

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

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INTRODUCTION

The geographical area for this project is Maryland's 42-mile section of the I-95/I-495 Capital Beltway. The historic context was developed for applicability in the broad area encompassed within the Beltway. The survey of historic resources was applied to a more limited corridor along I-495, where resources abutting the Beltway ranged from neighborhoods of simple Cape Cods to large-scale Colonial Revival neighborhoods.

The process of preparing this Suburbanization Context consisted of:

- conducting an initial reconnaissance survey to establish the extant resources in the project area;
- developing a history of suburbanization, including a study of community design in the suburbs and building patterns within them;
- defining and delineating anticipated suburban property types;
- developing a framework for evaluating their significance;
- proposing a survey methodology tailored to these property types;
- and conducting a survey and National Register evaluation of resources within the limited corridor along I-495.

The historic context was planned and executed according to the following goals:

- to briefly cover the trends which influenced suburbanization throughout the United States and to illustrate examples which highlight the trends;
- to present more detail in statewide trends, which focused on Baltimore as the primary area of earliest and typical suburban growth within the state;
- and, to focus at a more detailed level on the local suburbanization development trends in the Washington, D.C. suburbs, particularly the Maryland counties of Montgomery and Prince George's. Although related to transportation routes such as railroad lines, trolley lines, and highways and freeways, the location and layout of Washington's suburbs were influenced by the special nature of the Capital city and its dependence on a growing bureaucracy and not the typical urban industrial base.

The historic context was developed with the intent that it could be used for any type of survey within the broad area that included suburban resources built through the defined modern period. While the survey of historic resources stopped at the construction date of 1953, the historic context was extended through 1960 in order that its applicability would extend another ten years after completion.

Within the historic context, the history of suburbanization was structured to fit within the Chronological/Developmental Periods defined by the Maryland Historical Trust, the applicable periods being the Agricultural-Industrial Transition Period (1815-1870), the Industrial/Urban Dominance Period (1870-1930) and the Modern Period (1930-1960).

Through historic map research, neighborhoods/communities were identified within the broad project area. Further research was conducted and a set of community profiles in the broad project area was established—these were presented in a format termed “community summary sheets”. These community summary sheets are located in Volume II. To assist in the analysis, a chronological sequence of development was plotted and color-coded. These are presented in pages B-25 through B-54 of Volume I.

From this research broad property types were conceptualized and their characteristics were delineated; anticipated resources to be found within them were then defined.

Delineated Property Types

There are three broad property types related to the community, grouping, or clustering of resources:

- unplanned suburban neighborhoods and isolated residences,
- planned suburban neighborhoods,
- and planned suburban developments.

First, the term *neighborhood* (in contrast to *development*)—was defined as 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 a number of decades. A single individual may have been associated with the purchase of the land and/or the layout of the community but would have a limited or no role in the construction of individual structures or infrastructure.

In contrast, *development* was defined as a completed real estate improvement project, including buildings, landscaping, and infrastructure constructed by a single developer during a distinct lifetime.

Further distinctions were defined for the purpose of clearly distinguishing property types for the context. *Unplanned Suburban Neighborhoods* consist of clusters of buildings not conceived as a planned neighborhood or planned development and characterized by various architectural styles and functions, built within a wide date range. To be eligible, this property type must be a cohesive cluster of buildings with a recognizable association with early or random growth. It must be recognizable through physical community characteristics resulting from lack of deed restrictions or zoning regulations, including varied setbacks, sizes, materials, and functions. It must possess excellent integrity of materials, design of individual components, and integrity of feeling and setting to represent an association with the suburban movement.

Planned Suburban Neighborhoods consist of land subdivided into lots and sold by speculators and/or developers with owner-built housing, characterized by consistent design features, harmonious building types and gridded or curvilinear street pattern. These neighborhoods played a key role in the standardization of suburban community design, were the first planned communities to offer land to minorities and working class; lessons learned from marketing of these communities evolved into an increasing role for the developer in suburban developments. Characteristics include: consistent lot sizes, building setbacks, cohesive grouping of buildings by function, date and architectural style, landscape features as part of the plan, and community amenities such as social halls, schools, parks and community centers. To be eligible, the characteristics of this property type must be intact, particularly its community amenities, and it must possess excellent integrity of materials, design of individual components, and integrity of feeling and setting.

The third community type, *Planned Suburban Developments* consist of residential developments that are comprehensively planned and constructed by developers, characterized by standardized residential building styles and floor plans and incorporating infrastructure and community amenities. The developer was involved from the planning of the community to the construction of the houses, resulting in a cohesive community, united aesthetically by plan or physical development. To be eligible, the characteristics of this property type must be intact, and these resources must include community infrastructure design including streets, pathways, and public space.

These property types are discussed and illustrated in Section D.

Eligibility of all these community types requires the integrity of the community elements as well as the integrity of the building stock within the community, and for this reason, we delineated anticipated residential and non-residential building stock/property types within the community types

Survey Methodology

First, a preliminary survey identified areas which are cohesive and seem to fit within a broad property type. These areas were roughly delineated on maps and then subdivision plats were researched to verify actual configuration, community or subdivision names, associated individuals, and dates. Tax records were checked to verify dates of construction within the communities.

Intensive survey commenced, identifying elements of community and property types within it. Streetscapes, landscape features, infrastructure and other amenities were photographed and the property types with the neighborhood or development were broken down. Representative examples of each property type were photographed and addresses were provided for them.

National Register eligibility was evaluated based on the themes of the context (including social, cultural, socioeconomic, ethnic, regional planning ideals, transportation and Federal city growth); property types found the community types; the presence of community features/amenities; and integrity of delineated character-defining elements. This resulted in recommendations for NR eligibility on 17 resources. Forms for these resources are located in a separate report, *Historic Resources Survey and Determination of Eligibility Report, I-495/I-95 Capital Beltway Corridor Transportation Study*, Maryland Department of Transportation, State Highway Administration (KCI Technologies, Inc., May 2000).

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.

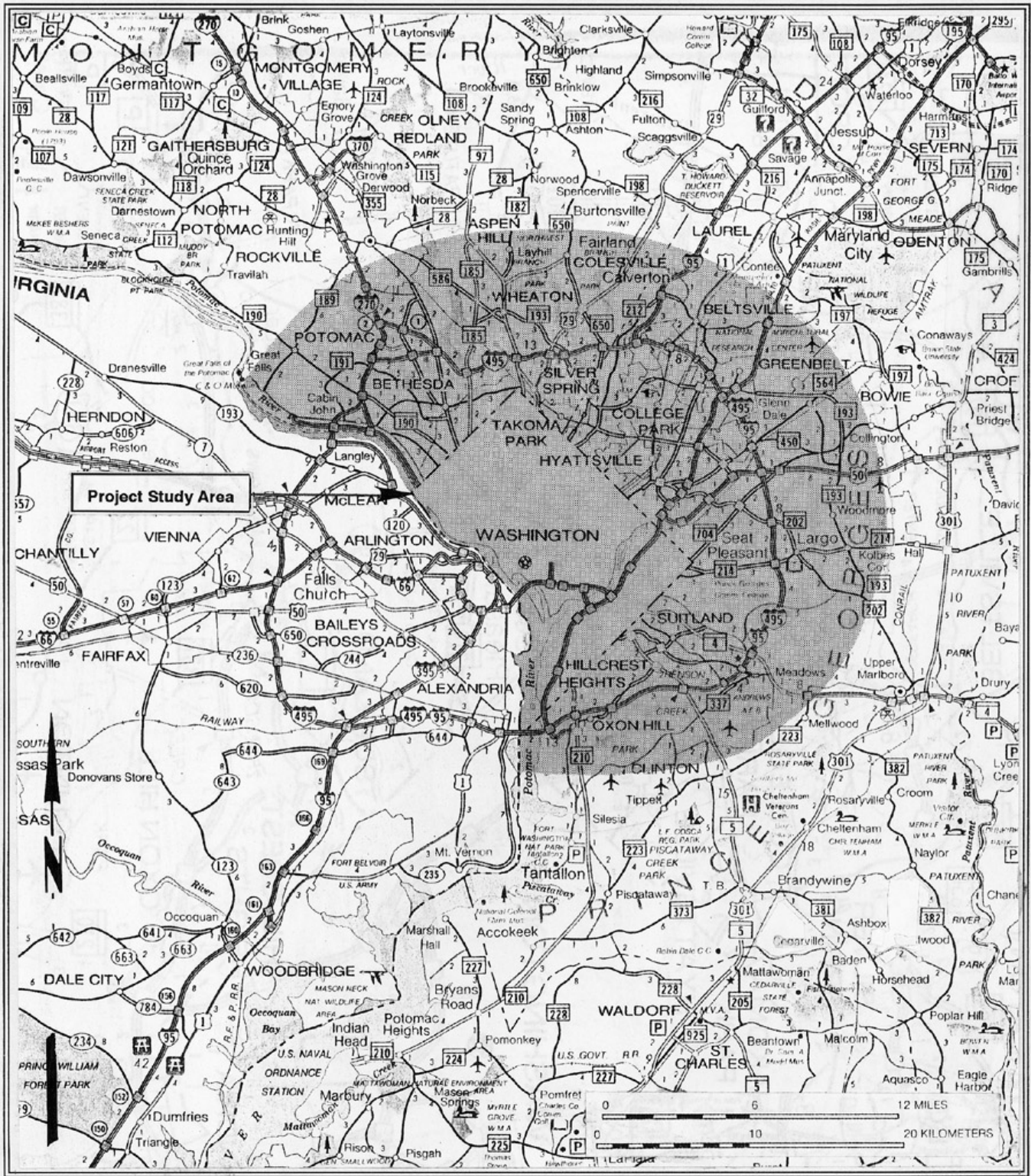
Chapter C of the historic context includes a study of development patterns in the suburbs and the architecture of the suburbs. Development patterns have been examined, both for their characteristics and for the influences that shaped them. These influences include modes of transportation that contributed 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 out-weigh 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 Repts 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 unequalled 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 Reys 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).

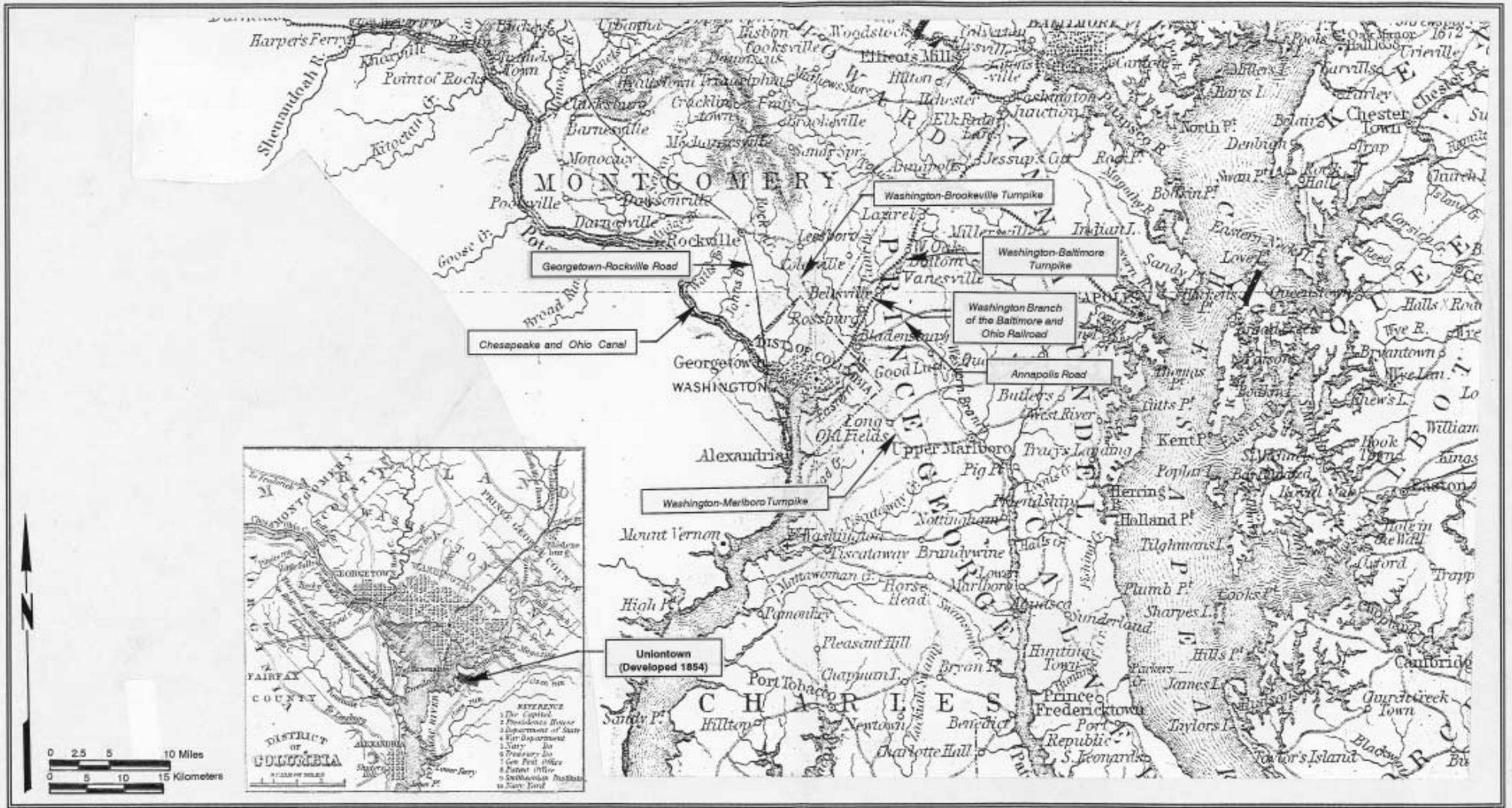
The Baltimore and Ohio Railroad (B & O) developed fourteen stops along the line between Laurel and Washington, D.C., including Beltsville, Branchville, Charlton Heights (the present Berwyn), College Station, and Hyattsville outside the District, as well as Winthrop Heights and Langdon within the District. 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*.



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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



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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).

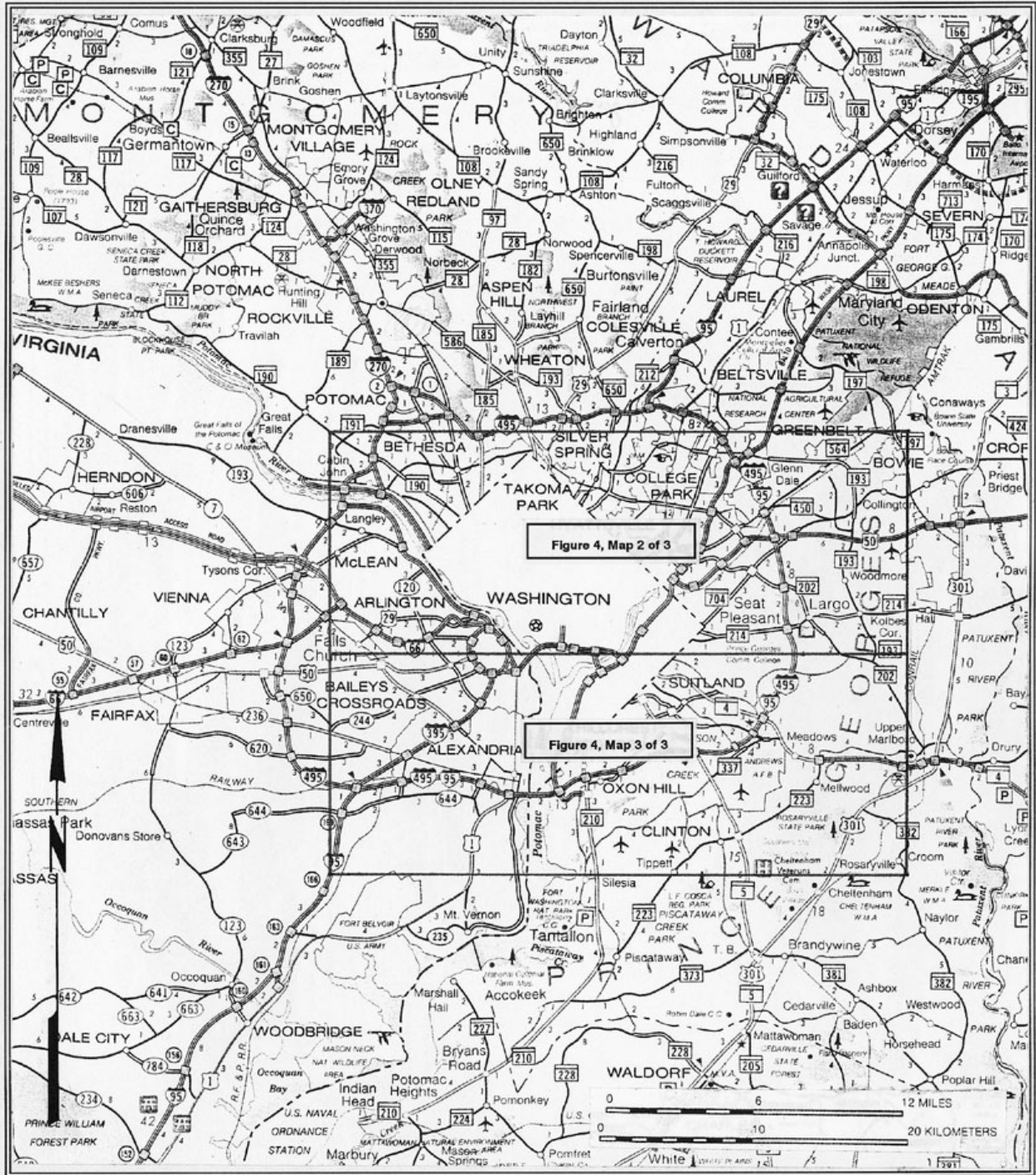
In addition to those who arrived in Washington as a direct result of the Civil War, immigrant populations were also attracted to the city. As part of the national trend, many Germans arrived to the city shortly before the war and established a strong mercantile base in the downtown. Irish immigrants 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.

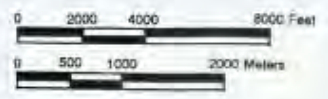
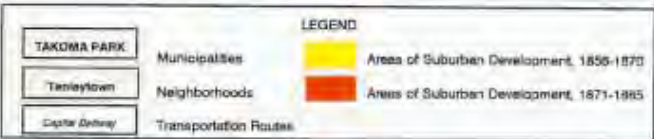
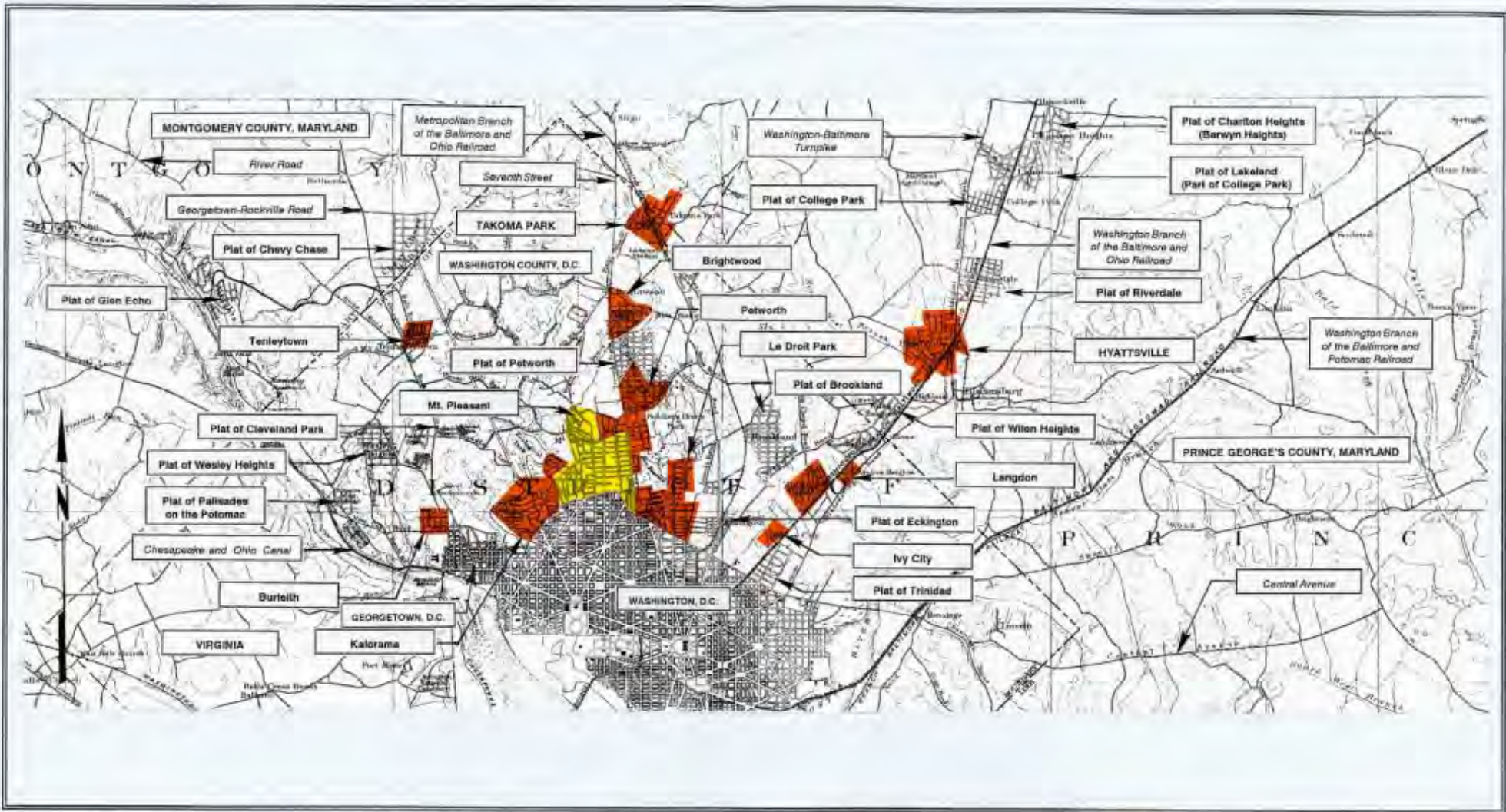
In general, suburban development took place several years later in Montgomery County than it did in Prince George's County. There were a few small railroad towns in Prince George's County in the 1860s, and suburbanization in Montgomery County did not begin until the 1880s. But when development did occur 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).



