a verbal boundary description provided, and any non-contributing structures within the proposed boundary will be identified. 35mm black-and-white photographs (5" x 7") and color slides of the resource will be provided, in accordance with MHT' requirements set forth in *Guidelines for Completing the Maryland Inventory of Historic Properties Form.* Mapping will include a site plan if more than one structure is located on the property. If the resource is recommended

Register boundaries. In addition, a U.S.G.S. quadrangle map with the resource location marked will be included with every Inventory Form.

- For a community, neighborhood, subdivision, or other grouping of buildings which pre-date a period of suburbanization (pre-1815) or which is potentially significant under the themes and property types developed in this historic context, a property description, historical narrative, National Register evaluation, photographs and mapping will be provided on a Maryland Inventory of Historic Properties form. The architectural description will begin with an overall site description followed by descriptions of representative individual structures within the community (including the model name if applicable). The owner's names and addresses for the individual houses described will be provided by SHA. The historical narrative will be based upon available documentation on the history of the community, neighborhood, subdivision etc. This narrative will include any available specific history on the developer, builder, and the buildings, as well as a discussion of the historical development of any relevant architectural styles or building forms. An evaluation and recommendation of the eligibility of the resource for the National Register of Historic Places will be conducted in accordance with the National Register Criteria for Evaluation and the registration requirements set forth in this historic context for the applicable property type. If eligibility is recommended, the significance statement will include the period of significance for the property. In addition, a proposed National Register boundary will be delineated, a verbal boundary description provided, and any non-contributing structures within the proposed boundary will be identified. 35mm black-and-white photographs (3" x 5") and color slides of selected structures within the community, subdivision, etc. will be provided, which illustrate the prevailing architectural styles and/or building forms within the grouping. In addition, streetscape photographs and slides will be provided in order to illustrate any community features, landscape features, etc. All photographs and slides will be labeled and presented in accordance with MHT requirements set forth in *Guidelines for Completing the Maryland Inventory of Historic Properties Form.* Mapping provided will include a Statewide Highway Grid Map with the location of the community marked. If the resource is recommended as eligible for the National Register, the site plan will delineate proposed National Register boundaries on a tax map. In addition, a U.S.G.S. quadrangle map with the resource location marked will be included with every Inventory Form.

E.4.2 Determination of Eligibility (DOE) Form

DOE forms will be prepared for all resources that have previously been surveyed and for all resources that clearly lack significance under this historic context or that clearly lack integrity. The form will include the following:

- For previously surveyed properties, a description of any changes which have occurred to the property since the previous survey will be conducted. The determination regarding the necessity of including this information will be based upon the completeness of the previous survey form and/ or the degree to which the resource has been altered since the previous survey. The historical significance of the property

will be addressed only if 1) no previous determination of eligibility has been given by MHT and 2) if the historical information provided on the previous inventory form is insufficient for such a determination to be made. If the historical significance section needs to be completed based upon the conditions above for a previously surveyed individual resource, research will include a deed search on the property. If the historical significance section needs to be completed based upon the conditions above for a previously surveyed community, neighborhood, subdivision, or other grouping of buildings, research will be conducted to determine, if possible, the developer or builder and any other history of the development and/or its residents. If no previous determination of eligibility has been made by MHT for the resource, its eligibility will be evaluated and a recommendation will be provided. This evaluation will be conducted in accordance with the National Register Criteria for Evaluation and the registration requirements set forth in this historic context for the applicable property type. If eligibility is recommended, the significance statement will include the period of significance for the property. In addition, a proposed National Register boundary will be delineated, a verbal boundary description provided, and any non-contributing structures within the proposed boundary will be identified. For all DOE forms, a complete property address and 35mm black-and-white photographs (5" x 7") of the resource will be provided, in accordance with MHT requirements. For individual resources, a maximum of three (3) photographs will be provided. A maximum of ten (10) photographs will be provided for communities, neighborhoods, subdivisions, and groupings of buildings.

- For properties that have *not* been previously surveyed, including individual resources and communities, neighborhoods, subdivisions, or other groupings of buildings, the DOE form will provide a description, the property address, National Register eligibility evaluation, the statewide historic context form, photographs and a map. 35mm black-and-white photographs (5" x 7") of the resource will be provided. For individual resources, a maximum of three (3) photographs will be provided. The resource will be identified on a tax map and USGS quad map.

  Though the DOE form was designed for individual resources, it can be adapted for use with multiple resources (i.e. neighborhoods). The documentation for communities, neighborhoods, subdivisions, and groups of buildings will include the name of the subdivision, exterior boundaries, and location. The architectural description will begin with an overall site description followed by descriptions of representative individual structures within the community (including the model name if applicable). The owner's names and addresses for the individual houses described will be provided by SHA and added to a continuation sheet. 35mm black-and-white photographs (5" x 7") of the resource will be provided. A maximum of ten (10) photographs illustrating individual resources and general streetscapes will be provided. The entire community will be identified on a USGS quad map and the individually described resources will be marked on a tax map.