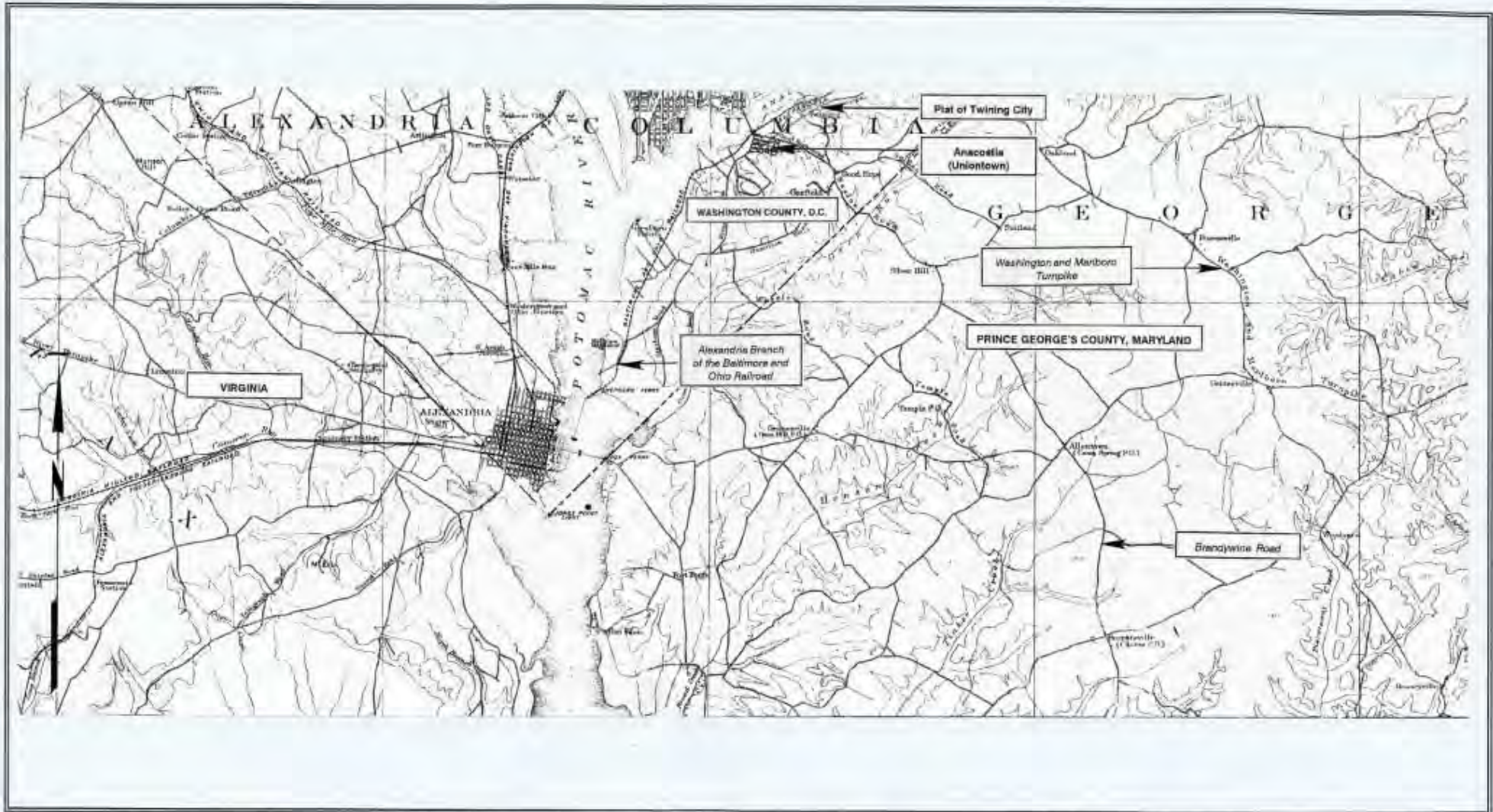
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**Figure 4, Map 1 of 3
Map Key**
 Source: Maryland Department of Transportation
State Highway Map
 Scale: 1: 380,160



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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



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Figure 4, Map 3 of 3
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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).

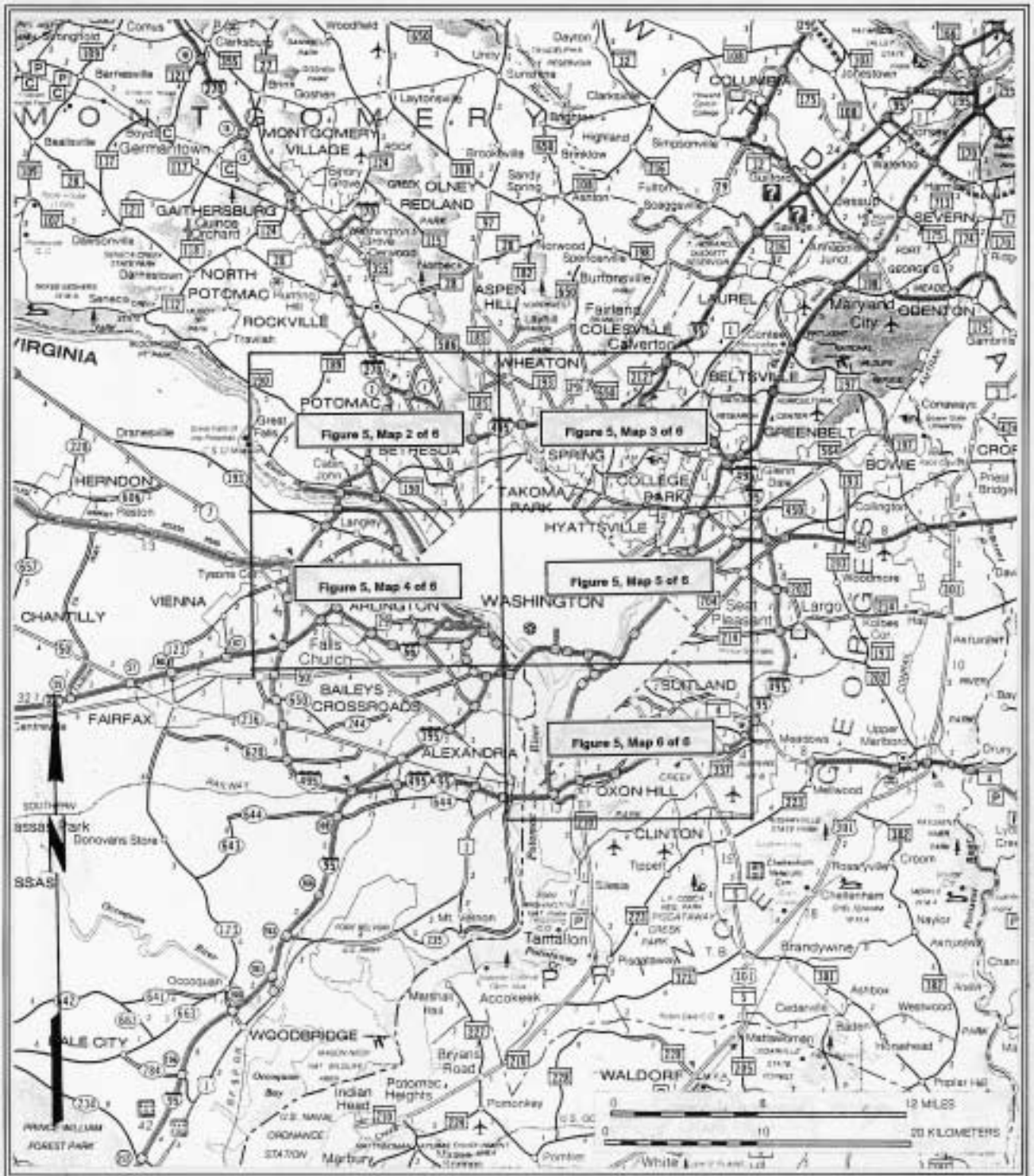
Suburban growth in Montgomery County largely occurred in two periods. The first area of growth developed along the corridor of the Metropolitan Branch of the B & O Railroad in the late 1880s. This growth was confined to small communities close to the line but fairly distant from each other. The second 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



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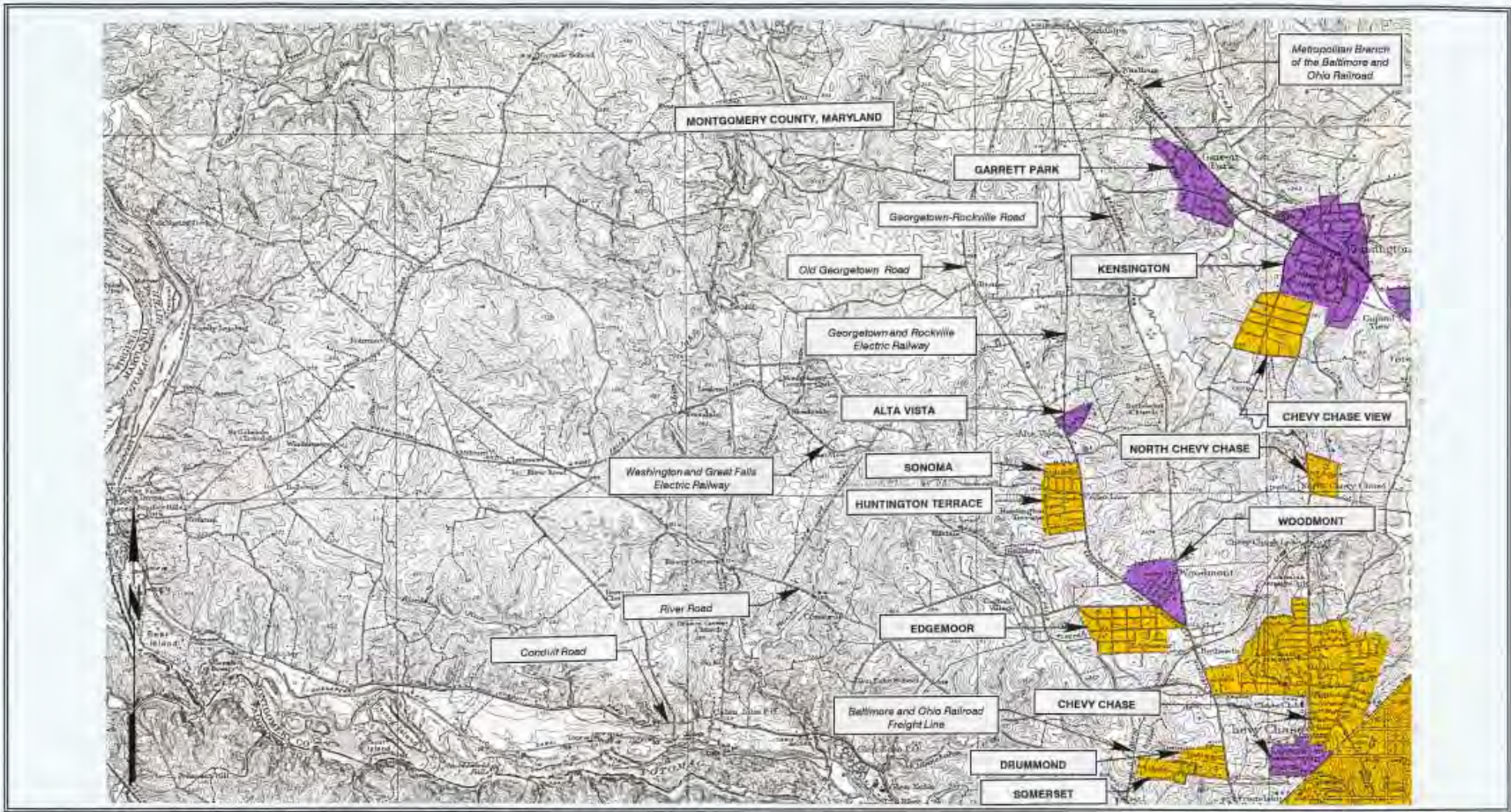
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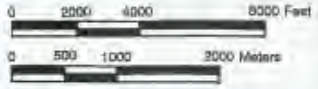
**Figure 5, Map 1 of 6
Map Key**

Source: Maryland Department of Transportation
State Highway Map

Scale: 1: 380,160

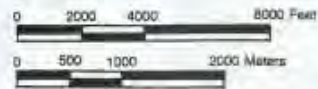
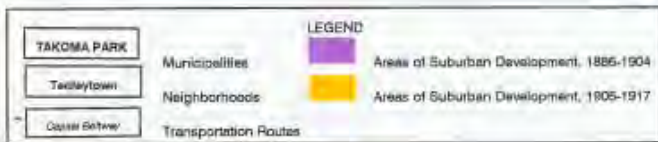
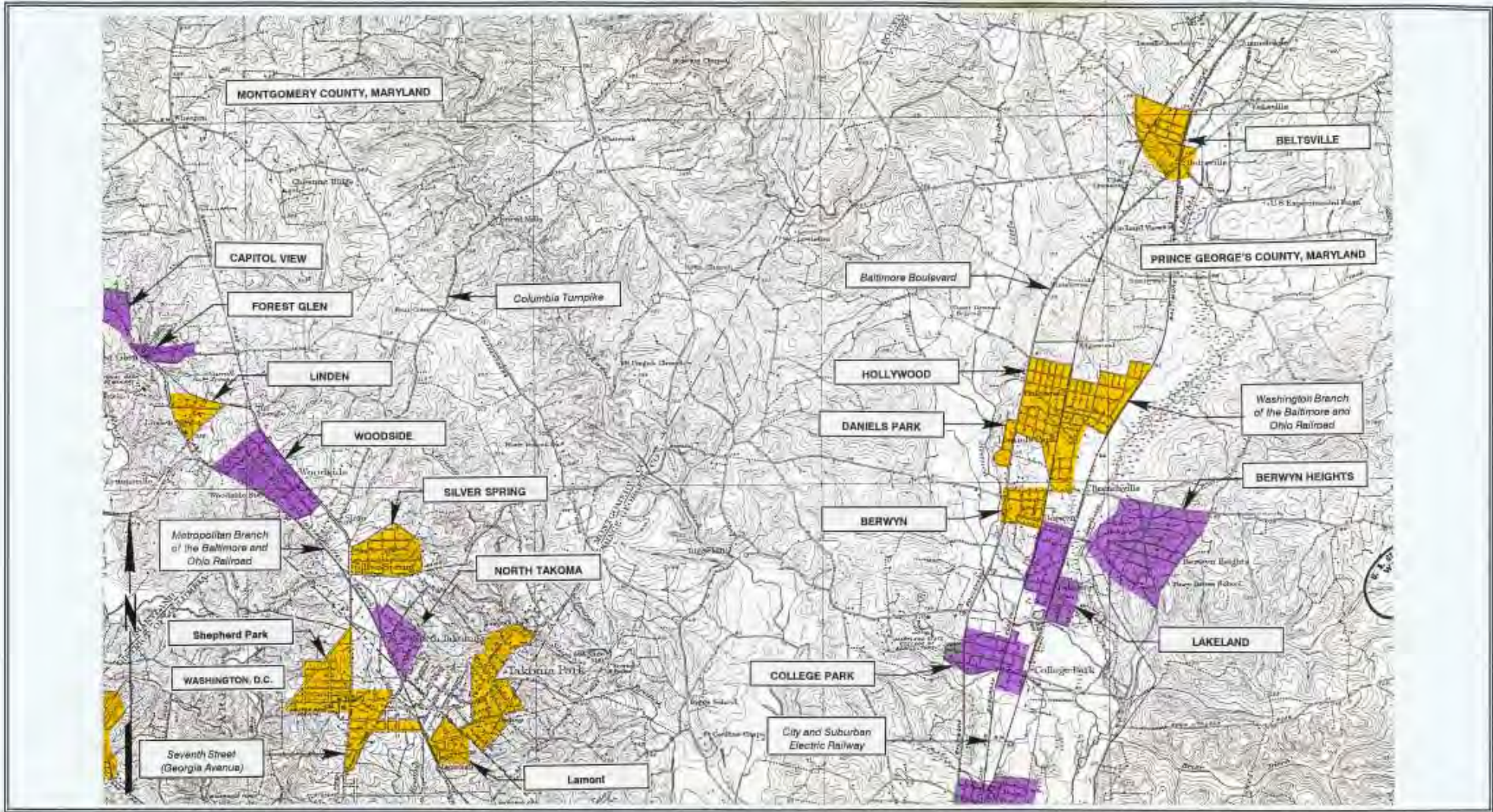


TAKOMA PARK	Municipalities	LEGEND	Area of Suburban Development, 1886-1904
Tenleytown	Neighborhoods		Area of Suburban Development, 1905-1917
Capital Beltway	Transportation Routes		



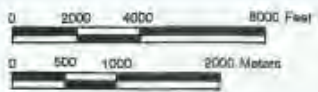
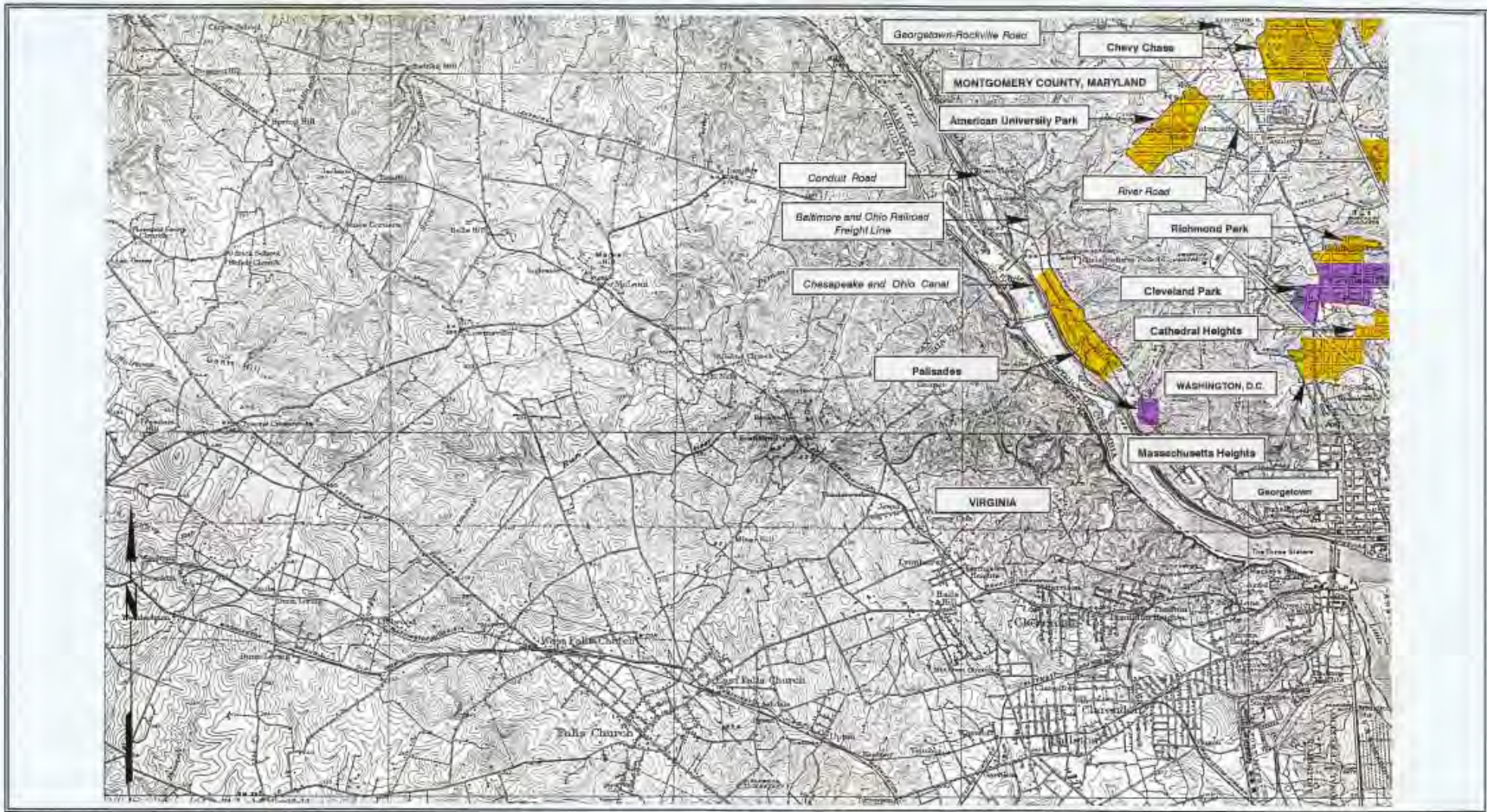
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Figure 5, Map 2 of 6
 Map of the Washington, D.C. Area, 1917
 United States Geological Survey
 Washington and Vicinity Topographic Map
 Scale: 1 inch = 4000 Feet
 1 cm = 480 Meters



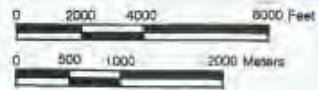
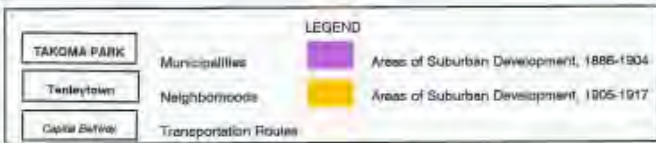
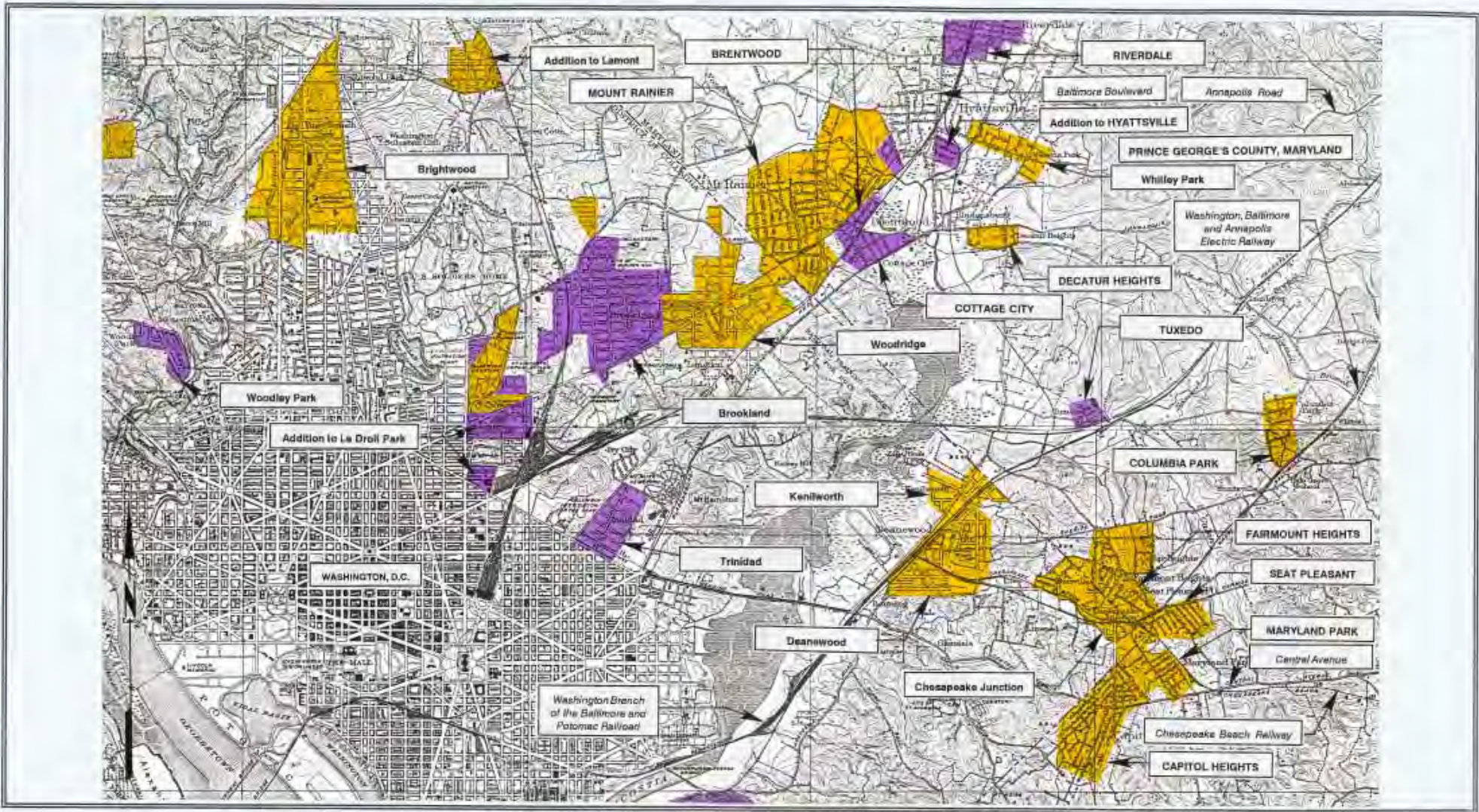
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**Figure 5, Map 3 of 6
Map of the Washington, D.C. Area, 1917**
 United States Geological Survey
 Washington and Vicinity Topographic Map
 Scale: 1 inch = 4000 Feet
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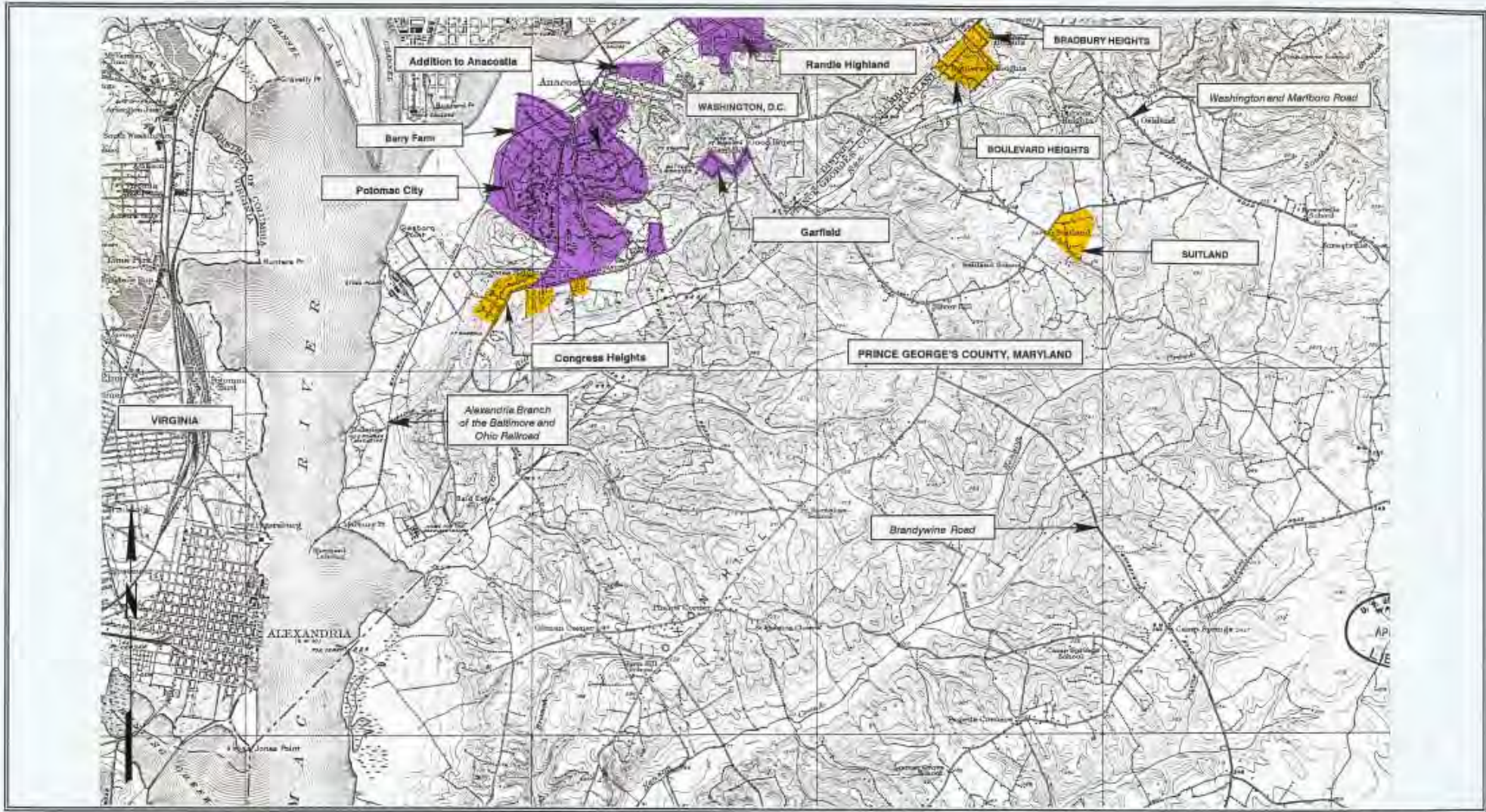
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Figure 5, Map 4 of 6
 Map of the Washington, D.C. Area, 1917
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 Washington and Vicinity Topographic Map
 Scale: 1 inch = 4000 Feet
 1 cm = 480 Meters

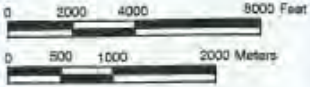


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Figure 5, Map 5 of 6
 Map of the Washington, D.C. Area, 1917
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 Washington and Vicinity Topographic Map
 Scale: 1 inch = 4000 Feet
 1 cm = 400 Meters



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



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

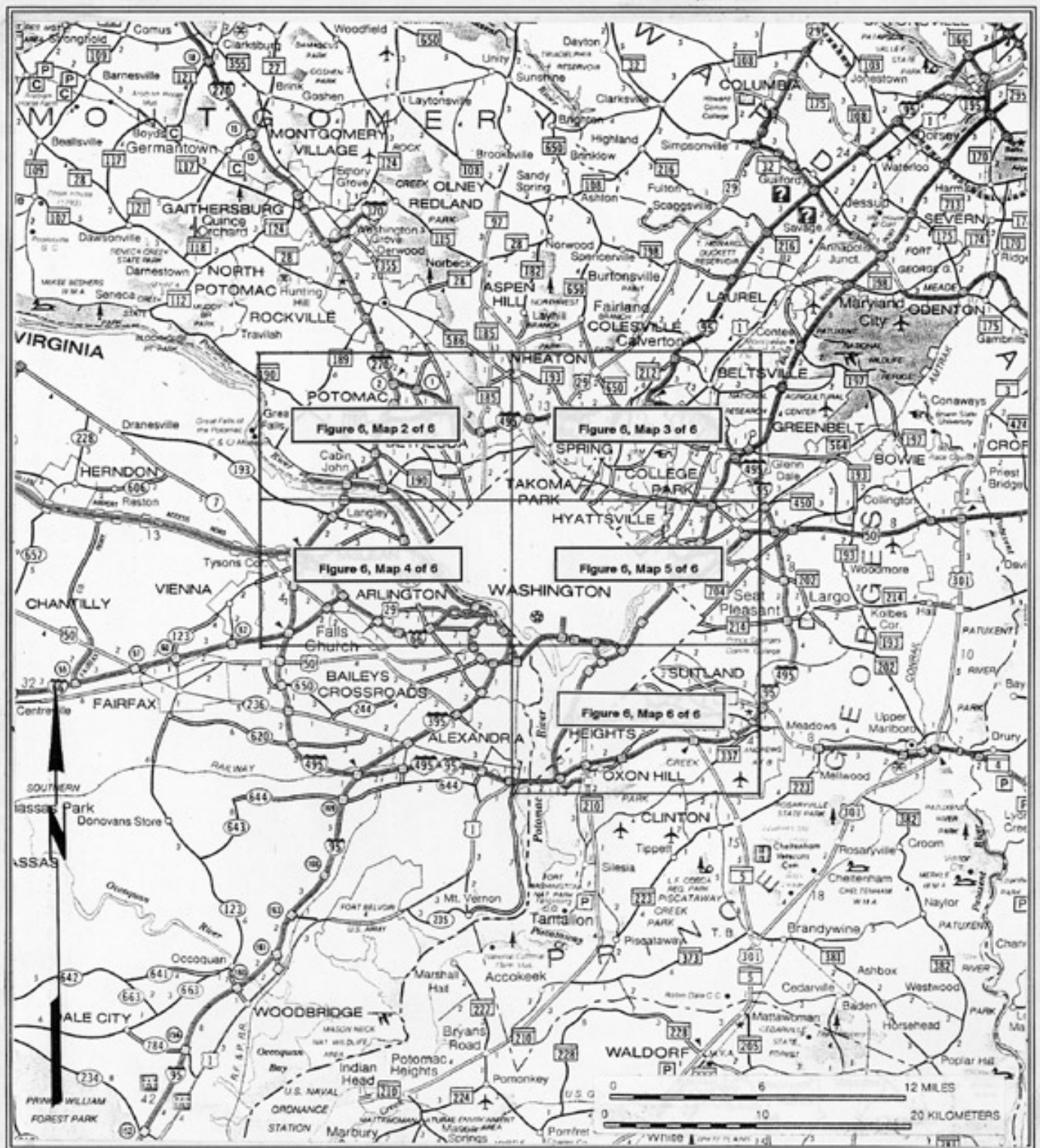
The housing boom following World War II was particularly significant in the Washington metropolitan area. The dropping of the atomic bomb served as a catalyst for the Federal government's decision to decentralize itself from the District of Columbia's core to the outlying suburbs. In 1948 the General 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.



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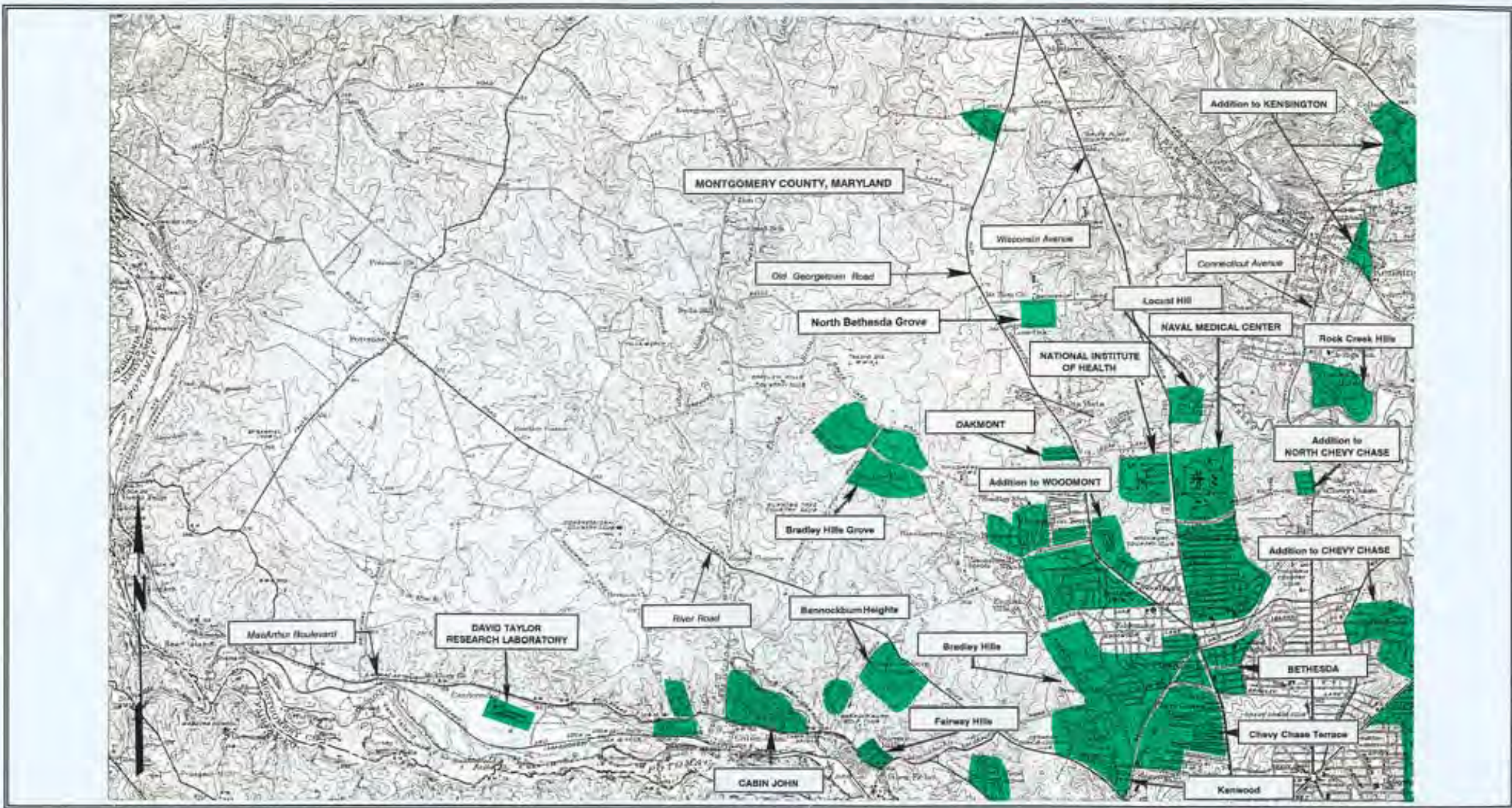
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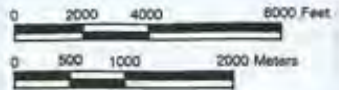
**Figure 6, Map 1 of 6
Map Key**

**Source: Maryland Department of Transportation
State Highway Map**

Scale: 1: 380,160

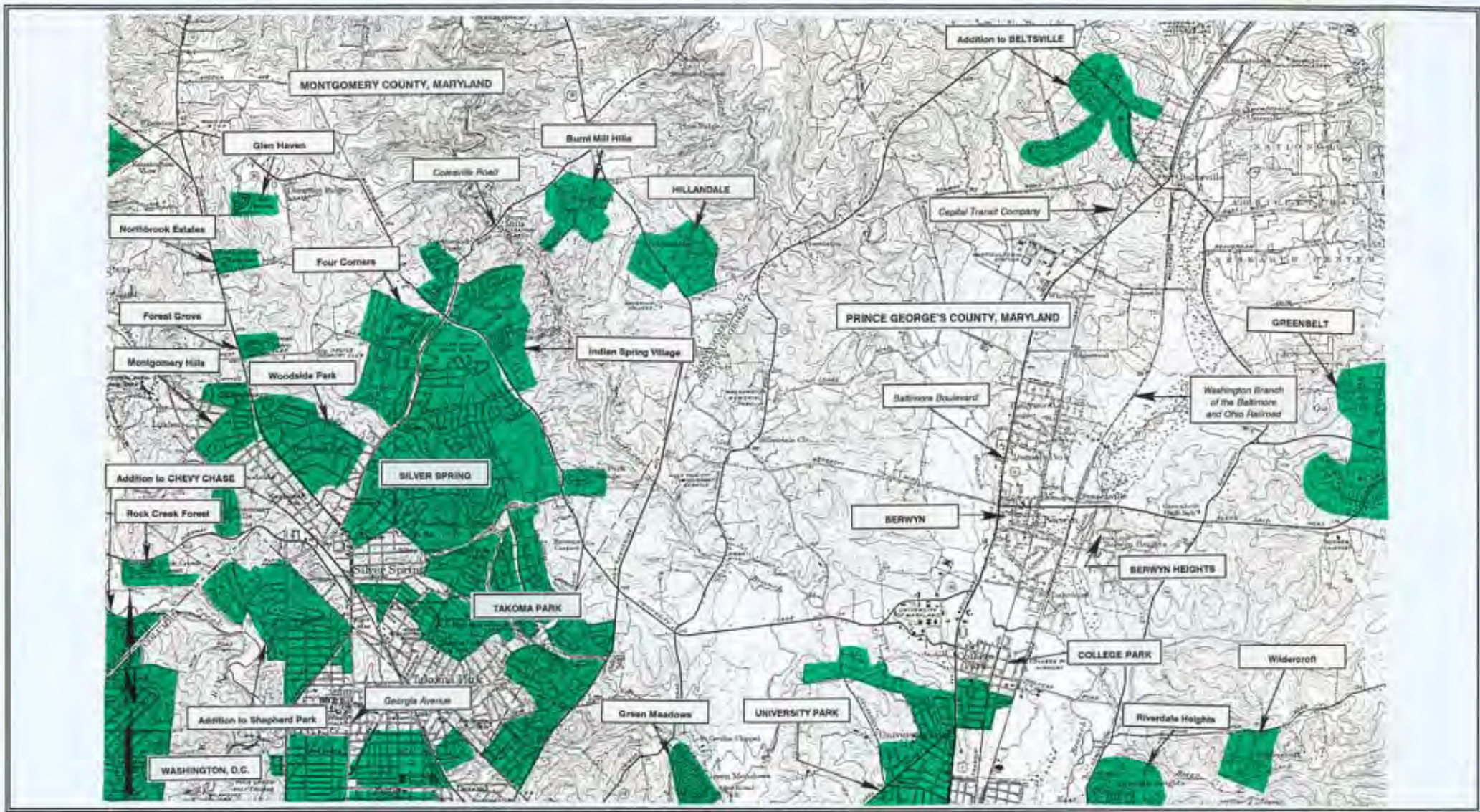


TAKOMA PARK	Municipalities		Areas of Suburban Development, 1918-1944
Tenleytown	Neighborhoods		
Capital Beltway	Transportation Routes		