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APPENDIX A: RECONNAISSANCE SPREADSHEETS FOR CAPITAL BELTWAY HIGHWAY IMPROVEMENTS

Reconnaissance Survey: Capital Beltway
Identification of Structures 50 Years Old or Older
Which Require Some Level of Survey
Area A

NOTE: The information contained within this spreadsheet supercedes all previously submitted information; including the reconnaissance survey binder and survey results map.
August 1999

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
A1.1	Oxon Hill Manor 6701 Oxon Hill Road, Prince George's County PG:80-1	brick Georgian Revival estate	1929	DOE	Previously surveyed resources are updated on a DOE form; NR-listed or eligible resources only need NR boundaries defined and justified verbally and on mapping NR Listed 6/9/78	Within the APE for the Woodrow Wilson Bridge Project, boundaries already defined. No survey work required.
A1.2	Mt. Welby 6411 Oxon Hill Road, Prince George's County PG:76A-13	2-story, 3-bay, brick farmhouse with agricultural outbuildings	c. 1811, 1891	DOE	Previously surveyed resource Determined Eligible 5/9/96	Within the APE for the Woodrow Wilson Bridge Project, boundaries already defined. No survey work required.
A1.4	Oxon Hill Road, Prince George's County	1-story, 3-bay, side-gable brick residence with metal windows	c. 1940	DOE	Undistinguished example of common building type or architectural style	Prepare DOE form
A1.5	The Butler House at Mt. Welby; 6407 Oxon Hill Road, Prince George's County PG:76A-14	2-story, 3-bay house with a side kitchen addition and stone veneer siding	c. 1850	DOE	Previously surveyed resource Determined Eligible 5/9/96	Within the APE for the Woodrow Wilson Bridge Project, boundaries already defined. No survey work required.
A1.6	6237 Oxon Hill Road, Prince George's County	1½-story, 3-bay residence with Bungalow features	c. 1925	DOE	Undistinguished example of common building type	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
A1.7	2102 Brinkley Road, Prince George's County	2-story, brick Colonial Revival-style house with a hipped roof	c. 1925	DOE	Undistinguished example of common building type. Compromised setting – located directly adjacent to Capital Beltway ramp.	Prepare DOE form
A1.11	2518 Larry Drive, Prince George's County	1-story, 3-bay wood-frame house with a side gable roof	1953	DOE	Less than 50 years old; undistinguished example of common building type	Prepare DOE form
A1.12	2517 Larry Drive, Prince George's County	1-story, 3-bay, side-gable residence with two gable dormers	1949	DOE	Undistinguished example of common building type	Prepare DOE form
A1.13	5001 Temple Hill Road, Prince George's County	1-story, 3-bay brick residence with a side-gable roof and three gable dormers	1941	DOE	Integrity compromised by alterations	Prepare DOE form
A1.14	5000 Temple Hill Road, Prince George's County	1-story, 5-bay wood-frame residence with a front exterior chimney and side porch	1930	DOE	Undistinguished example of common building type	Prepare DOE form
A1.15	4901 Old Branch Avenue, Prince George's County	1-story brick and concrete masonry commercial building	c. 1935	DOE	Integrity compromised	Determined *ineligible* during the MD 5 Metro Study; no additional work required. Please give us the results of the DOEs
A1.17	4304 Henson Drive, Prince George's County	1½-story, 3-bay side-gable residence	c. 1920	DOE	Undistinguished example of common building type	Prepare DOE form
A1.18	4306 Henson Drive, Prince George's County	1-story, front-gable residence with gable end ornament and brick foundation	c. 1920	DOE	Undistinguished example of common building type	Prepare DOE form
A1.19	5052 Fielding Lane, Prince George's County	1-story, 3-bay, side-gable residence with clipped gable ends and exposed rafter tails	1943	DOE	Integrity compromised by alteration	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
A1.21	5021 Temple Hill Road, Prince George's County	1-story, 3-bay, side-gable with a full-width integral porch and a gable dormer	1944	DOE	Integrity compromised by additions and enclosure of front porch	Prepare DOE form
A1.23	5115 Auth Road, Prince George's County	2-story, 3-bay Colonial Revival-style house with wall dormers and an outbuilding	c. 1920	DOE	Undistinguished example of common building type compromised by additions and alterations. Setting compromised – surrounded by car dealerships and corporate office parks	Determined *ineligible* during the MD 5 Metro Study; no additional work required
A1.25	5114 Oakland Way, Prince George's County	1-story, 3-bay, side-gable residence with stone veneer siding and two gable dormers	1947	DOE	Undistinguished example of common building type	Determined *ineligible* during the MD 5 Metro Study; no additional work required
A1.26	5801-5837 Auth Road, Prince George's County	A compound of 1 to 2-story brick and frame buildings with a converted barn (SHA Field Office)	1934-1949	DOE	Complex of undistinguished structures (offices and residences) constructed on a construction company's property during the company's "down-time." The structures have been compromised by alterations.	Determined *ineligible* during the MD 5 Metro Study; no additional work required
A2.1-A2.2	6024 Auth Road, Prince George's County	1-story, 3-bay brick and frame cross-gable residence	1949	MIHP form	Part of Auth Village neighborhood (has a civic association, speak with the Shaws at 5127 Armand Avenue)	Prepare MIHP form
	Armand Avenue, Prince George's County	1-story, side-gable residences	1921-1955			
A2.3	6928-6932 Pickett Drive and 6814 Suitland Road, Prince George's County	neighborhood of 1-story, 3-bay, "Cape Cod" cottages	1953	MIHP form	Intact neighborhood; Building stock of 100+ identical houses with a school and municipal center	Prepare MIHP form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
A2.5	Suitland Parkway Suitland Parkway at Capital Beltway (I-495/I-95), Prince George's County, PG:76A-22	A parkway consisting of 9.18 miles of roadway between the Anacostia River and Marlboro Pike at Andrews Air Force Base	1937, 1943, 1944	DOE	Previously surveyed resource, also part of the thematic nomination "Parkways of the National Capital Region, 1913-1965" NR Listed 6/2/95	Prepare effect determination only, no need to establish boundaries.
A2.6A	8430 Burtons Lane, Prince George's County	1-story, 3-bay, side-gable residence	c. 1945	DOE	Undistinguished example of a common building type	Prepare DOE form
A2.6B	8433 Burtons Lane, Prince George's County	1-story, 3-bay, side-gable residence	c. 1945	DOE	Example of common building compromised by alterations	Prepare DOE form
A2.7	7917 Marlboro Pike, Prince George's County	1-story, 3-bay, side-gable residence with a gable dormer and a brick foundation	c. 1930	DOE	Example of common building type compromised by additions and alterations to windows	Prepare DOE form
A2.8	7913 Marlboro Pike, Prince George's County	1-story, 5-bay, cross-gable house with aluminum siding	c. 1945	DOE	Undistinguished example of a common building type	Prepare DOE form
A2.10	7905 Marlboro Pike, Prince George's County	1-story, 3-bay residence; Sears, Roebuck and Company Mail Order House, Crescent Model	c. 1920	MIHP form	Example of mail-order house possessing excellent integrity. Prince George's County has not evaluated the significance of their inventoried mail-order houses. This building was missed during their survey.	Prepare MIHP form
A2.11	7901 Marlboro Pike, Prince George's County	1-story, 2-bay side-gable residence	c. 1965		LESS THAN FIFTY YEARS OLD	No action required