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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

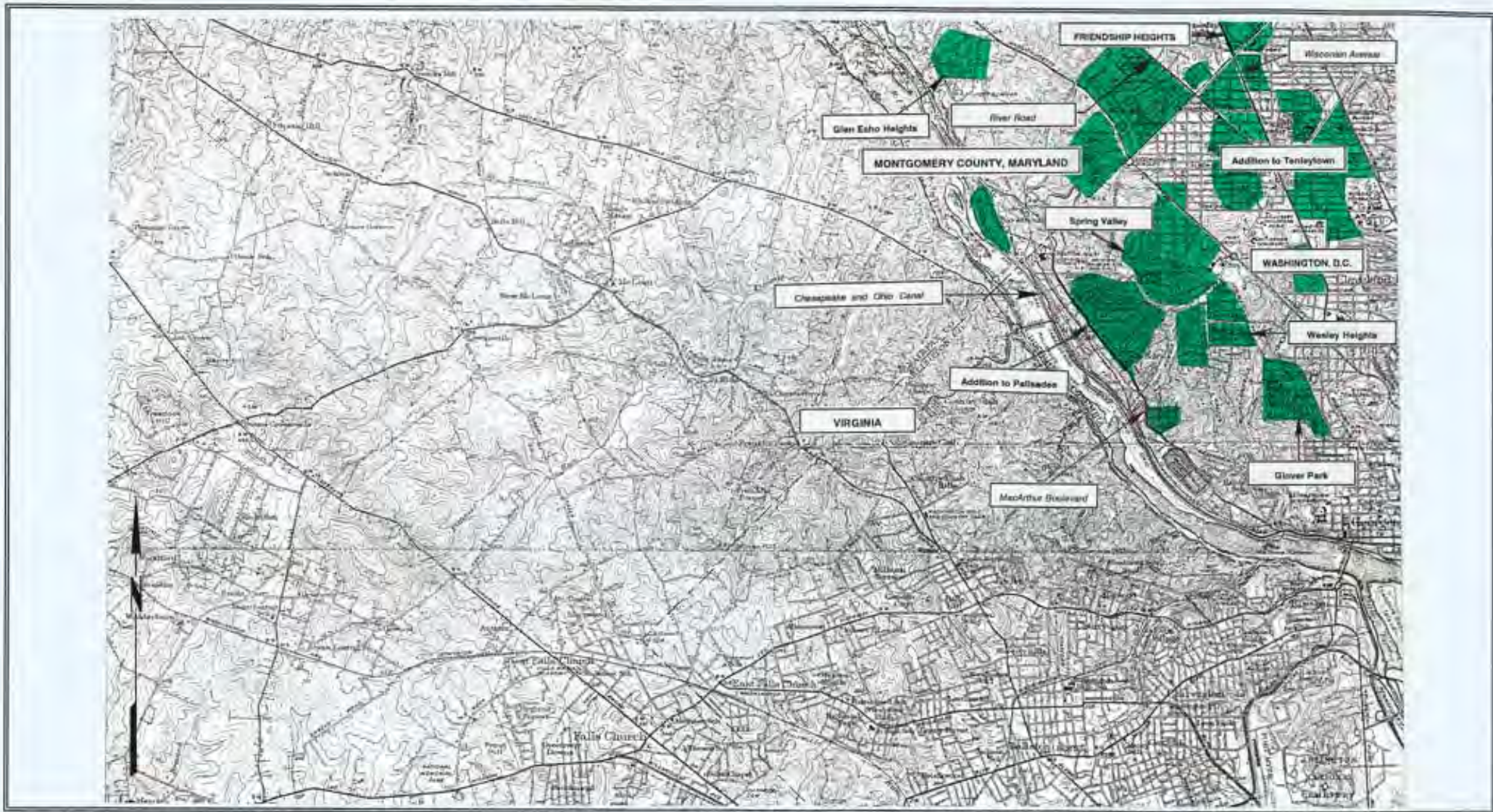


LEGEND	
TAKOMA PARK	Municipalities
	Areas of Suburban Development, 1916-1944
Tenleytown	Neighborhoods
Capital Beltway	Transportation Routes



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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 = 460 Meters

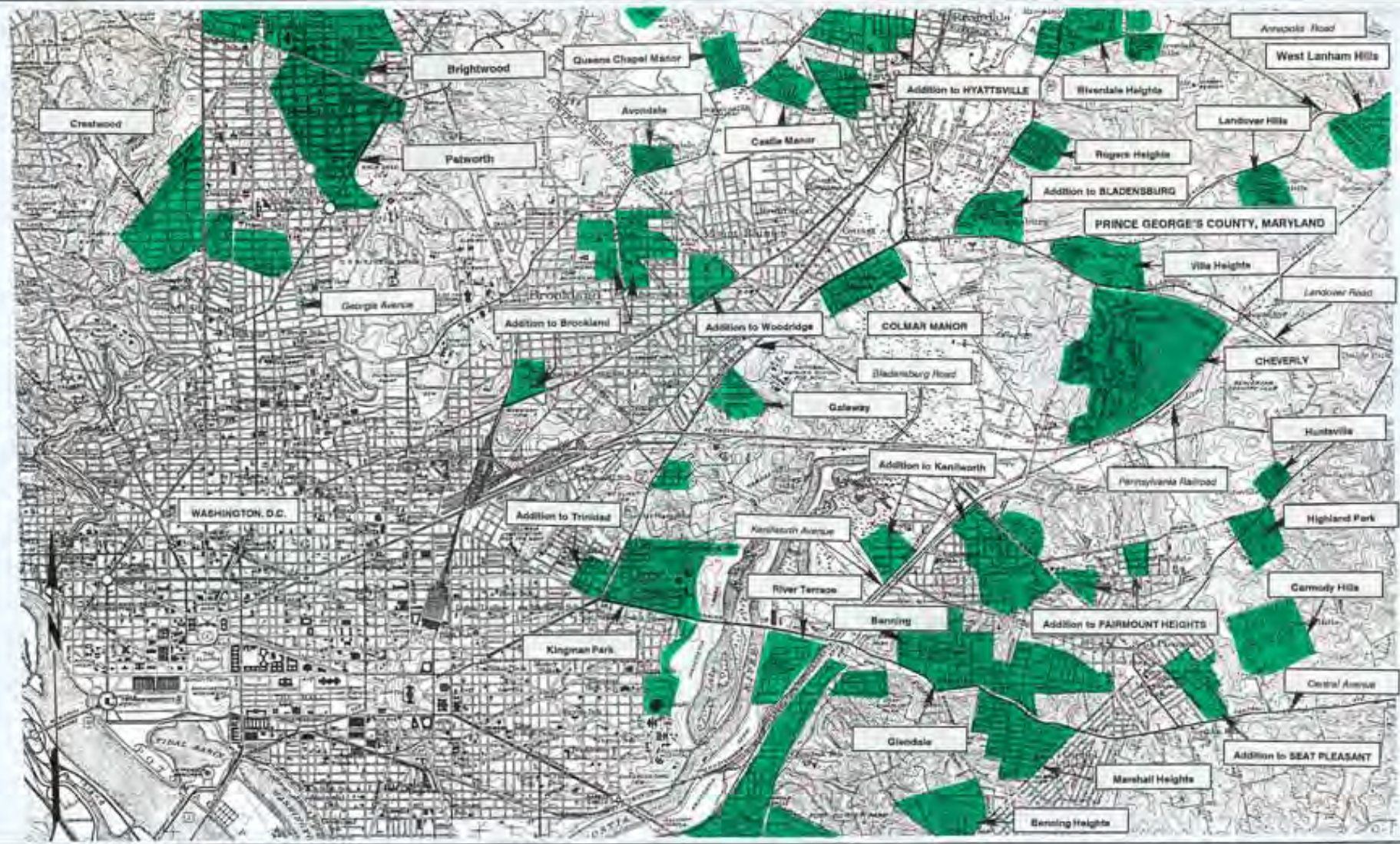


LEGEND	
 TAKOMA PARK	Municipalities
 Tenleytown	Neighborhoods
 Capital Beltway	Transportation Routes
	Areas of Suburban Development, 1916-1944



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Figure 6, Map 4 of 6
 Map of the Washington, D.C. Area, 1944
 United States Geological Survey
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 Scale: 1 inch = 4000 Feet
 1 cm = 480 Meters



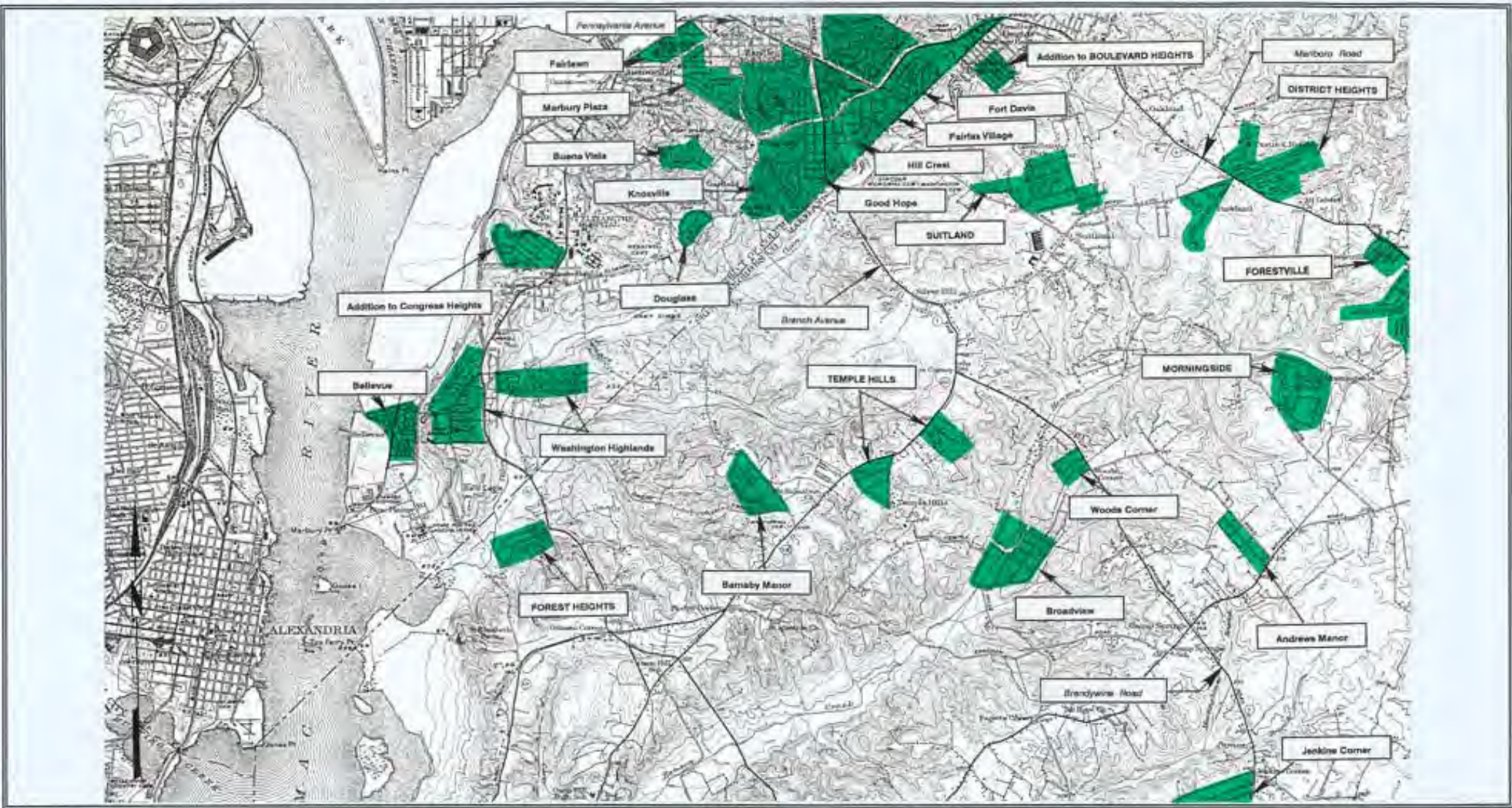
LEGEND

TAKOMA PARK	Municipalities		Area of Suburban Development, 1918-1944
Tenleytown	Neighborhoods		
General Belts	Transportation Routes		



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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

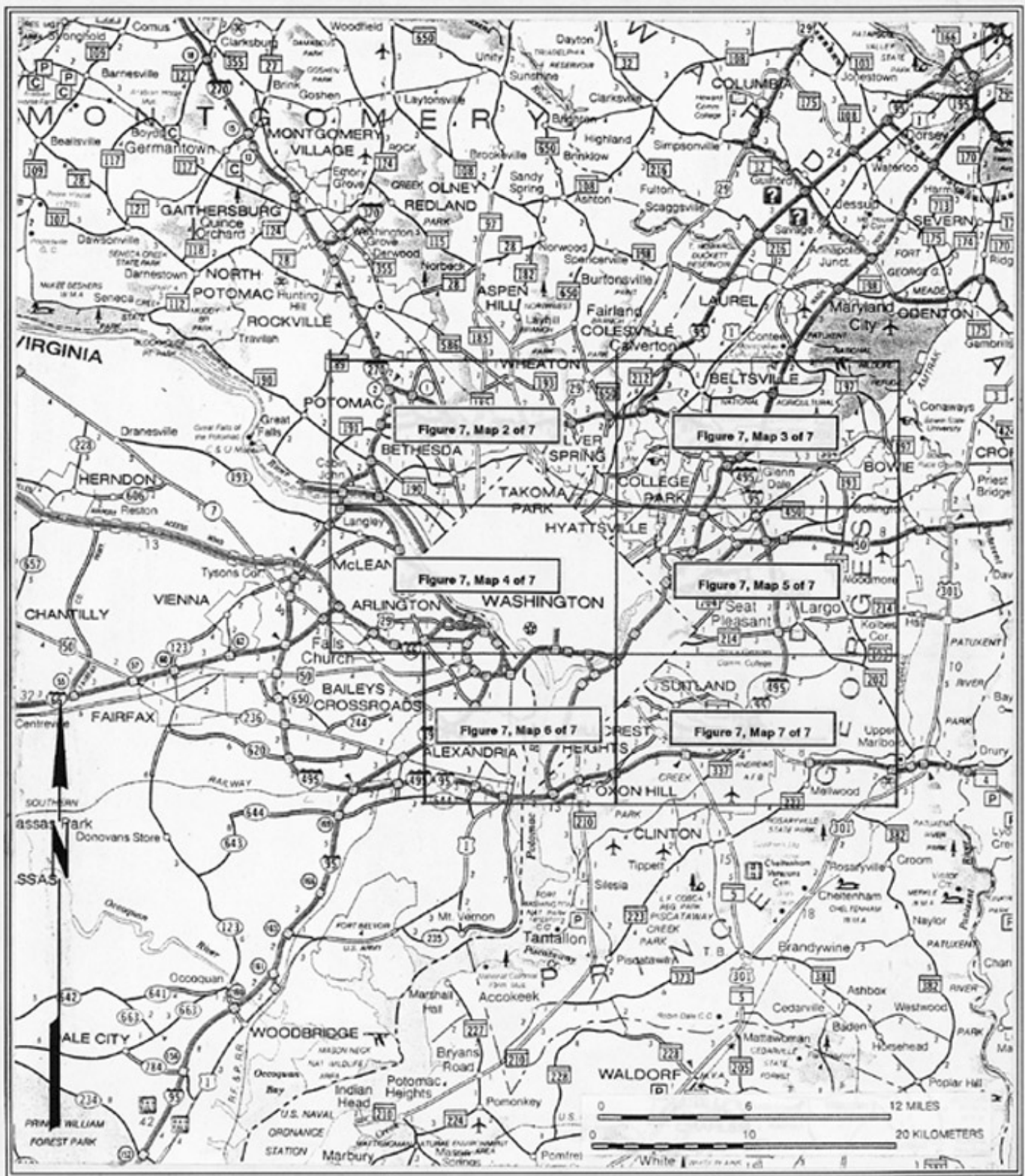


TAKOMA PARK	Municipalities	LEGEND	 Area of Suburban Development, 1918-1944
Tenleytown	Neighborhoods		
Capital Beltway	Transportation Routes		



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**Figure 6, Map 5 of 6
Map of the Washington, D.C. Area, 1944**
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 Scale: 1 inch = 4000 Feet
 1 cm = 480 Meters



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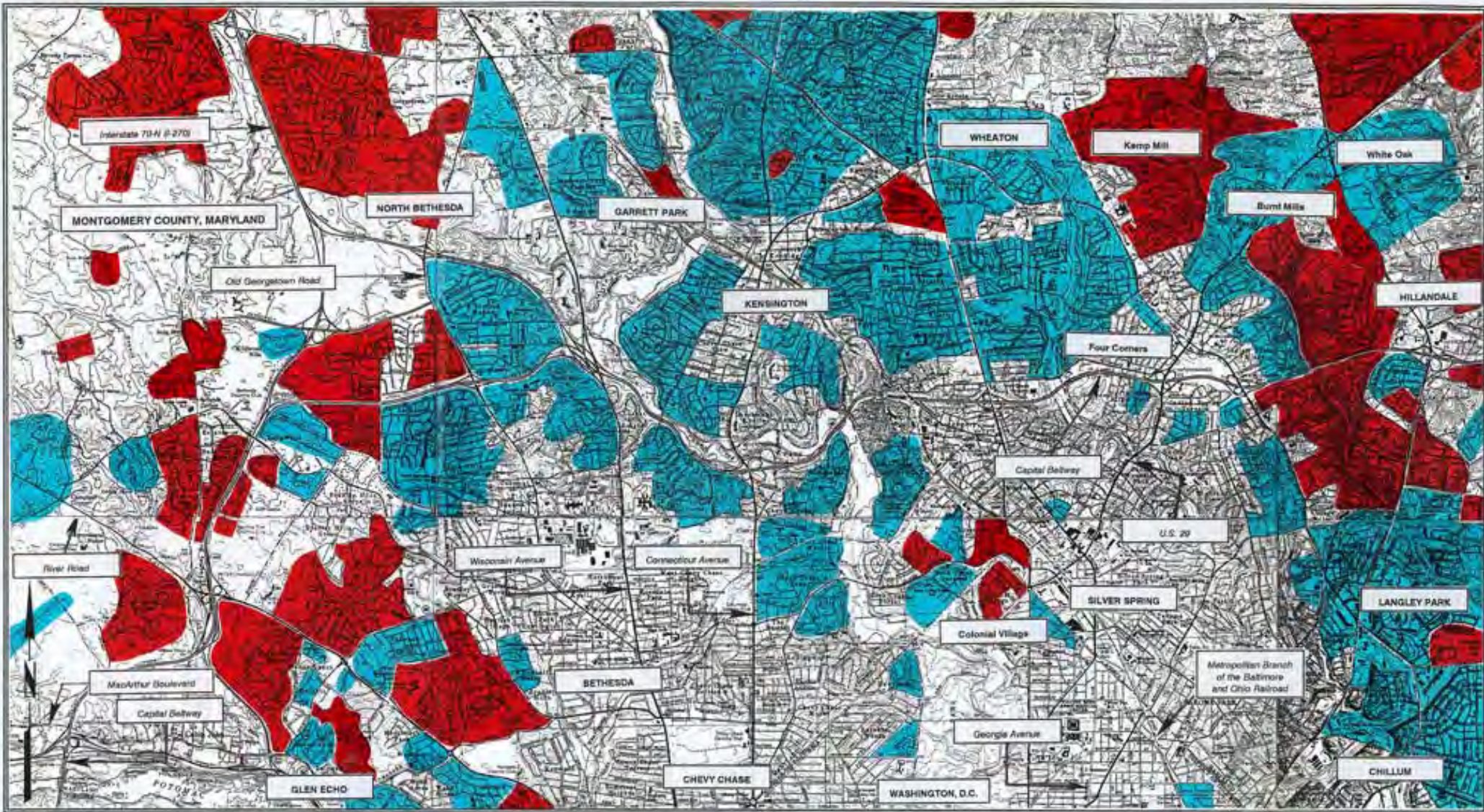
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**Figure 7, Map 1 of 7
Map Key**