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
A2.12	7829 Marlboro Pike, Prince George's County	1-story, 3-bay side-gable residence with clipped gable ends	c. 1930	DOE	Undistinguished example of a common building type	Prepare DOE form
A2.13	8014 Marlboro Pike, Prince George's County	1-story, 3-bay cross-gable residence with a brick exterior end chimney	c. 1930	DOE	Building compromised by alterations	Prepare DOE form
A2.14	Marlboro Pike, Prince George's County	Extremely altered residence converted to commercial use. Also 3-part, brick, garage building	c.1930-1946	DOE	Highly altered structures	Prepare DOE form
A2.15	3303 and 3304 Flowers Lane, Prince George's County	small, 1-story frame residences	c. 1900	DOE/MIHP	Could the rear structure be log underneath? Deep recess of door and window surrounds, massing	Prepare MIHP form if the building appears to be log and has integrity, otherwise prepare a DOE form
A2.16	8408 Old Westphalia Road, Prince George's County	1-story, 3-bay, front-gable residence	1948	DOE	Undistinguished example of a common building type with replacement windows and siding	Prepare DOE form
A2.17	8420 Westphalia Road, Prince George's County	2-story, 4-bay, wood-frame cross-gable house	c. 1890		HOUSE DEMOLISHED	No action required
A2.18	8407 Old Westphalia Road, Prince George's County	severely deteriorated 2-story CMU building with a 1-story addition	c. 1930	DOE	Abandoned structure with extremely compromised integrity	Prepare DOE form
A2.19	3336-3346 Ritchie Marlboro Pike, Prince George's County	Two front-gable residences and several agricultural outbuildings	c. 1935-1940	DOE	Farmstead of undistinguished examples of common building types	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
A2.20	1601 Ritchie Marlboro Pike, Prince George's County	2-story, 5-bay brick Colonial Revival-style house	1943	DOE	Undistinguished example of common building type	Prepare DOE form
A2.21	off Fernwood Drive, Prince George's County	shed-roof stable and chicken coop, no houses on property	c. 1950	DOE	Possibly associated with A2.20	Prepare DOE form
A2.22	1603 Bauman Road, Prince George's County	various houses and barn	1940	DOE	Complex of structures with compromised integrity. Surrounded by trailer park.	Prepare DOE form
A2.23	Chestnut Oak Lane, Prince George's County	1-story, hipped roof house with a side-gable addition	c. 1900	DOE	Integrity is compromised by alterations and deterioration	Prepare DOE form
A3.2-A3.4, A3.16	(A3.2) 1420 5th Street, Prince George's County	1-story, 3-bay, side-gable "Cape Cod" cottage with a car port	1966	MIHP form	Glenarden Neighborhood (1927-1966) Neighborhood with African-American association	Prepare MIHP form
	(A3.3) 8905 Glenarden Parkway, Prince George's County	1-story, front-gable residence with partial front-gable porch	1937			
	(A3.4) 1522 5th Street, Prince George's County	1-story, 3-bay, side-gable residence with a front-gable porch	1953			
	(A3.16) 1504-1510 7th Street, Prince George's County	1-story, front-gable residences (4 buildings)	1966			
A3.5-A3.10, A3.12-A3.15, A4.3	(A3.5) 3504 Watkins Avenue, Prince George's County	1-story, 3-bay, front-gable residence with a front-gable porch and wood shingle siding	c. 1930	MIHP form	Ardmore Neighborhood 2 groups of clusters and 3 individual resources; African-American theme requires more research for determination	Prepare MIHP form
	(A3.6) 4812 Jefferson Street, Prince George's County	1-story, 3-bay, front-gable residence with two gable dormers	1953			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	(A3.7) 4816 Jefferson Street, Prince George's County	1-story, 3-bay, front-gable residence with two gable dormers	1952			
	(A3.8) 4820 Jefferson Street, Prince George's County	1-story, 3-bay, front-gable residence with aluminum siding	1950			
	(A3.9) 4823 Jefferson Street, Prince George's County	2-story, front-gable residence with a side addition and a hipped roof porch	1922			
	(A3.10) 4831 Jefferson Street, Prince George's County	1-story, 6-bay, side-gable residence with front and side-gable additions	1954			
	(A3.12) 4509 Jefferson Street, Prince George's County	2-story, 2-bay, front-gable residence with wood shingles on side elevation and a shed roof porch	1940			
	(A3.13) 8900 Block of Ardwick-Ardmore Road, Prince George's County	1-story, 4-bay, front-gable residence with enclosed front porch	1927			
	(A3.14) 4403 Jefferson Street, Prince George's County	1-story, front-gable residence with side gable addition	1940			
	(A3.15) 4411 Jefferson Street, Prince George's County	1-story, side-gable residence with a solarium addition on the front	c. 1930			
	(A4.3) 4800 Jefferson Street, Prince George's County	2-story, 2-bay front-gable house with several additions	1900			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
A3.11	Street Railway Service Building, Martin Luther King, Jr. Highway, Prince George's County, PG:72A-3	1-story, 4-bay brick building; possible power station or maintenance facility for street railway line	c. 1930	DOE	Previously surveyed resource	Prepare DOE form
A3.19	4920 Whitfield Chapel Road, Prince George's County	1-story, 3-bay front-gable residence with a partial inset porch	1930	DOE	Integrity compromised by alterations	Prepare DOE form
A3.21	8818 Spring Lane, Prince George's County	2-story, 2-bay hipped roof residence with a partial hipped roof porch and side addition	1900	DOE	Integrity compromised by replacement windows, siding and porch since 1996	Prepare DOE form
A3.22	6408 Princess Garden Parkway, Prince George's County	1-story, cross-gable residence	1950	DOE	Integrity compromised by alterations and additions	Prepare DOE form
A3.23	Baltimore-Washington Parkway MD193 over Baltimore-Washington Parkway, Prince George's County, PG:69-26	19 mile, dual-lane federally owned and maintained section of highway	1942, 1952-1953	DOE	Previously surveyed resource NR Listed 5/9/91	Prepare effect determination only
A4.1	Sioussa-Hanback House 6206 Princess Garden Parkway, Prince George's County, PG:70-46	2-story, 3-bay Four-square of molded concrete block construction	c. 1907	DOE	Previously surveyed resource	Prepare DOE form
A4.2	O'Gray House 6212 Princess Garden Parkway, Prince George's County, PG:70-41	2-story, 3-bay wood frame house with a hipped roof and full-width, shed roof front porch	c. 1906	DOE	Previously surveyed resource	Prepare DOE form