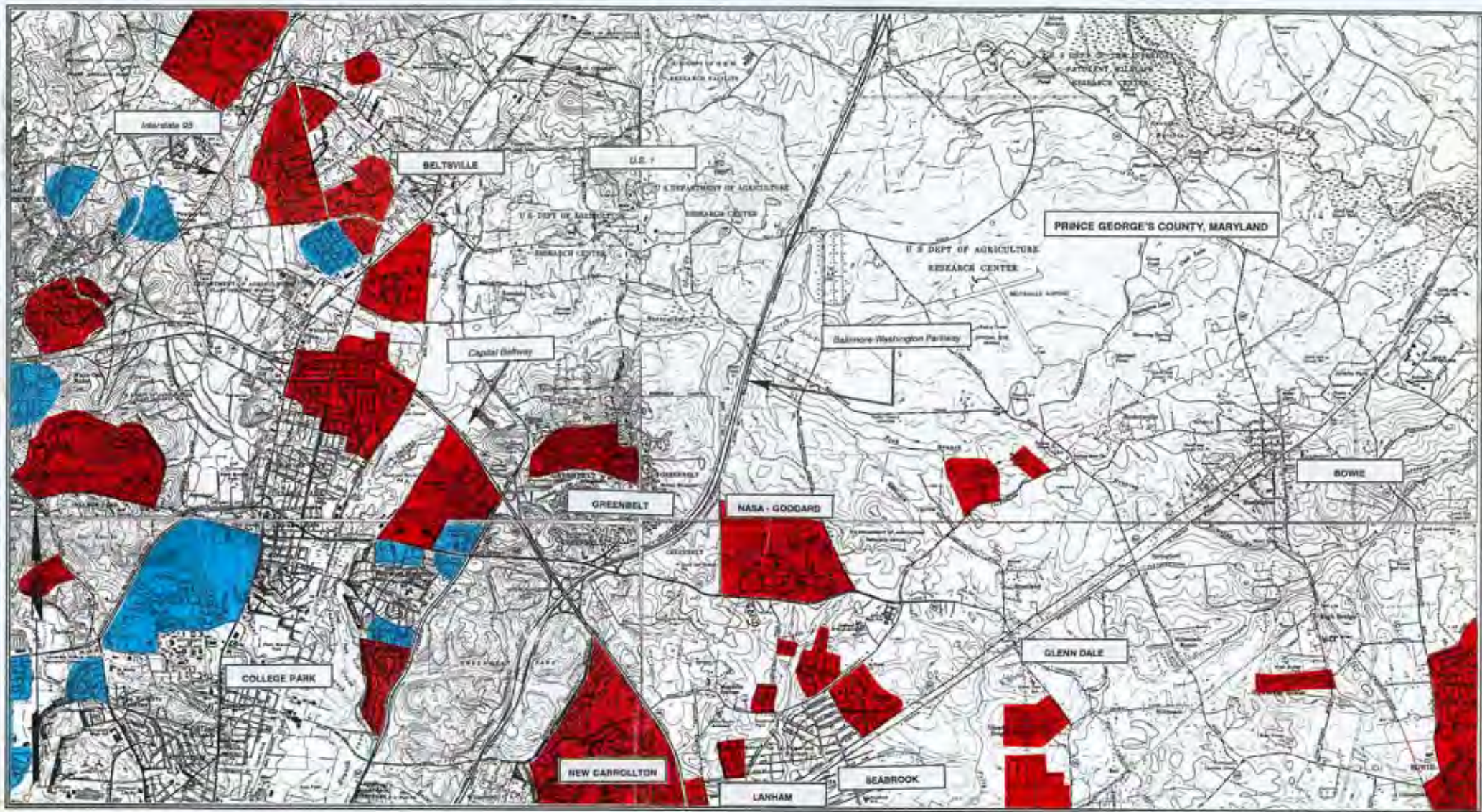
Source: Maryland Department of Transportation
State Highway Map

Scale: 1: 380,160



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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

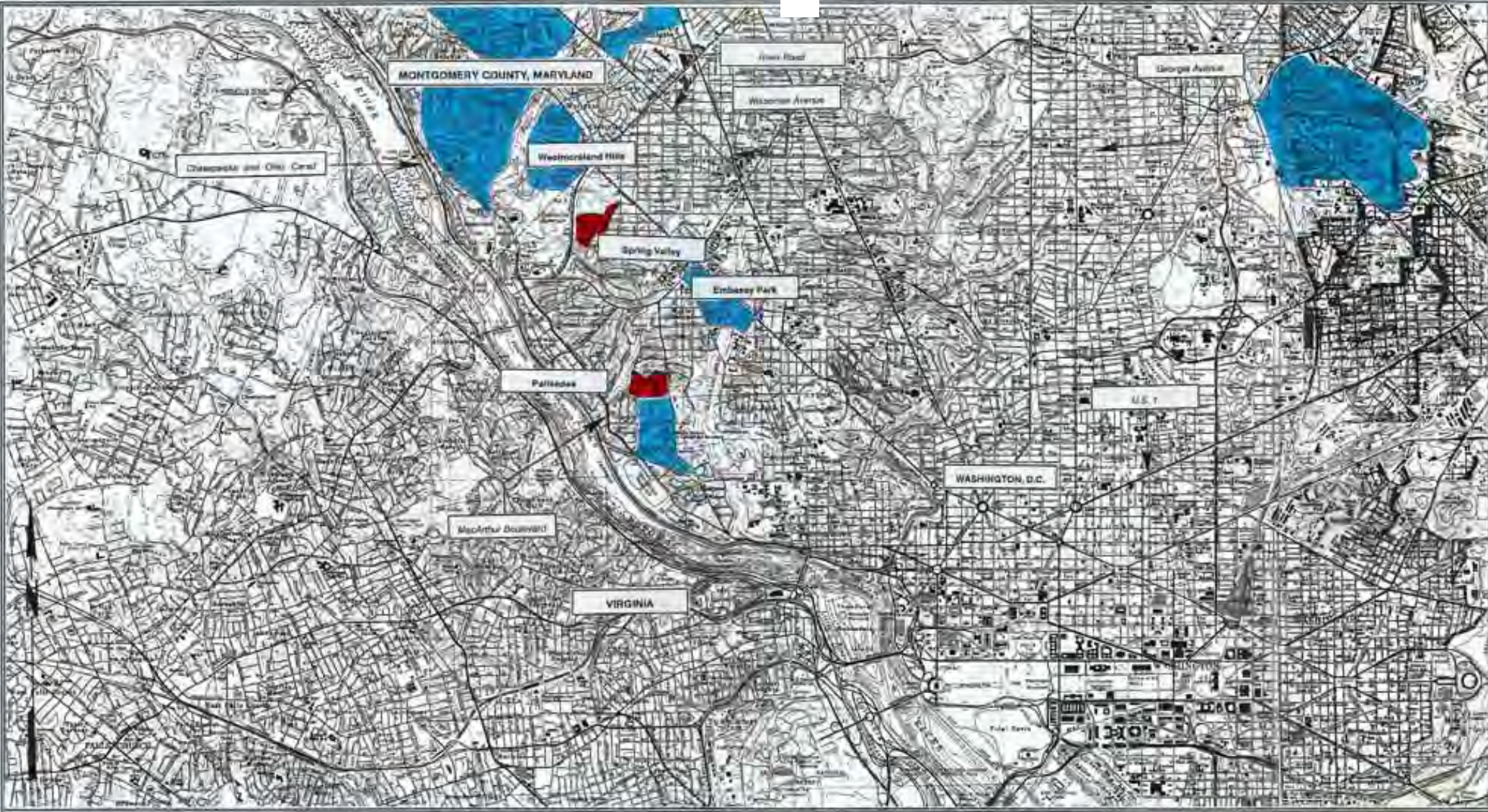


TAKOMA PARK	Municipalities		Areas of Suburban Development, 1945-1955
Tenleytown	Neighborhoods		Areas of Suburban Development, 1956-1965
Capital Beltway	Transportation Routes		



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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



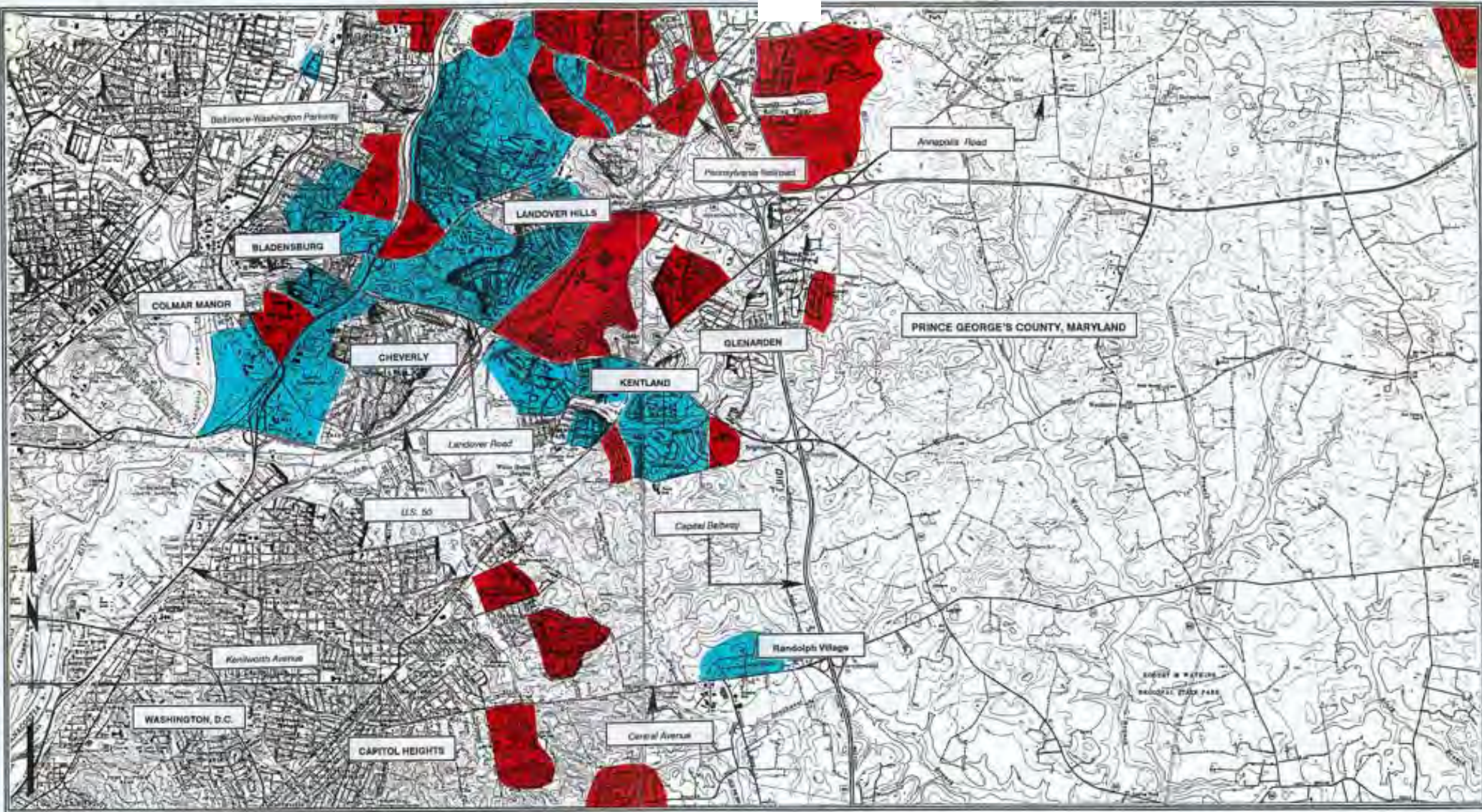
TAKOMA PARK	Municipalities		Areas of Suburban Development, 1945-1965
Terrestown	Neighborhoods		Areas of Suburban Development, 1965-1985
Capital Beltway	Transportation Routes		

LEGEND



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Figure 7. Map 4 of 7
 Map of the Washington, D.C. Area, 1985
 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 = 400 Meters



LEGEND

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

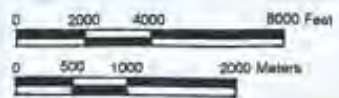


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**Figure 7, Map 5 of 7
Map of the Washington, D.C. Area, 1965**
 United States Geological Survey
 Washington East, DC-MD; Lanham, MD Quadrangles
 Scale: 1 inch = 4000 Feet
 1 cm = 480 Meters

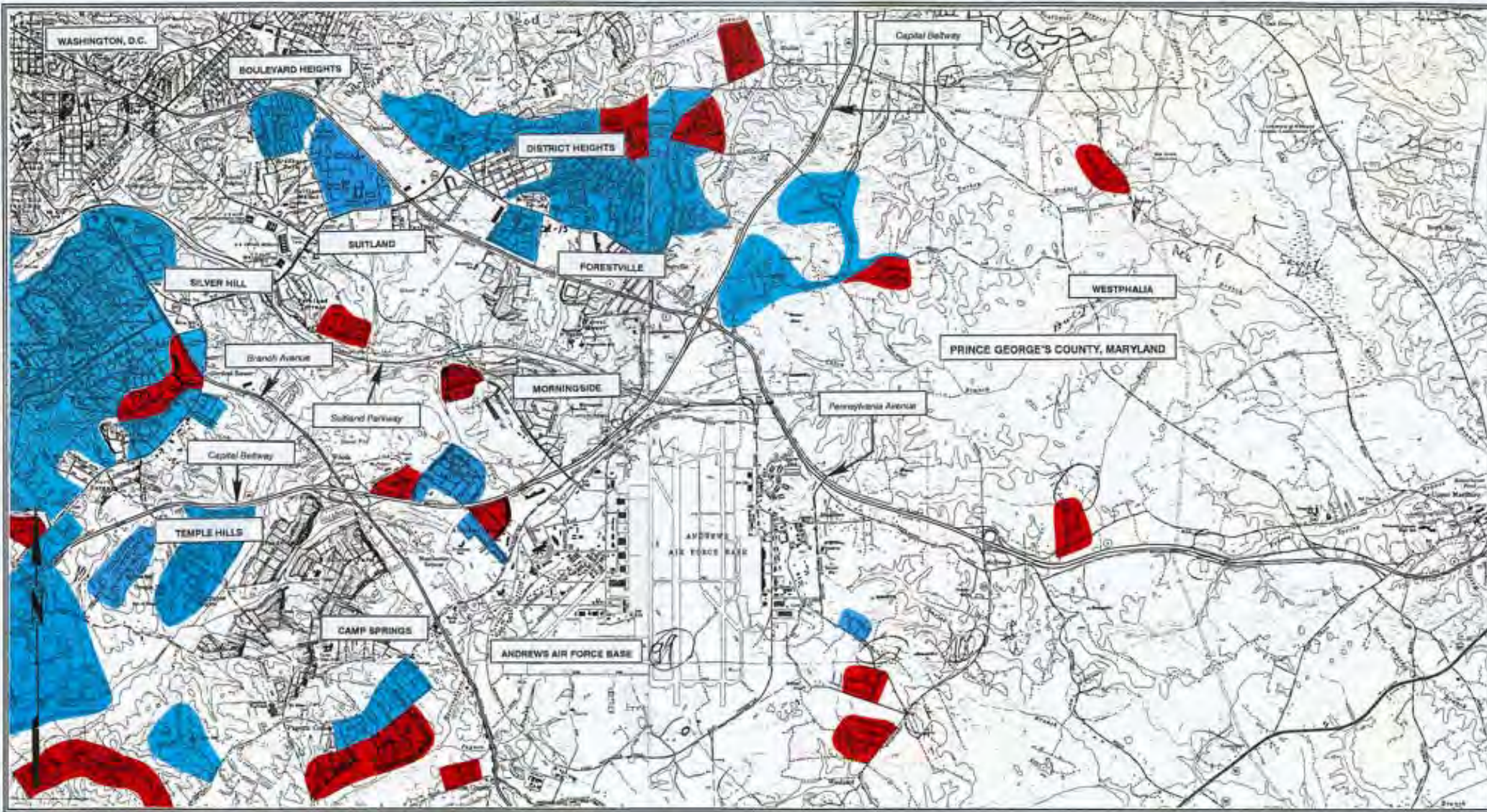


LEGEND		
 TAKOMA PARK	Municipalities	 Areas of Suburban Development, 1945-1955
 Takoytown	Neighborhoods	 Areas of Suburban Development, 1956-1965
 Capital Beltway	Transportation Routes	



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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



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

LEGEND



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Figure 7, Map 7 of 7
Map of the Washington, D.C. Area, 1955
 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.

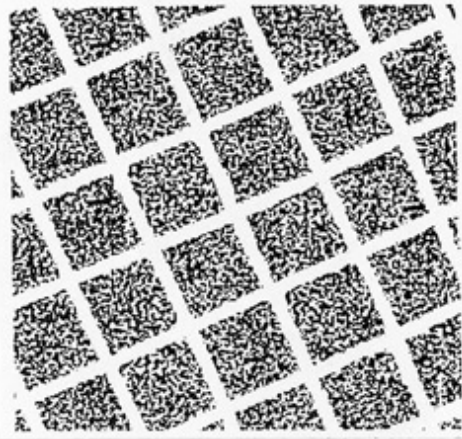
C.1 Development Patterns in the Suburbs

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.

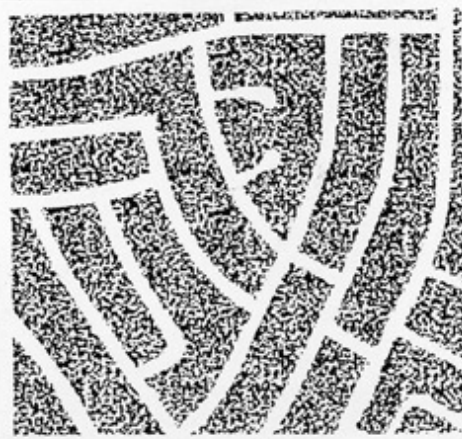
C.1.1 Agricultural-Industrial Transition Period (1815-1870)

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

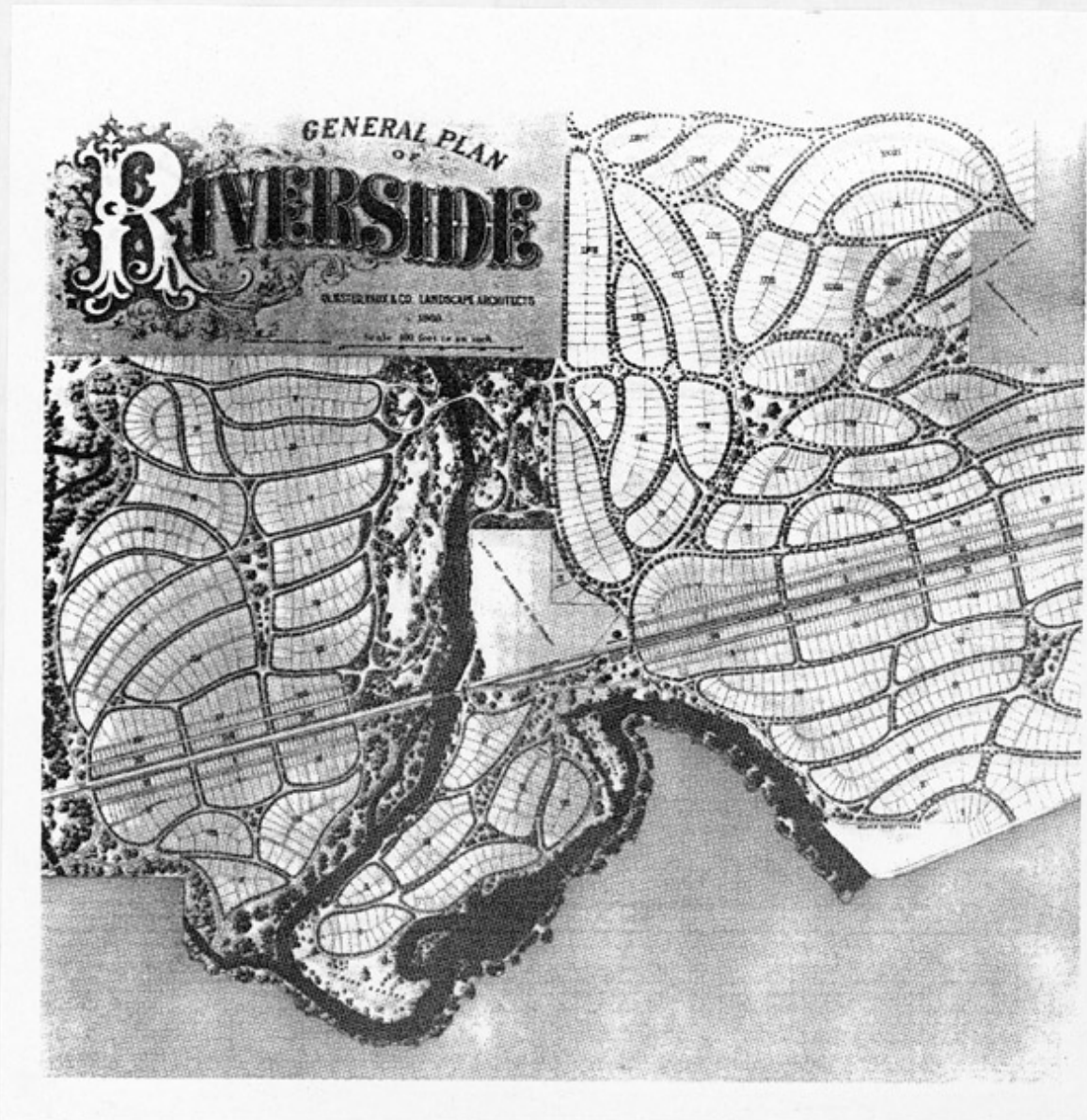
Although homes in the country would not be possible for everyone, many saw newly forming suburbs as an adequate alternative. Following a visit to the new suburbs of England, Olmsted wrote:

[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.



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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).

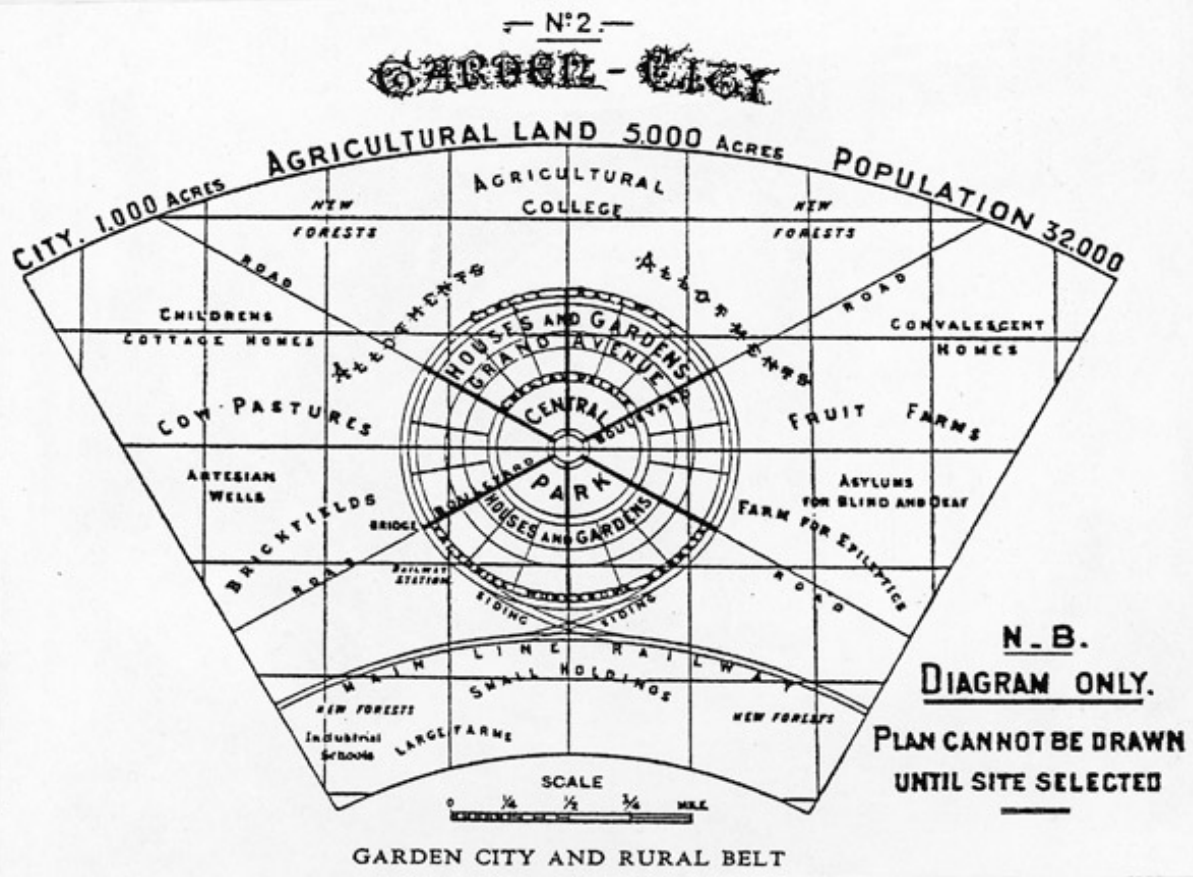
Attempts to provide a more pastoral environment for the working classes began with Ebenezer Howard's *Garden Cities of Tomorrow*, published in England in 1898 and 1902. Howard proposed self-contained "Garden Cities" designed with a core of public buildings and mixed-class rings of single-family dwellings 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).



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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).

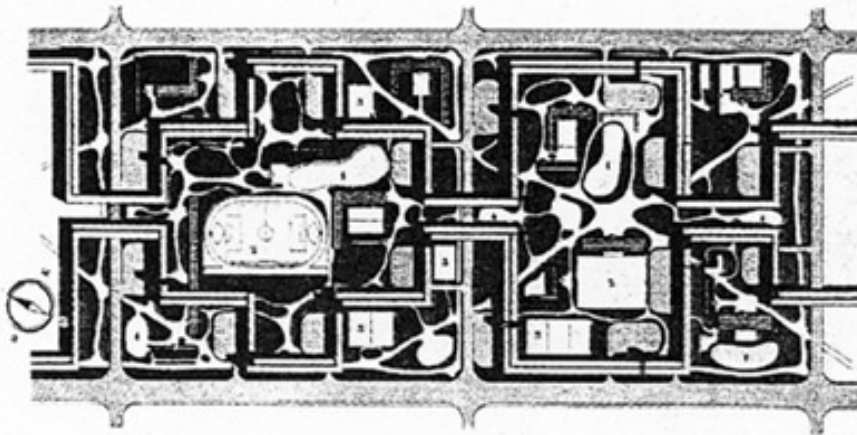
Also during the 1920s, European Modernist architects were developing a new unit of urban design known as the "superblock." Modernist urban design was shaped by the automobile and its characteristics of speed, movement, and efficiency. A Modernist superblock consisted of high-rise apartment towers set 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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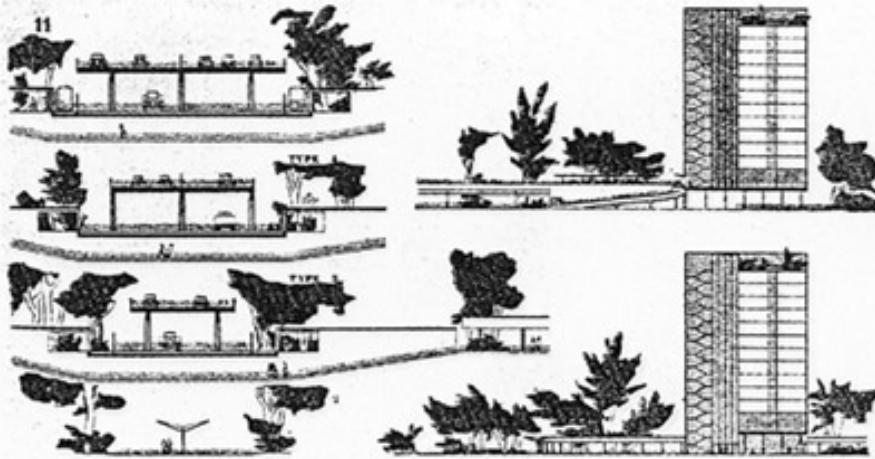
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SPORT: 1 PISCINE
2 FOOTBALL, AMF, ETC.
3 TENNIS
4 JAZZ



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TYPE 1



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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



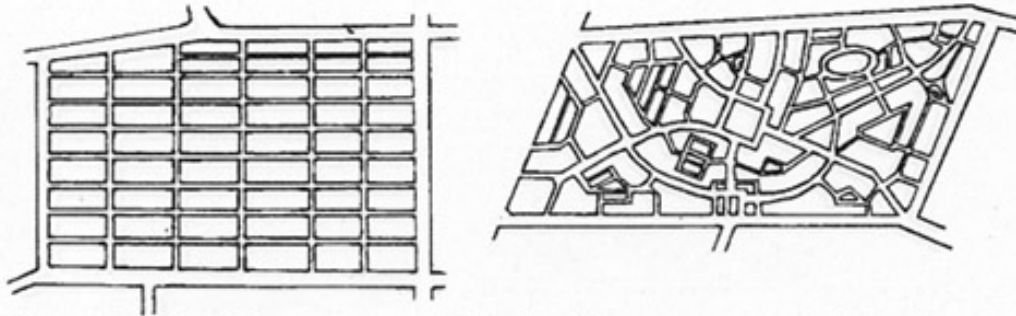
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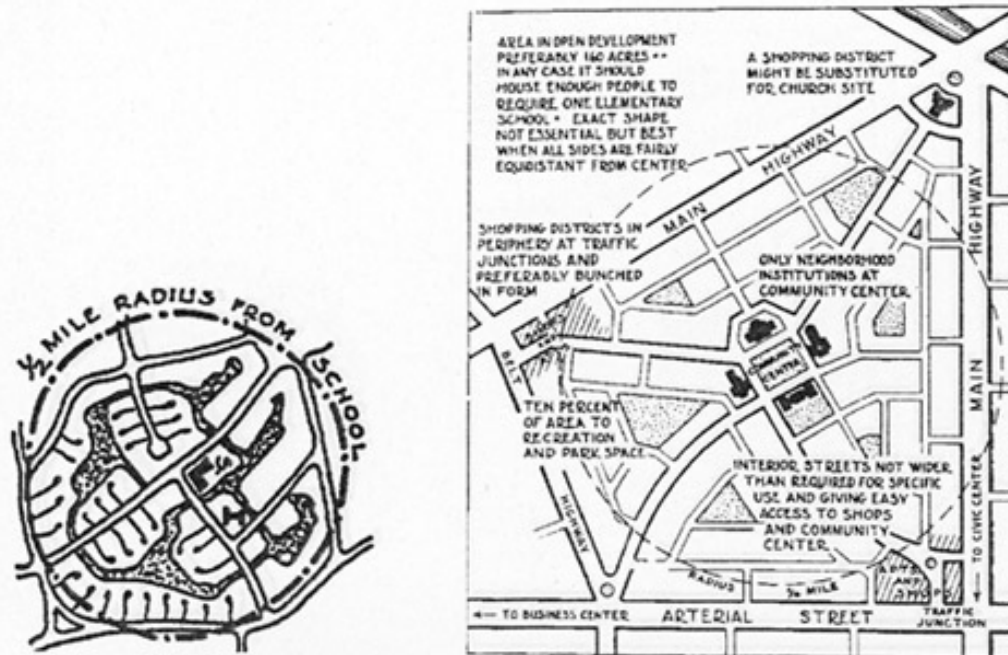
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Figure 12: Radburn, New Jersey Plan

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.



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Figure 13: Perry's Neighborhood Plan

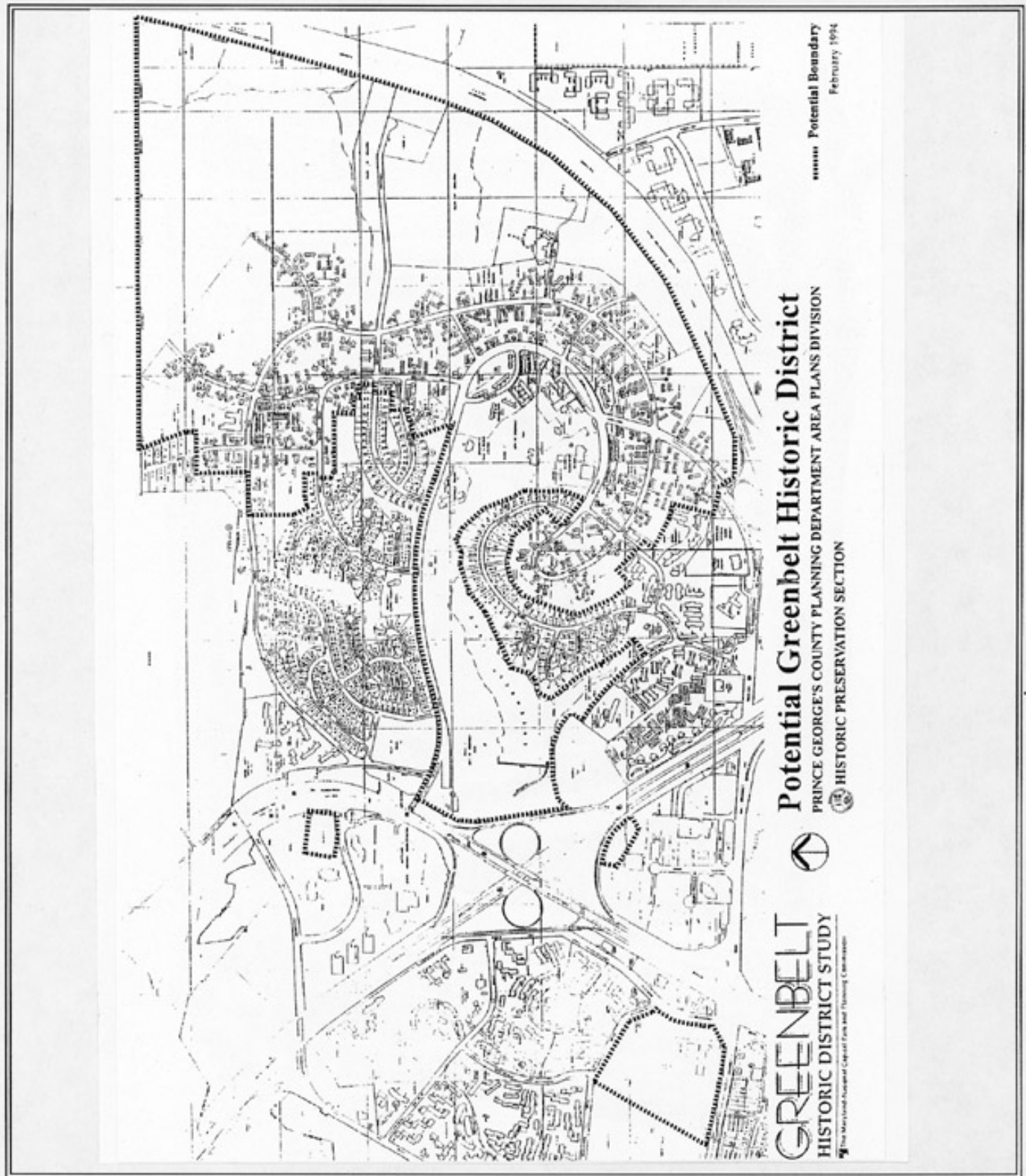
Source: Southworth, Michael, and Eran Ben-Joseph.
Streets and the Shaping of Towns and Cities, page 69

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)

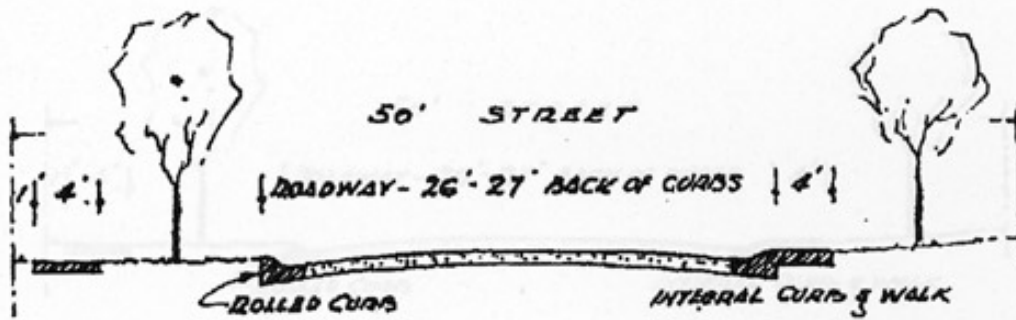
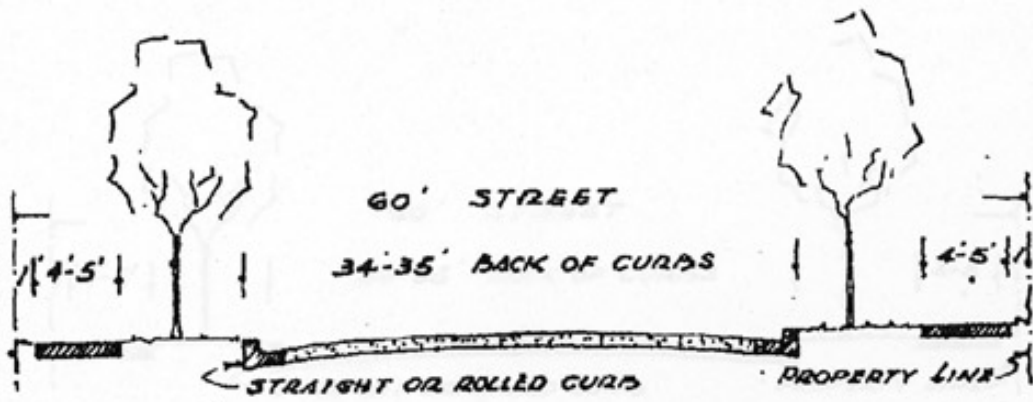
The pivotal event in the expansion of the American suburb was the creation of the Federal Housing Administration (FHA) as part of the National Housing Act of 1934. The FHA offered Federal mortgage insurance to builders and developers and long-term, low-interest loans to potential home-buyers. However, 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

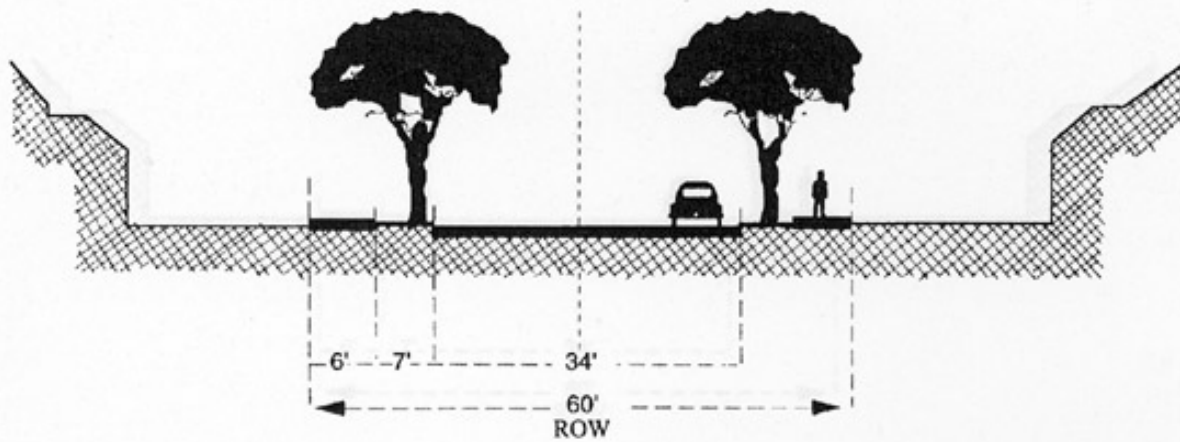
Source: Southworth, Michael, and Eran Ben-Joseph.
Streets and the Shaping of Towns and Cities, page 91

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,

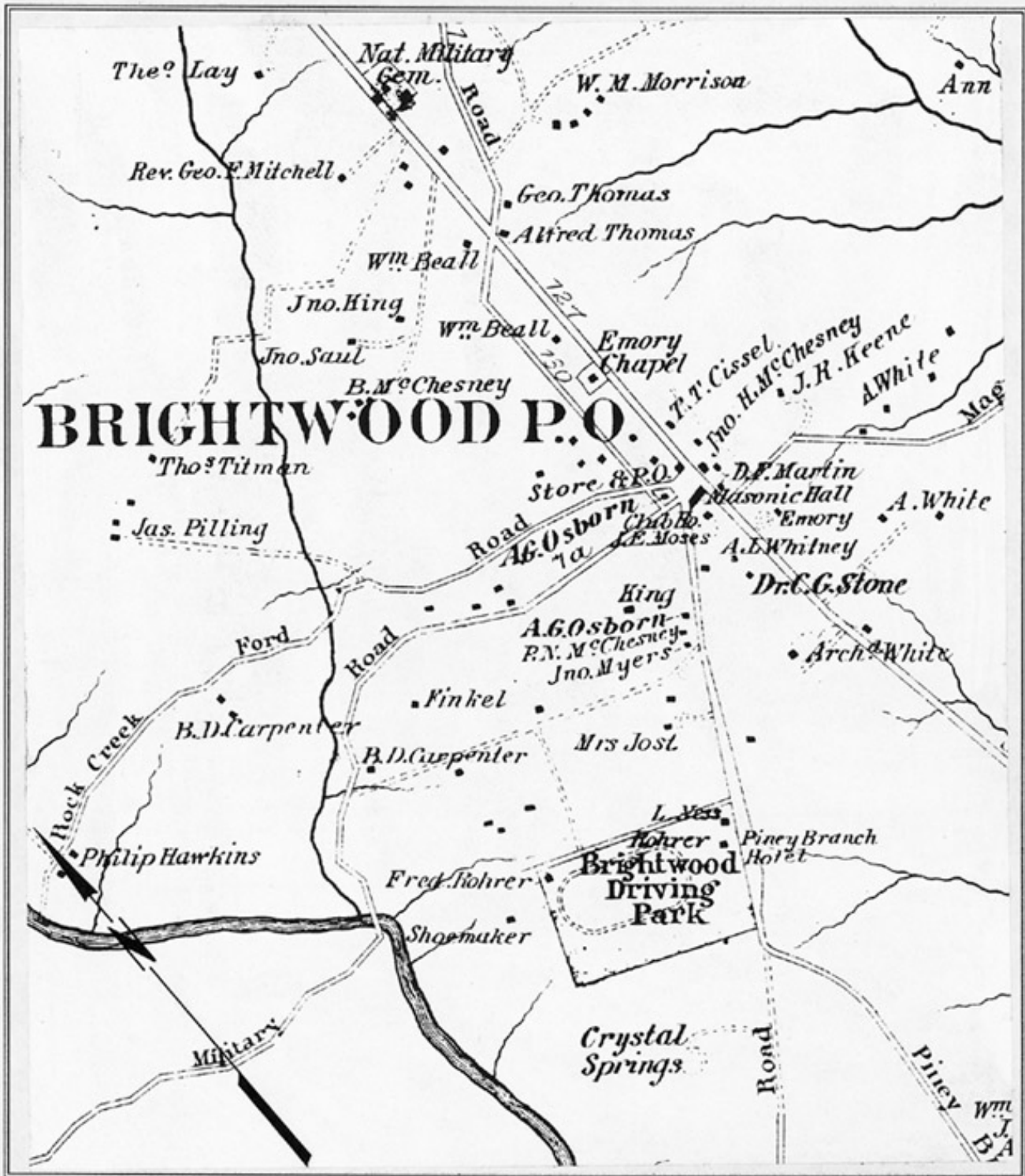
Brightwood was an undeveloped tract. Its settlement pattern extended in a linear fashion along the 7th Street Turnpike and consisted of three clusters of growth. The clusters included a crossroads settlement, a recreational center consisting of a racetrack, hotel and tavern, and a settlement including 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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 and Survey Methodology
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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 possess 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)