Reconnaissance Survey: Capital Beltway
Identification of Structures 50 Years Old or Older
Which Require Some Level of Survey
Area B

NOTE: The information contained within this spreadsheet supercedes all previously submitted information; including the reconnaissance survey binder and survey results map.
August 1999

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE form or MIHP form)	Justification for Level of Survey	Action Needed
B1.1	National Guard Armory Route 193 at intersection with Baltimore-Washington Parkway and Capital Beltway, Prince George's County	2-story brick institutional building	c. 1935	MIHP form	Individual structure that retains excellent integrity. Not mentioned within the thematic "National Guard Armories" NR form but could be used to establish significance.	Prepare MIHP form
B1.2	American Legion: Greenbelt Post 136 American Legion Drive, Prince George's County	Altered, 2-story frame residence	c. 1910	DOE	Integrity is extremely compromised by additions and alterations	Prepare DOE form
B1.3	Greenbelt, including the "Historic Turner Cemetery" Prince George's County, PG:67-3/PG:67-4	Planned community and cemetery	1935-1941	DOE	Previously surveyed resource NR Listed 11/25/80	Prepare effect determination only. No survey work required. Obtain date Greenbelt was made a NHL.
B1.4	4801 Cherry Hill Road, Prince George's County	Wood frame, cross-gable I-house	1918	DOE	Structural integrity compromised by alterations. Setting altered – adjacent to new large shopping center	Prepare DOE form
B1.5	9904 Baltimore Avenue, Prince George's County	2-story, brick, Colonial Revival residence	c. 1920	DOE	Integrity of structure compromised by large rear addition	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE form or MIHP form)	Justification for Level of Survey	Action Needed
B1.6	10200 Baltimore Avenue, Prince George's County	1-story, brick side-gable residence	c. 1930	DOE	Integrity compromised by alterations	Prepare DOE form
B1.7	Baltimore Avenue, Prince George's County, PG:66-1	Brown's Tavern / White House Tavern and Motel	c. 1840, 1940	DOE	Previously surveyed resource, Addendum Sheet prepared by P.A.C. Spero & Company in 1998	Determined *ineligible* during the US 1 Project. No additional work required. Please give us the results of the DOEs.
B1.9	National Agricultural Research Center, residence on Second Street, Prince George's County, PG:62-14	2-story, wood-frame, cross-gable residence	c. 1920	DOE	Previously surveyed resource	Part of Beltsville Agricultural Research Center, determined eligible – Building #016. Prepare effect determination only.
B1.10	National Agricultural Research Center, residence on Second Street, Prince George's County, PG:62-14	1-story, wood-frame, front-gable residence	c. 1910	DOE	Previously surveyed resource	Part of Beltsville Agricultural Research Center, determined eligible – Building #018. Prepare effect determination only.
B1.11	Administration and Registration Building-Cherry Hill Park 9800 Cherry Hill Road (structure off Janrose Boulevard), Prince George's County	2-story, wood-frame, gable-front-and-wing residence	c. 1900	DOE	Undistinguished example of a common building type that has been compromised by alterations	Prepare DOE form
B1.12	Bailey-Saylor House 10001 Riggs Road, Prince George's County PG:65-2	2-story, brick side-gable residence	Early 19th century, c. 1930, c. 1960	DOE	Previously surveyed resource	Prepare DOE form
B1.13	9804 Riggs Road, Prince George's County	2-story, 5-bay, brick Federal-style residence	1923	DOE	Not associated with larger development – surrounded by 1970s and 1980s residences	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE form or MIHP form)	Justification for Level of Survey	Action Needed
B1.14	Indian Springs Village Subdivision Montgomery County	2-story, Colonial Revival and 1-story Cape Cod residences	1940-1958	MIHP form	Intact neighborhood	Prepare MIHP form
B1.15	Oakview Subdivision Montgomery County	2-story, brick, Colonial Revival and 1-story side-gable residences	1950	MIHP form	Intact neighborhood	Prepare MIHP form
B1.16	10002 Riggs Road, Montgomery County	1-story, 3-bay brick residence	1937	DOE	Undistinguished example of a common building type	Prepare DOE form
B1.17	Woodmoor Subdivision, Montgomery County	Development of 2-story Colonial Revival and 1-story "Cape Cod" residences	1940	MIHP form	Intact neighborhood	Prepare MIHP form

Reconnaissance Survey: Capital Beltway
Identification of Structures 50 Years Old or Older
Which Require Some Level of Survey
Area C

NOTE: The information contained within this spreadsheet supercedes all previously submitted information; including the reconnaissance survey binder and survey results map.
August 1999

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
C1.1	9820 Colesville Road, Montgomery County	2-story, 3-bay brick side-gable house	1929	DOE	Alterations to the windows, enclosed porches; not distinctive	Prepare DOE form
C1.2	Polychrome Houses Historic District 9900-9904 Colesville Road and 9919-9925 Sutherland Road, Montgomery County	1 and 2-story, 4-bay, pre-cast concrete Moderne experimental houses	1934-1935	DOE	Previously surveyed resource	Determined eligible during the US Rt. 29 Study. Prepare effect determination only.
C1.6-C2.4	9917 Sutherland Road, Montgomery County	1-story, 4-bay, wood frame, side-gable house	c. 1940	MIHP form	Neighborhood constructed between 1937-1948	Prepare MIHP form
	9915 Sutherland Road, Montgomery County	2-story, 3-bay, side-gable, Colonial Revival-style house	c. 1940			
	9911 Sutherland Road, Montgomery County	1-story, 3-bay, brick cross-gable residence	c. 1940			
	9909 Sutherland Road, Montgomery County	1-story, 3-bay, brick, side-gable "Cape Cod" cottage	c. 1940			
	9907 Sutherland Road, Montgomery County	1-story, 3-bay, wood-frame, side-gable residence	c. 1940			
	9905 Sutherland Road, Montgomery County	1-story, 3-bay, brick, side-gable "Cape Cod" cottage	c. 1940			
	9904 Sutherland Road, Montgomery County	1-story, 4-bay, brick, cross-gable residence with Tudor-Revival features	c. 1940			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	9902 Sutherland Road, Montgomery County	1-story, 3-bay, brick, side-gable "Cape Cod" cottage	c. 1940			
	9900 Sutherland Road, Montgomery County	1-story, 3-bay, cross-gable residence with vinyl siding	c. 1940			
	504 Stirling Road, Montgomery County	1-story, 3-bay, cross-gable residence with vinyl siding	c. 1940			
	507 Forest Glen Road, Montgomery County	1-story, 3-bay, brick, cross-gable residence	c. 1945			
	538 Forest Glen Road, Montgomery County	1-story, 5-bay, brick, side-gable commercial building	c. 1945			
	600 Forest Glen Road, Montgomery County	1-story, 3-bay, brick, side-gable "Cape Cod" cottage	c. 1940			
	602 Forest Glen Road, Montgomery County	1-story, 3-bay, brick, cross-gable residence with Tudor-Revival features	c. 1940			
	604 Forest Glen Road, Montgomery County	1-story, 3-bay, brick, cross-gable residence	c. 1940			
	606 Forest Glen Road, Montgomery County	1-story, 3-bay, brick/stone veneer side-gable "Cape Cod" cottage	c. 1940			
	608 Forest Glen Road, Montgomery County	1-story, 3-bay, brick, cross-gable residence with Tudor-Revival features	c. 1940			
	610 Forest Glen Road, Montgomery County	1-story, 3-bay, cross-gable residence	c. 1940			
	700 Forest Glen Road, Montgomery County	1-story, 3-bay, brick, cross-gable residence	c. 1940			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	702 Forest Glen Road, Montgomery County	1-story, 2-bay, brick, front-gable residence	c. 1940			
	704 Forest Glen Road, Montgomery County	1-story, 2-bay, brick, front-gable residence	c. 1940			
	706 Forest Glen Road, Montgomery County	1-story, 2-bay, brick, front-gable residence	c. 1940			
	708 Forest Glen Road, Montgomery County	1-story, 2-bay, brick, front-gable residence	c. 1940			
	9812 Brunett Avenue, Montgomery County	1-story, 3-bay, brick, side-gable "Cape Cod" cottage	c. 1940			
	802 Forest Glen Road, Montgomery County	1-story, 3-bay, brick, front-gable residence	c. 1940			
	804 Forest Glen Road, Montgomery County	1-story, 2-bay, brick, front-gable residence	c. 1940			
	9828 Bristol Avenue, Montgomery County	2-story, 3-bay, brick, side-gable residence	c. 1945			
	808 Forest Glen Road, Montgomery County	2-story, 2-bay, brick and aluminum sided front-gable residence	c. 1945			
	810 Forest Glen Road, Montgomery County	1-story, 3-bay, "Cape Cod" cottage with asbestos siding	c. 1940			
	812 Forest Glen Road, Montgomery County	1-story, 3-bay, "Cape Cod" cottage with aluminum siding	c. 1940			
	814 Forest Glen Road, Montgomery County	2-story, 3-bay, brick, Colonial Revival-style house	c. 1945			
	9825 Dallas Avenue, Montgomery County	1-story, 3-bay, "Cape Cod" cottage with aluminum siding	c. 1940			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
C2.5	1102 Forest Glen Road, Montgomery County	1-story, 4-bay, cross-gable residence with asbestos siding	c. 1930	DOE	Individual resource, not siginificant; surrounded by YMCA and park	Prepare DOE form
C2.6	1300 Forest Glen Road, Montgomery County	2-story, brick gymnasium and office	c. 1940	MIHP form	Individual resource with good integrity	Prepare MIHP form, not part of the above neighborhood.
C2.7 and C3.7	Sligo Creek Parkway at Capital Beltway, Montgomery County	Parkway – highway and associated parklands (and golf course?)	c. 1935-1965	DOE	Part of the thematic nomination "Parkways of the National Capital Region, 1913-1965"	Prepare effect determination only; Prepare DOE form for golf course if not associated with parkway.
C2.25-C3.6	407 Granville Drive, Montgomery County	1-story, 3-bay, brick, cross-gable residence	c. 1940	MIHP	Neighborhood constructed between 1938-1948	Prepare MIHP form
	409 Granville Drive, Montgomery County	1-story, 3-bay, brick and stone veneer cross-gable residence	c. 1940			
	411 Granville Drive, Montgomery County	1-story, 3-bay, brick, cross-gable residence	c. 1940			