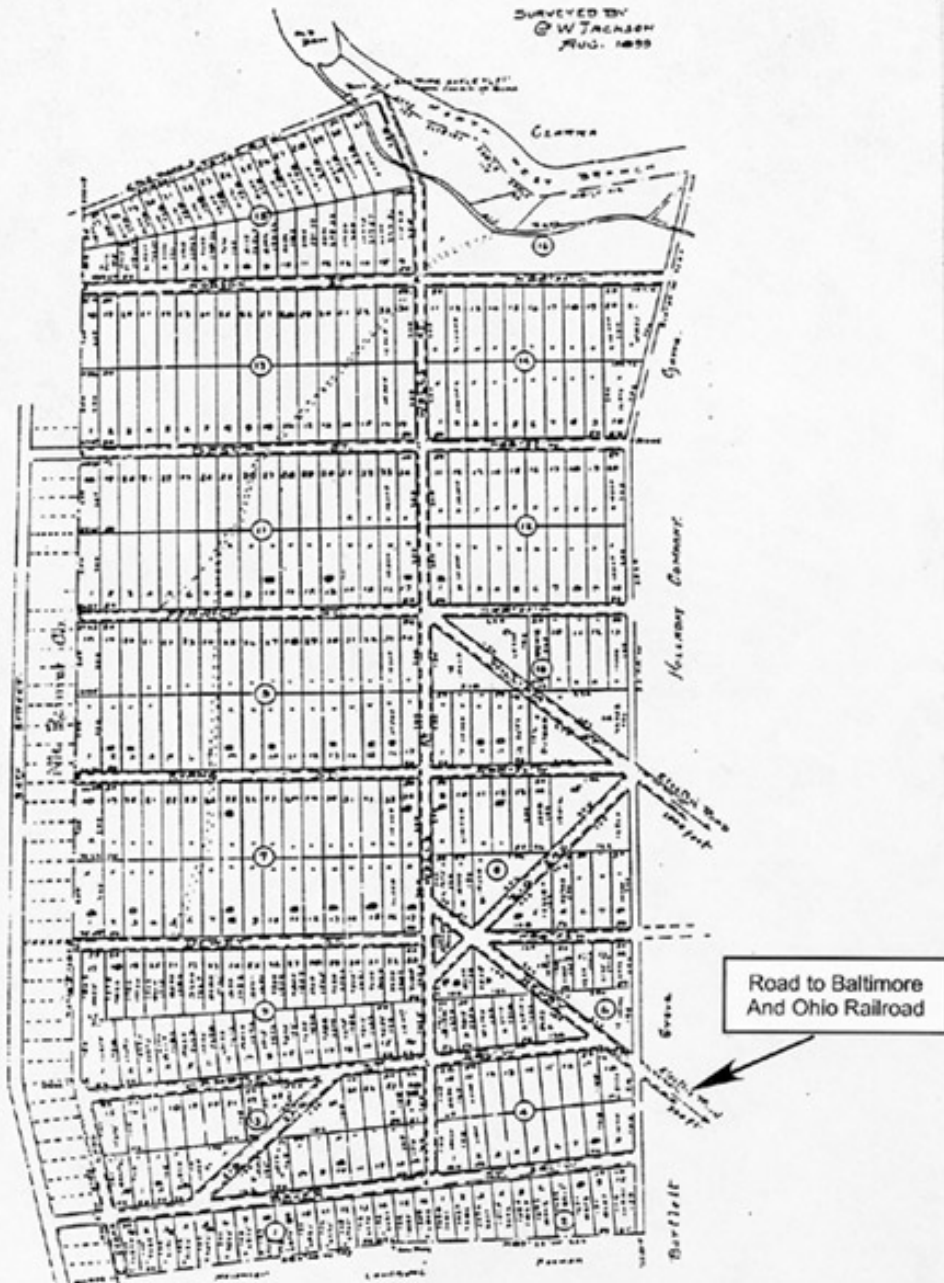
The planned suburban neighborhoods of the second period (1870-1930) are characterized by a grid pattern of streets. The settlements are located along more than one mode of transportation. The Washington Branch of the Baltimore & Potomac Railroad and the Metropolitan Branch of the Baltimore & Ohio Railroad 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

BRENTWOOD COMPANY
SUBDIVISION.

BRENTWOOD
PRINCE GEORGE'S COUNTY,
MD

SURVEYED BY
G. W. JACKSON
AUG. 1899



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

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

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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.

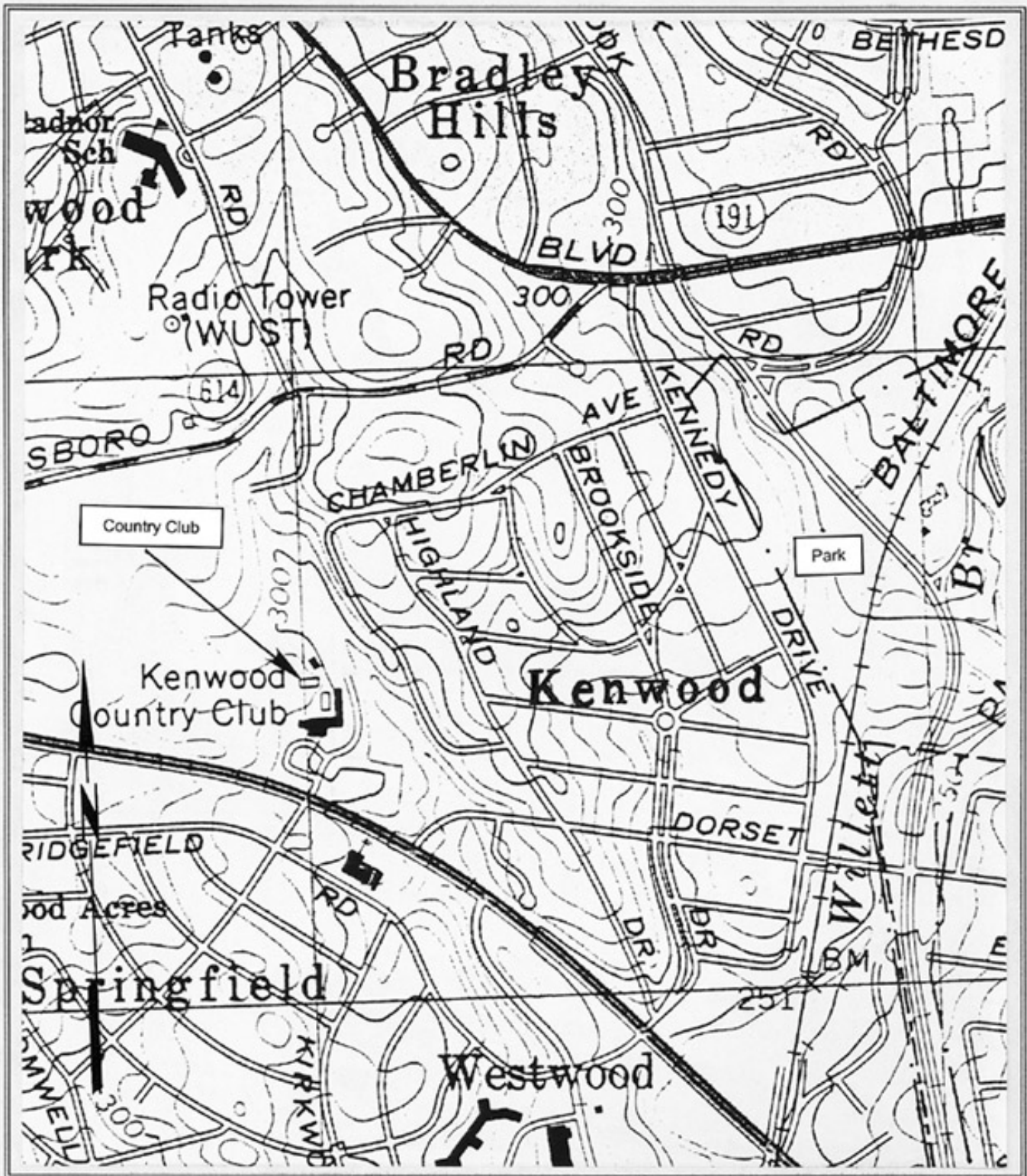
In the twentieth century, several planned developments were established along new electric streetcar lines, new roads and boulevards, and around the periphery of earlier developments. Often the street plan of these developments combined both the curvilinear and grid pattern designs. The rhythmic rows 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.



**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 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, department 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 unequalled 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. 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 as eligible for the National Register, the site plan will delineate proposed National 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. 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*. 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, National Register eligibility evaluation, the statewide historic context form, photographs and a map. 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*. 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") 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*. 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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**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 <i>ineligible</i> during the MD 5 Metro Study; no additional work required. Please give us the results of 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 <i>ineligible</i> 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 <i>ineligible</i> 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 <i>ineligible</i> 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			
	(A3.7) 4816 Jefferson Street, Prince George's County	1-story, 3-bay, front-gable residence with two gable dormers	1952			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	(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			
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

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
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 <i>ineligible</i> 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

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE form or MIHP form)	Justification for Level of Survey	Action Needed
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
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 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			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	9904 Sutherland Road, Montgomery County	1-story, 4-bay, brick, cross-gable residence with Tudor-Revival features	c. 1940			
	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 and 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			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	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			
	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 shingle 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	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			
	1102 Forest Glen Road, Montgomery County	1-story, 4-bay, cross-gable residence with asbestos siding	c. 1930	DOE	Individual resource, not significant; 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	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			

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
	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			
	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

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
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 not 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
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

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
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
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 and trail and attractive 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

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
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	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
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

Survey No.	Address/ Location	Description	Date	Proposed Level of Survey (DOE Form or MIHP Form)	Justification for Level of Survey	Action Needed
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 Spring Valley 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 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
“ University Park Company	New Carrollton 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)

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

COMMUNITY HISTORIES

Community Histories were prepared for each community identified during the survey of the Capital Beltway. These histories are brief and are meant to help place each community within the suburbanization context developed under the I-495/I-95 Capital Beltway Corridor Transportation Study.

The histories were prepared as an initial planning tool. Their narratives are based on very preliminary secondary research into published histories, historic maps, and tax records. These narratives provide a very general understanding of the history of the Capital Beltway communities and helped to prioritize and organize the intensive survey which followed the initial survey of the project area. Because they are essentially a planning tool, their narratives are not expected to be comprehensive in nature. They provide a general overview for initial comparative purposes. Furthermore, because they are based on secondary research, they will need to be verified in the field.

The Community History forms were specifically developed for this project. They include

- the name of the community and the county in which it is located
- the mode of transportation associated with the community
- a map which places the community within the project area
- checklists time periods, property types, and themes relevant to the project area
- a narrative history of the community
- a bibliography of resources consulted

The Community Histories are organized alphabetically within Montgomery and Prince George's Counties. Two summaries were also developed for communities within the District of Columbia. In some cases, summaries are provided for entire areas that are known by a single generic name, but which are comprised of several neighborhoods and developments. An example of this is Capitol Heights.

A table compiled from the information in the summaries follows this introduction. The table allows the reader to develop a general overview of the development of the Capital Beltway by comparing the various columns of information.

COMMUNITIES	CHRON./ DEVELOP. PERIODS			RESIDENTIAL PROPERTY TYPES			NON-RESIDENTIAL PROPERTY TYPES			ASSOCIATED INTERNATIONAL/ NATIONAL TRENDS					ASSOCIATED LOCAL/ REGIONAL TRENDS										
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	
DISTRICT OF COLUMBIA																									
Colonial Village				X			X																	X	X
Shepherd Park			X	X	X	X		X	X	X				X	X		X	X	X	X				X	X
MONTGOMERY COUNTY, MARYLAND																									
Alta Vista			X	X		X	X										X						X	X	
Bannockburn Heights			X	X							X				X									X	
Battery Park			X	X		X	X	X						X										X	
Bethesda		X	X	X		X	X	X	X	X			X	X	X	X	X	X	X		X	X	X	X	
Bradley Hills			X	X			X							X									X	X	
Bradley Hills Grove				X							X					X							X	X	
Bradmoor				X			X															X		X	
Burnt Mills				X				X	X	X						X								X	
Burnt Mill Hills				X										X										X	
Cabin John			X	X	X	X		X	X	X							X							X	
Capitol View Park			X	X		X	X							X			X							X	
Chevy Chase			X	X		X	X						X	X	X	X	X				X		X	X	
Chevy Chase Terrace			X	X		X								X										X	
Chevy Chase View				X	X		X				X			X										X	
Crestview			X	X										X										X	
Drummond			X	X		X					X			X	X	X	X						X	X	
Edgemoor			X	X			X	X						X			X							X	
Fairway Hills			X	X										X										X	
Forest Glen			X	X		X	X	X									X				X			X	
Forest Grove				X			X				X			X										X	
Four Corners		X	X	X				X						X										X	
Friendship Heights			X	X			X	X	X					X							X			X	
Garrett Park			X	X		X	X	X						X										X	
Glen Cove			X	X							X			X										X	
Glen Echo			X	X		X		X									X							X	
Glen Echo Heights			X	X		X					X			X			X						X	X	
Glen Haven				X																		X		X	
Green Acres				X							X	X		X										X	
Greenwich Forest				X		X								X										X	
Hillandale				X				X	X	X				X		X				X					
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	

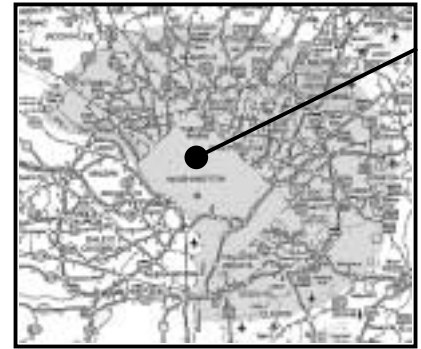
COMMUNITIES	CHRON./ DEVELOP. PERIODS			RESIDENTIAL PROPERTY TYPES			NON- RESIDENTIAL PROPERTY TYPES			ASSOCIATED INTERNATIONAL/ NATIONAL TRENDS					ASSOCIATED LOCAL/ REGIONAL TRENDS										
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	
MONTGOMERY COUNTY, MARYLAND (cont.)																									
Huntington Terrace			X	X																					X
Indian Spring Terrace			X	X							X						X								X
Indian Spring Village				X																					X
Kemp Mill				X				X	X	X						X			X						X
Ken-Gar			X	X	X			X																	X
Kensington			X	X		X		X	X				X		X			X					X		X
Kenwood			X	X		X	X		X									X							X
Linden			X	X		X		X	X				X												X
Locust Hill				X						X															X
Luxmanor				X					X	X						X	X		X				X		X
Montgomery Hills			X	X				X		X															X
North Bethesda Grove				X					X							X			X						X
Northbrook Estates				X																			X		X
North Chevy Chase			X	X		X	X		X				X		X	X	X	X	X				X		X
North Takoma			X	X						X								X			X			X	X
Northwood Park				X							X					X									X
Oakmont			X																						X
Rock Creek Forest				X					X	X						X			X						X
Rock Creek Hills				X						X													X		X
Silver Spring		X	X	X		X		X	X	X			X		X	X	X	X	X		X		X	X	X
Somerset			X	X		X				X								X					X		X
Sonoma				X							X					X									X
Takoma Park			X	X		X	X	X		X								X			X			X	X
Twinbrook				X		X	X	X		X						X			X						X
Viers Mill Village				X		X		X		X															X
Westgate				X					X	X						X									X
Westmoreland Hills				X						X															X
Wheaton			X	X	X	X	X	X	X	X						X			X				X		X
White Oak				X				X		X												X			X
Woodmont			X	X		X		X	X	X			X		X										X
Woodmoor				X				X		X															X
Woodside			X	X		X	X		X												X				X
Woodside Park			X	X					X																X
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	

COMMUNITIES	CHRON./ DEVELOP. PERIODS				RESIDENTIAL PROPERTY TYPES			NON-RESIDENTIAL PROPERTY TYPES			ASSOCIATED INTERNATIONAL/ NATIONAL TRENDS					ASSOCIATED LOCAL/ REGIONAL TRENDS									
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW I)	Expansion of existing communities	Association with transportation mode	
PRINCE GEORGE'S COUNTY, MARYLAND																									
Andrews Manor				X		X	X	X	>	X							>			>		X			X
Avondale				X		X	X	X	>	X						X	X			X					X
Barnaby Manor				X				X	>	X										>		X			X
Beltsville	X	X	X	X	X	X				X		X					X					X	X	X	X
Berwyn			X	X		X		X			X						>								X
Berwyn Heights			X	X		X	X	X	X		X				X		X			X	X	X		X	X
Bladensburg	X	X	X	X	X	X	X	X	>	X		X			X		>					X			X
Boulevard Heights			X	X		X	X				X	X			X		X			X	X	X			
Bowie			X			X	X	X	>	X		X					>			>				X	X
Bradbury Heights			X	X		X	X	X			X				X		X			X	X	X			
Brentwood			X	X		X				>	X						>			>		X	X	X	X
Broadview				X			X			X							X			X		X			X
Camp Springs		X	X	X	X	X	X	X	>	X		X					>			>		X			X
Capitol Heights			X	X		X		X	X		X				X		X			X			X	X	X
Carmody Hills			X	X		X	X			>	X				X		>			>			X	X	X
Castle Manor				X		X					X						X			X			X	X	X
Cheverly			X	X		X	X	X	>	X		X	>		X		X			>					X
Chillium			X	X		X	X	X		X							X			X	X	X			X
College Park			X	X		X		X	>																X
Colmar Manor			X	X		X		X	X						X					X					X
Columbia Park			X	X		X			X		X				X		>			>					X
Cottage City			X	X		X	X	X	X		X				X		X			X			X	X	X
Daniels Park			X	X		X		X	>		X												X	X	X
Decatur Heights			X	X		X		X	X		X				X		X						X	X	X
District Heights			X	X		X	X	X	>						X		>			>		X			X
Edmonston			X	X		X	X	X	X		X				X		X						X	X	X
Fairmount Heights			X	X		X	X		>	X		X			X		>				X		X	X	X
Forest Heights				X			X	X	X	X							X			X		X			X
Forestville		X	X	X	X	X	X	X			X				X		>			>		X			X
Glenarden			X	X		X	X	X	X	X					X		X								X
Glenn Dale			X	X	X	X	X	X	X	X	X				X		>								X
Greenbelt				X			X	X	X	X							X			X	X	X			
Green Meadows				X			X		>	X										>					X
Highland Park			X	X		X	X		X	X		X			X		X			X					X
Hollywood			X	X		X	X	X	X		X				X		>			>			X		X
Hunsville/ White House Heights			X	X	X	X	X	X	X		X				X		X								X
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW I)	Expansion of existing communities	Association with transportation mode	

COMMUNITIES	CHRON./ DEVELOP. PERIODS				RESIDENTIAL PROPERTY TYPES			NON-RESIDENTIAL PROPERTY TYPES			ASSOCIATED INTERNATIONAL/ NATIONAL TRENDS					ASSOCIATED LOCAL/ REGIONAL TRENDS										
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW I)	Expansion of existing communities	Association with transportation mode		
PRINCE GEORGE'S COUNTY, MARYLAND (cont.)																										
Hyattsville			> X		X		X	>			X			X	>	>	X		>				X	X		
Jenkins Corner			X		X	X				X						X								X		
Kentland			X			X	X		X							>						X		X		
Lakeland			X	X		X		X	X		X													X		
Langley Park			X			X	X		X							>						X		X		
Landover Hills			X			X	X	X	X							X				X		X		X		
Lanham			> X		X	X	X		X		X			X		>				>		X		X		
Lincoln			X	X		X			X					X		X								X		
Maryland Park			> X		X			>	X		X			X										X		
Morningside			X			X	X	X	X							X			X		X			X		
Mt. Rainier			> X		X		X	>			X			X		>		X	X	X	X	X	X	X		
New Carrollton			X			X	X	X	X							X						X		X		
North Brentwood			> X		X		X	>			X					>					X			X		
Oxon Hill	X	X	X	X	X	X	X	X	X		X					X			X		X		X	X		
Parkland			> X		X		X	>						X		>						X		X		
Queens Chapel Manor				X		X				X					X	X			X			X		X		
Randolph Village			X		X					>						>						X		X		
Riverdale			X	X		X	X	X	X		X		X	X	X	X		X	X		X			X		
Riverdale Heights			> X		X	X	X		X					X		>						X		X		
Roger's Heights			X			X	X							X		X						X		X		
Seabrook			> X		X	X	X	>	X		X			X		>								X		
Seat Pleasant			X	X		X		X	X		X			X		X		X						X		
Suitland			> X		X	X	X	>	X		X			X		>						X		X		
Temple Hills			X	X	X	X	X		X							X			X		X			X		
Tuxedo			> X	X			X	>			X													X		
University Park			X	X		X	X		X					X		X							X	X		
Villa Heights			> X		X									X		>								X		
West Lanham Hills				X		X	X	X	X							X			X		X			X		
Westphalia			X		X	X			X							>								X		
Whitely			X	X		X								X		X								X		
Wildercroft			> X		X	X								X		>								X		
Woods Corner				X	X		X									X			X		X			X		
			1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW I)	Expansion of existing communities	Association with transportation mode

COMMUNITY SUMMARY SHEET

Community Name: Colonial Village
City/County: Washington D.C.
Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1931

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Colonial Village was developed in 1931 in the northern tip of the District of Columbia. The original housing stock (80 structures) imitated colonial-era homes, including George Washington's boyhood home. The developers like others of the time attached covenants to the deeds which limited the pool of potential residents. The covenants and the expense of these large houses kept the development homogeneously affluent and Caucasian until the enforcement of the 1948 Supreme Court decision against racially exclusive covenants (Smith 1988, 265). Colonial Village remains an affluent neighborhood with detached houses on large lots. The natural barrier of Rock Creek Park to the west combines with the curved street patterns and lack of thru streets to assure quiet and limited traffic (Ward 4 Notebook, 6).