	9712 Sutherland Road, Montgomery County	1-story, 2-bay, brick, front-gable residence	c. 1940			
	9710 Sutherland Road, Montgomery County	2-story, 3-bay, side-gable house with asbestos shingles and vinyl siding	c. 1940			
	9709 Sutherland Road, Montgomery County	1-story, 3-bay, brick side-gable residence with bungalow features	c. 1940			
	9712 Lorain Avenue, Montgomery County	1-story, 3-bay, side-gable residence with asbestos shingles and CMU foundation	c. 1945			
	9711 Lorain Avenue, Montgomery County	1-story, 3-bay, cross-gable residence with stone veneer and vinyl siding	c. 1945			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	9803 Grayson Avenue, Montgomery County	2-story, 3-bay, brick, Colonial Revival-style house	c. 1940			
	9800 Grayson Avenue, Montgomery County	1-story, 3-bay, brick, cross-gable residence	c. 1945			
	9802 Brunett Avenue, Montgomery County	2-story, 3-bay, brick, hipped-roof Colonial Revival-style house	c. 1935			
	9812 Bristol Avenue, Montgomery County	1-story, 3-bay, cross-gable residence with vinyl siding	c. 1945			
	9811 Bristol Avenue, Montgomery County	1-story, 3-bay, asbestos sided, side-gable "Cape Cod" cottage	c. 1940			
	9813 Dallas Avenue, Montgomery County	2-story, 3-bay, brick Colonial Revival-style house	c. 1940			
C3.15	9701 Forest Glen Court, Montgomery County	1-story, 5-bay, stucco, side-gable Colonial Revival-style house	1908	MIHP form	Individual resource with good integrity	Prepare MIHP form
C3.16	Forest Glen Historic District, Montgomery County	Streetscapes of late-nineteenth century structures	c.1870-1920	DOE	Previously surveyed resource	Prepare DOE form, only after determining that there has been no previous DOE
C3.20	2500 Forest Glen Road, Montgomery County	1-story, 4-bay, wood frame, side-gable residence	1913	DOE	Undistinguished example of a common building type that is compromised by alterations	Prepare DOE form
C3.21	2506 Forest Glen Road, Montgomery County	1-story, 3-bay, wood frame front-gable residence	1918	DOE	Undistinguished example of a common building type that is compromised by alterations	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
C3.22	2600 Forest Glen Road, Montgomery County	2-story Four-square, wood frame with asphalt shingles	1922	DOE	Undistinguished example of a common building type that is compromised by alterations	Prepare DOE form
C3.24	Southeast corner of Seminary Road and Forest Glen Road; MARC Railroad Tracks, Montgomery County	Bolted steel angle tower; railroad route of historic Metropolitan Branch of the Baltimore and Ohio Railroad	c. 1945- tower; c. 1870 - railroad	DOE	Previously surveyed resource	Prepare DOE form
C3.25-C3.26	2001 Lansdowne Way, Montgomery County	1-story, 3-bay, brick, side-gable residence	1937	MIHP form	Neighborhood of c. 1940 residences	Prepare MIHP form
	2003 Lansdowne Way, Montgomery County	1-story, 3-bay, brick cross-gable residence with Tudor-Revival features	1938			
C3.27	2504 Seminary Road, Gwyndale Drive, Sharon Drive and Birch Drive, Montgomery County	2-story, 3-bay, brick Colonial Revival-style houses	c. 1935-1940	MIHP	Neighborhood of c. 1935-1940 residences	Prepare MIHP form
C3.28	National Park Seminary (Walter Reed Army Hospital Annex), Linden Lane, Montgomery County	Various eclectic buildings	c. 1890-1916	DOE	Previously surveyed resource	Verify boundaries, Prepare effect determination
C4.1	5701 Husted Driveway, Montgomery County	1-story, 3-bay, aluminum sided, side-gable "Cape Cod" cottage	c. 1945	DOE	One of just a few c. 1940s buildings amidst later ones; within very scattered development	Prepare DOE form
C4.2	3708 Inverness Drive, Montgomery County	2-story, 2-bay, brick, side-gable house	c. 1945	DOE	One of just a few c. 1940s buildings amidst later ones; within very scattered development	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
C4.3-C4.4	4701 Broad Brook Drive, Montgomery County	2-story, 3-bay, brick, side-gable "Cape Cod" cottage	1944	MIHP form	Neighborhood of c. 1941-1947 residences with associated park/trail and bridge with stone parapet	Prepare MIHP form
	4705 Broad Brook Drive, Montgomery County	2-story, 3-bay, brick, side-gable Colonial Revival-style house	1941			
C4.5-C4.6	Grosvenor Estate 5400 Grosvenor Lane, Montgomery County	2-story, multi-bay, stone building with Tudor-Revival features; 1-story, 4-bay, brick, side gable carriage house	1928	DOE	Previously surveyed resource	Prepare DOE form
	5420 Grosvenor Lane, Montgomery County	1-story, 2-bay, wood frame, residence with clipped gables	c. 1910			
C4.7	9622 Fernwood Road, Montgomery County	1-story, 3-bay, wood frame, side-gable residence	1948	DOE	Individual resource surrounded by later development	Prepare DOE form
C4.8	WMAL Radio Property, East Side of Greentree Road at Capital Beltway, Montgomery County	1-story, 5-bay, brick, hipped-roof Colonial Revival-style house	1941	MIHP form	Individual resource; constructed in 1941 as the WMAL radio transmission tower	Prepare MIHP form
C4.9	Chesapeake and Ohio Canal National Historical Park, C & O Canal at Capital Beltway, Montgomery County	Chesapeake and Ohio Canal National Historical Park including the canal, towpath, and Locks 12 and 13	c. 1825	DOE	Previously surveyed resource NR-listed	Prepare effect determination only
C4.10	Clara Barton Parkway at Capital Beltway, Montgomery County	Parkway between MacArthur Boulevard and the District of Columbia	c. 1930	DOE	Not mentioned within the thematic nomination, "Parkways of the National Capita Region, 1913-1965"	Prepare DOE form

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
C4.11	Potter Farmhouse 8600 MacArthur Boulevard, Montgomery County, M:29-35	2-story, 3-bay, wood frame farmhouse	c. 1870	DOE	Previously surveyed resource	Prepare DOE form
C4.12	8700 MacArthur Boulevard, Montgomery County	1-story, 3-bay, wood frame, side-gable "Cape Cod" cottage	c. 1930	DOE	Undistinguished example of a common building type. May be associated with M:29-35 (C4.12)	Prepare DOE form
C4.13	Burning Tree Country Club Clubhouse, West Terminus of Burning Tree Road, Montgomery County	2-story, multi-bay, brick and stone building with Tudor-Revival features	c. 1930	MIHP form	Individual resource with integrity	Prepare MIHP form
C4.14	7709 Arrowood Court, Montgomery County	2-story, 5-bay, stone house with Tudor-Revival features	1967		LESS THAN FIFTY YEARS OLD	No action needed
C4.15	Gibson Grove A.M.E. Zion Church Seven Locks Road at Capital Beltway, Montgomery County, M:29-39	1-story, 3-bay, wood frame church	1923	DOE	Previously surveyed resource	Prepare DOE form, obtain interior access
C4.16	W. Lynch House 8313 Tomlinson Avenue, Montgomery County, M:35-18	2-story, 3-bay, wood frame, side-gable house	c. 1890	DOE	Previously surveyed resource	Prepare DOE form
C5.1	David Fairchild Estate 8922 Valley Spring Road, Montgomery County, M:35-38	2-story, 4-bay, stucco, side-gable house	c. 1910	DOE	Previously surveyed resource	Prepare DOE form

APPENDIX B: LIST OF DEVELOPERS AND ARCHITECTS ASSOCIATED WITH WASHINGTON D.C. SUBURBAN COMMUNITIES IN MARYLAND

APPENDIX B DEVELOPERS AND ARCHITECTS

DEVELOPERS

DEVELOPER NAME	ASSOCIATED COMMUNITIES
American Land Company	Cabin John Park
Ardhave Development Company	Greenwich Forest
Baltzey, Edward and Edwin	Glen Echo Heights
Bannockburn Heights Improvement Company	Bannockburn Heights
"	Fairway Hills
Bartlett, Wallace	North Brentwood
"	Brentwood
Beltsville Land Improvement Company	Beltsville
Berwyn Land and Improvement Co. of Wash.	Berwyn
Bethesda Land Company	Alta Vista
Benner, Robert	Montgomery Hills
Bradley Boulevard Development Corporation	Bradley Hills Grove
Brentwood Company	Brentwood
Calloway, Thomas	Lincoln
Campbell, Eugene	College Park
Carter, J. Barrett	Bradley Hills Grove
Charlton Heights Improvement Company	Berwyn Heights
Chevy Chase Land Company	Chevy Chase
Clark, Allen	Fairmount Heights
Continental Life Insurance Company	Rock Creek Hills
Copp, Henry	Garrett Park
Curriden, Samuel	College Park
Daniels, Edward	Berwyn
"	Daniels Park
District Heights Company	District Heights
Draper	Woodside
Drummond Land Company	Drummond
Edgemoor Land Company	Edgemoor
Evans, E. Baker	Oakmont
Faulconer, John M.	Indian Spring Terrace
Forest Glen Improvement Company	Forest Glen
German American Realty Company	Bradbury Heights
Gilbert, Benjamin Franklin	Northwood Park
"	Takoma Park
Glenarden Development Company	Glenarden
Good, George E.	Montgomery Hills
Great Falls Land Company	Bradley Hills
Highland Company	Cottage City
Hitt, William A.	Parkland
Holladay Land and Improvement Company	North Brentwood
"	Brentwood

DEVELOPERS (cont.)

DEVELOPER NAME	ASSOCIATED COMMUNITIES
Johnson, John O.	College Park
Kennedy, Chamberlain	Kenwood
Kennedy, Edgar S.	Kenwood
Keys, Charles M. Development Company	Linden
Leighton, Benjamin	Woodside
Lewis, Harry A.	Bannockburn Heights
Lightbrown, Charles	Cottage City
Lincoln Land and Improvement Company	Lincoln
Loughborough Development Company	Greenacres
"	Westgate
"	Westmoreland Hills
Luchs, Morton	Luxmanor
Luxmanor Corporation	Luxmanor
Maddux, Marshall and Company	Battery Park
"	Edgemoor
"	Garrett Park
Massux and Starney	Chevy Chase Terrace
Metropolitan Investment and Building Co.	Garrett Park
Miller, J.H.	Alta Vista
Modern Construction Company	Lewis Heights
"	New Carrollton
Moss Realty Company	Woodmoor
Newland, Francis	Chevy Chase
Norair Corporation	Randolph Village
Offutt, Henry	Somerset
Offutt, M. Wilson	Bradley Hills
O'Meara, J.D.	Waterford
Plumb, Ben	Bowie
Procter, Frank B.	Indian Spring Terrace
R.E. Latimer Land Company	Burnt Mill Hills
Rogers, J. Harris	Edmonston
Seabrook, Thomas	Seabrook
Shannabrook, Francis	Berwyn
Smith, Harry E.	Chevy Chase View
Smith, William R.	Glenarden
Somerset Heights Colony Company	Somerset
Southern Investment Company	Glen Cove
Straight Improvement Company	Locust Hill
Thrifty Homes	District Heights
Tomlinson, J.S.	Cabin John Park
Trueman, Guy	Trueman Heights
Tuckerman, Walter	Edgemoor
Turner, Albert	Lewis Heights

DEVELOPERS (cont.)

DEVELOPER NAME	ASSOCIATED COMMUNITIES
"	New Carrollton
University Park Company	University Park
Vonne, Louise	Northwood Park
Walker, Robert	North Takoma Park
Warner, Brainard	Kensington
Wardman, Harry	Cheverly
Washington Suburban Realty Company	Cheverly
Weissner	Maryland Park
Wells, Dr. Charles A.	Edmonston
Westgate Inc.	Westgate
White, Robinson	Fairmount Heights
Whitmore, John L.	Chevy Chase View
Wood and Harmon Suburban Real Estate Co.	Woodmont
Woodmoor Inc.	Woodmoor
Woodside Development Corporation	Woodside Park
Zanziner, O.B.	Capitol Heights
Zellen and Eig	Rock Creek Forest

ARCHITECTS

ARCHITECT NAME	ASSOCIATED COMMUNITIES
Aubinoe, Alvin	Greenwich Forest
Chapman, Grosvenor	Chevy Chase
Cooperative Building Plan Association (NYC)	Berwyn Heights
De Sibour, Jules Henri	Woodside Park
Drayer, Donald H.	Bethesda
"	Oxon Hill
"	River Ridge Estates
Goodman, Charles	Beltsville
Heaton, Arthur	Bethesda
"	Capitol View Park
"	Chevy Chase
"	Kensington
Kling, Vincent	Bethesda
O'Conner, E. Jerome	Adelphi
"	Chillum
Richter, Alexander	Garrett Park
Rodier & Kundzen	Woodside Park
Schreier & Patterson	Woodacres
Sonnemann, Alexander	Kenwood
Smith, Clothiel Woodward	Beltsville

APPENDIX C: SELECTED POTENTIAL CONTEXTS FOR SIGNIFICANCE 1949-1960

APPENDIX C SELECTED POTENTIAL CONTEXTS FOR SIGNIFICANCE (1949-1960)

TO BE NR ELIGIBLE 1949-1960

For historic resources to qualify for listing in the National Register of Historic Places, they must meet at least one of the National Register Criteria, as well as the test of integrity. The National Register Criteria have been expanded upon to assist in the evaluation of resources built from 1949-1960.

Criterion A: Events

Local:

- Passage of Local Ordinances/Zoning Regulations/Comprehensive Plans (demonstrated example of a community whose design is the result of a government action)
- Decentralization of Federal Agency Offices to the Suburbs (Federal Facilities: individual buildings, as well as entire complexes)
- Development of New Transportation Corridors (Streetcar Lines, Parkways, Beltway, METRO)
- Increase in Residential/Decrease in Agricultural Use of Land
- Development of New Commercial Centers

National Trends/Events with Local Consequences:

- The Cold War
- Desegregation of Public Schools
- White Flight
- Urban Renewal
- Automobile Age (Federal Highway Act, roadside architecture)
- Civil Rights
- Consumer Age (proliferation of shopping centers)

Criterion B: People

Local Significance: (examples include) James Rouse, Morton Luchs, Charles Goodman, Chlothiel Woodard Smith, Alexander Richter, Vincent Kling, Grosvenor Chapman, Alexander Smith Cochran

National Significance: (examples include) Francis Newlands, William Levitt, N.V. Ryan, Frank Lloyd Wright, Ludwig Mies van der Rohe, Walter Gropius, Marcel Breuer, Eero Saarinen, Cliff May

Criterion C: Architecture and Engineering

Work of Recognized Architects:

- Locally Prominent Architects Associated with Individual Buildings (for example: John Zink, Waddy Wood, Jules Henri de Sibour, Alexander Sonnemann, Charles Goodman)
- Locally Prominent Architects/Landscape Designers Associated with Developments (for example: Charles Goodman, Jules Henri de Sibour, Rodier & Kundzen, Alvin Aubinoe)
- Nationally Known Architects of Large Local Federal Projects (for example: Paul Cret, Eggers and Higgins)
- Nationally Known Architects of Local Individual Structures (for example: Frank Lloyd Wright, Saarinen, Gropius, Mies van der Rohe)

Building Types

- Signature Commercial Buildings (gas stations, fast food restaurants)
- Suburban Building/Landscape Types (for example: large shopping centers, religious buildings on large open tracts, garden apartment complexes)
- Veterans Housing
- Model Houses/Prototypes

Urban Planning Movements

- Town Centers (Columbia, Reston)
- Residential Enclaves (Kentlands, Montgomery Village, Leisure World)
- Gated Communities

Hallmarks of Suburban Development

- Landscape – siting of the house to fit the landscape, no bulldozing, but following contours of the land and retaining trees
- Alignment – not aligned to face the road and not on grade, curvilinear streets
- Prefabrication – new appliances (and sometimes furniture), open plan, patio (extension of house into landscape), picture windows, and sliding glass doors
- Levitt-style construction – The significance of the Levitts lies in their ability to build one house every 15 minutes. How their construction methods were appropriated and used in suburban developments in our project area would add to the significance of a development
- Cliff May-style construction – Ranch house developments would only be significant if they can be tied directly to the work of architect Cliff May, and/or articles in *Sunset*, *House and Garden*, *House and Home*, or other magazines