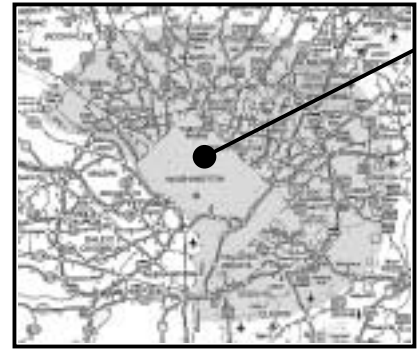
Bibliography:

Government of the District of Columbia. 1981. "Ward 4 Notebook." Washington, D.C.: Comprehensive Plan Publications.

Smith, Kathryn Schneider, ed. 1988. *Washington at Home. An Illustrated History of the Neighborhoods in the Nation's Capital.* Northridge, CA: Windsor Publications.

COMMUNITY SUMMARY SHEET

Community Name: Shepherd Park
City/County: Washington, D.C.
Transportation Association: Turnpike and Automobile:
7th Street Road (Georgia Avenue)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1911

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Shepherd Park in the northern corner of the District of Columbia is bounded on the south by Aspen Street and includes the Walter Reed Army Hospital. The exact boundaries to the west and northwest, though, have been in contention from at least the 1930s (Smith, 265). Around 1924, 17th Street and Kalmia were described as part of Rock Creek Park Estates, which was one of the three major subdivisions in the area together with Shepherd Park proper (L. E. Breuninger's development) and Sixteenth Street Heights. In the 1980s the Shepherd Park Citizens' Association claimed the Census Tract 16 boundaries which included the subdivisions of Colonial Village and North Portal Estates which are west of 16th Street.

Settlement in the area began in 1730 with Crystal Springs (now Brightwood) which became a horse racing center from the early 1800s to the 1880s (Ward 4 Notebook, 2). When opened in 1819, the 7th Street Turnpike (now Georgia Avenue) became the main artery for race traffic, agricultural produce and other business between Washington, D.C. and Maryland through the nineteenth century. Starting in 1873 streetcars began traversing 7th Street Road from downtown Washington, but extended only to south of Brightwood. B & O's Metropolitan Line was too far east to be convenient to the area of Shepherd Park and did not contribute significantly to development there. The rural character of the area predominated until the early twentieth century. Gradually development followed 7th Street Road northward as the well-to-do from Washington established summer homes. One such politician was Alexander Robey Shepherd who built a summer home on a tract of land just west of Georgia Avenue in 1868. Shepherd was involved in the District's government, serving as governor of the Territory in 1873-74.

COMMUNITY SUMMARY SHEET

Community Name: Shepherd Park

Narrative: (continued)

In 1911 investors bought much of the former Shepherd estate and L.E. Breuninger laid out the grid for Shepherd Park. Just to the southeast of this neighborhood, the U.S. Army had purchased land in 1909 and built a hospital, now known as the Walter Reed Army Medical Center. The streets of the new development were named for various trees and flowers. The new houses of Shepherd Park were set within spacious lawns and featured Colonial and Tudor styles using red brick, stone or stucco. Lots were developed as they were purchased. The developers attached covenants to the deeds which sought to exclude African-Americans and Jews from settling in the neighborhood. For many years Shepherd Park was comprised only of middle class, Anglo-Saxon protestants. In 1917 the residents formed the Sixteenth Street Heights Citizens' Association (changed in the 1940s to the Shepherd Park Citizens' Association) to address road improvements and educational needs. However the population was inadequate to receive a school of its own until a temporary structure was built in 1928. The Alexander R. Shepherd Elementary School replaced the original temporary rooms four years later. In the same year the Marjorie Webster Junior College for women opened at 17th and Kalmia Streets. After this college closed in 1971, it was acquired by Gallaudet University and serves as a branch campus.

Not until the early 1940s did Shepherd Park experience much change in its demographics. German Jews first began moving up from the city into non-covenanted areas west of Rock Creek. Eastern European Jews who had also been moving out of the city since the early twentieth century began entering covenanted areas by living above their shops. After 1948 when the Supreme Court struck down the use of racially exclusive covenants, the Jewish population in Shepherd Park increased to about 80% by the 1960s. The businesses and religious buildings reflected the Jewish presence with kosher meat markets, delicatessens and synagogues (two Orthodox, one Conservative). Wealthy families in the area tended to move out of Shepherd Park's more modest housing stock into the larger, stylish houses of Colonial Village (1931) and North Portal Estates (developed by Jews in the early 1950s). The next demographic shift occurred as African-American families sought housing in the area. While they were excluded at first from western divisions such as Colonial Village, these families found that Shepherd Park residents tended to be more open to an integrated neighborhood. With the help of Neighbors, Inc., the Shepherd Park Citizens' Association resisted real estate speculators' attempts to manipulate housing value through racially-tinged scare tactics. Shepherd Park continues to enjoy a reputation for being a stable, integrated, and well-maintained neighborhood of single family detached and semi-detached houses.

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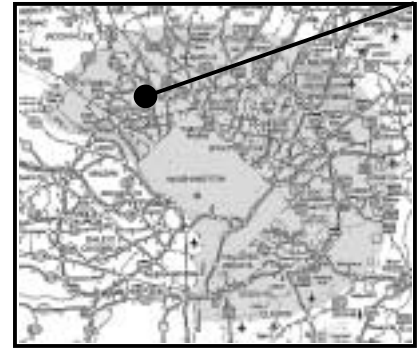
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COMMUNITY SUMMARY SHEET

Community Name: Alta Vista

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville
Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1901

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Alta Vista neighborhood is located north of Bethesda in Montgomery County. Alta Vista was developed beginning in 1901 along the Georgetown and Rockville Electric Railway. The suburb was developed by J. H. Miller of the American Security and Trust Company and owned by the Bethesda Land Company. Alta Vista originally consisted of 222 acres divided into lots ranging from two to eight acres (Offutt 1996, 284). The streets are arranged in a discontinuous grid pattern and named after trees (Ibid.). During the first decades of the twentieth century, the lots in Alta Vista were re-subdivided several times to accommodate prospective buyers of modest means (Ibid.). Housing types found in Alta Vista include the four-square and the bungalow (Ibid.). The area north and east of Alta Vista, which is characterized by curvilinear streets, developed during the 1940s and 1950s.

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COMMUNITY SUMMARY SHEET

Community Name: Alta Vista

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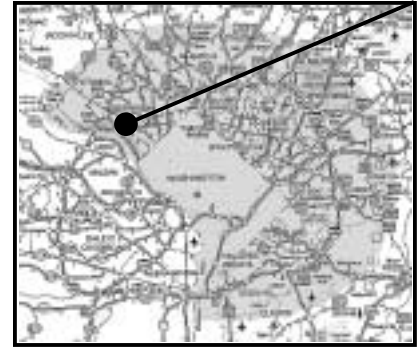
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COMMUNITY SUMMARY SHEET

Community Name: Bannockburn Heights

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad, West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1917, 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bannockburn Heights is located southwest of Bethesda in Montgomery County. The Bannockburn Heights Improvement Company under Henry A. Lewis acquired a large parcel of land from William McGeorge, Jr. et al. in 1917. The Bannockburn Country Club and Bannockburn Golf Club were established on nearby sites around the same time, and trolley lines operated by the Washington and Glen Echo Railroad and West Washington and Great Falls Railroad were a short distance away (Offutt 1996, 87-89, 115). The Bannockburn Heights Improvement Company did not file subdivision plats until 1936, however houses had already been constructed on many of the lots by that time. Bannockburn Heights featured discontinuous, curving streets lined with approximately 50 lots. The lots ranged in size from 0.4 to 2 acres. Most of the community developed between 1917 and 1945, however not all of the streets depicted on the plats were constructed. The two communities to the west of Bannockburn Heights, Bannockburn and Bannockburn Estates, developed between 1945 and 1965.

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COMMUNITY SUMMARY SHEET

Community Name: Bannockburn Heights

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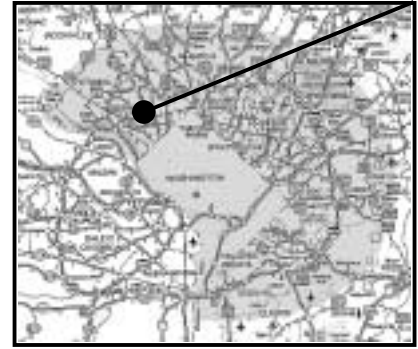
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COMMUNITY SUMMARY SHEET

Community Name: Battery Park

City/County: Montgomery County

Transportation Association: Trolley: Georgetown and Rockville Electric Railway; Automobile: Old Georgetown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1923

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Battery Park was the first project of Maddux, Marshall and Company. This company, created by retired Army officers Henry Cabell Maddux, Richard C. Marshall, Jr., James A. Moss and C. K. Mallory, developed middle class suburbs during the 1920s in Montgomery County. The company acquired the land on which Battery Park was located in 1922 and filed subdivision plats in 1923. Battery Park featured a system of curving, discontinuous streets lined with approximately 200 lots. Maddux, Marshall and Company offered eight house types ranging from Bungalow to Spanish Revival to Colonial Revival. Clients were also free to submit their own plans for approval. A clubhouse was constructed in 1923, and a commercial area developed along Old Georgetown Road. Advertisements for Battery Park targeted military veterans through journals and magazines. Lots sold quickly, and the subdivision was almost completely constructed by 1940. Maddux, Marshall and Company also constructed houses in Edgemoor and Garrett Park (Offutt 1996, 318-323; Hiebert and MacMaster 1976, 268).

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COMMUNITY SUMMARY SHEET

Community Name: Battery Park

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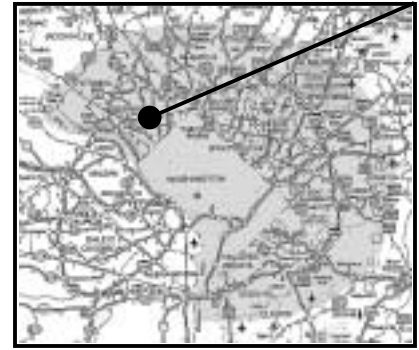
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COMMUNITY SUMMARY SHEET

Community Name: Bethesda

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bethesda began as a 19th-century rural village at the intersection of Rockville Pike and Georgetown Road. Following the opening of the Georgetown and Rockville Electric Railway in 1891, Bethesda began grow as the center of a group of residential subdivisions. Among the subdivisions closely associated with Bethesda in this period were Sonoma (1912), Huntington Terrace (1910), Edgemoor (1912), and Bradley Hills (1912). These subdivisions generally attracted upper-middle class and affluent residents. During the period between World War I and World War II, building in Bethesda and Montgomery County boomed. Subdivisions such as Greenwich Forest (1932), Battery Park (1923), and Kenwood (1928) continued to grow around Bethesda, and the community began to develop a central business district around Old Georgetown Road and Wisconsin Avenue. Construction of the National Institutes of Health in 1938 spurred further residential and commercial development into the 1940s. Continued development through the 1950s ensured that Bethesda would remain a suburban center. Following the opening of the Bethesda Metro stop in 1984, many older buildings in Bethesda were replaced with modern buildings. The central business district emerged as a regional retail and business center during the 1990s (M-NCPPC 1994, 236-237).

COMMUNITY SUMMARY SHEET

Community Name: Bethesda

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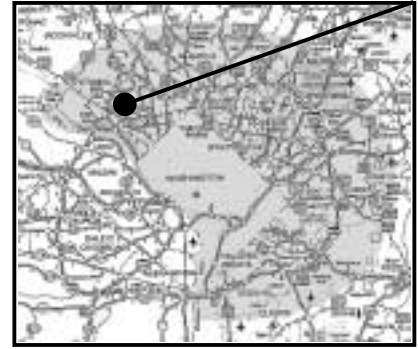
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COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills Grove

City/County: Montgomery

Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1935

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradley Hills Grove is located west of Bethesda in Montgomery County. The subdivision was created in 1935 by the Bradley Boulevard Development Corporation under J. Barrett Carter. Bradley Boulevard, constructed in 1913, made previously undeveloped land west of Bethesda accessible by both streetcar and automobile (Offutt 1996, 260-261). Although streetcar service ended in 1921, the area continued to develop through the 1950s. Bradley Hills Grove, located south of Bradley Boulevard, featured discontinuous, curving streets and lots of about one acre. About 10 houses had been constructed by 1945. Between 1945 and 1955, Bradley Hills Grove expanded to the west and south, growing to include approximately 130 houses. Growth slowed during the late 1950s.

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COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills Grove

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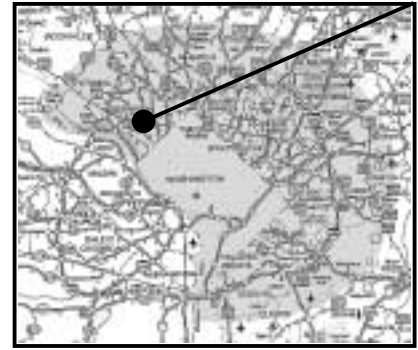
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COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills

City/County: Montgomery

Transportation Association: Trolley: Washington and Great Falls Railway.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1912

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradley Hills is located west of Bethesda in Montgomery County. The subdivision was the project of several development corporations, including the Great Falls Land Company and the Real Estate Trust Company. It was the largest subdivision in metropolitan Washington D.C. at the time. Bradley Hills was laid out on 80 acres of land acquired by M. Willson Offutt of Bethesda in 1888. The subdivision plats, filed from 1912 to 1922, show a pattern of discontinuous, curving streets. Large houses on large lots were to line Bradley Avenue, the main street of the subdivision, while smaller houses and lots were to be located on the outskirts. Bradley Avenue and the Washington and Great Falls Railway trolley line opened in 1913, by which time six large houses had been constructed at the eastern edge of the development. Plans for future development included a school, a 150-acre country club, and a small development laid out in the style of an "English Village." However, due to the depression of the late 1910s and World War I, very little of Bradley Hills was completed as planned. The founding corporations bowed out in the late 1910s, and streetcar service was discontinued in 1921. During the building boom of the 1920s, new developers invested in unbuild areas of Bradley Hills. Other areas were developed as apartment housing during World War II (Offutt 1996, 258-265).

COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills

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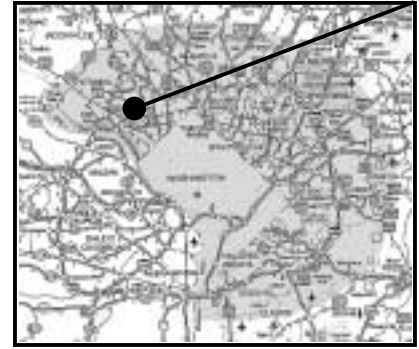
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COMMUNITY SUMMARY SHEET

Community Name: Bradmoor

City/County: Montgomery

Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1940

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradmoor is located northwest of Bethesda in Montgomery County. The subdivision was established in 1940 on land owned by Philip and Sadie Milestone. William Yost managed construction of the houses. Bradmoor featured a loose grid of curving streets lined with lots of about 0.1 to 0.2 acres. Development initially concentrated around the 8500 blocks of Bradmoor Drive, Irvington Avenue and Hempstead Avenue. By the late 1950s, Bradmoor had expanded to Folkstone Road on the north and Ewing Drive on the west. The community included an elementary school and attracted employees of the nearby National Institutes of Health, which was established in 1938 (Offutt 1996, 400, 482).

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COMMUNITY SUMMARY SHEET

Community Name: Bradmoor

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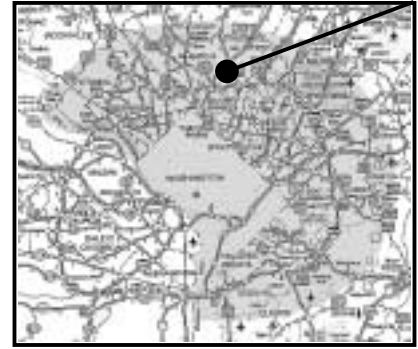
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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills Hills

City/County: Montgomery

Transportation Association: Automobile: Colesville Road, New Hampshire Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1934

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Burnt Mills Hills is located in the Burnt Mills community of Montgomery County. The subdivision was a project of the R. E. Latimer Land Company. The subdivision plats, filed beginning in 1934, show a central, circular drive with roads radiating out from it. Many of the roads ended in cul-de-sacs. Most of the lots in Burnt Mills Hills were about 1 acre, although those along Edelblut Drive measured 2 acres or more. Approximately 40 houses had been constructed by 1945. Burnt Mills Hills itself grew little after World War II, however other subdivisions, including Burnt Mills Knolls and Burnt Mills Village, were constructed around it during the 1950s and 1960s.

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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills Hills

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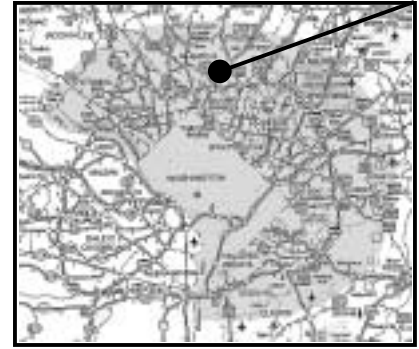
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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills

City/County: Montgomery

Transportation Association: Automobile: Colesville Road, New Hampshire Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Burnt Mills was a rural agricultural community and mill seat from the late-18th century through the early 20th century. The suburbanization of the community began in 1934 with the creation of the Burnt Mills Hills subdivision. Other subdivisions followed in the mid-20th century, including Burnt Mills Village in 1948, Burnt Mills Gardens in 1948, Burnt Mills Knolls in 1952 and Burnt Mills Manor in 1954. The subdivisions are predominantly made up of single-family houses along curving, discontinuous streets. Schools and parks are located within the subdivisions, while commercial establishments line Colesville Road and New Hampshire Avenue. Burnt Mills was largely developed by the mid-1960s. (See also Community Summary for Burnt Mills Hills.)

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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills

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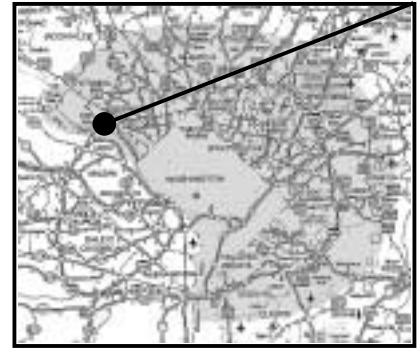
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COMMUNITY SUMMARY SHEET

Community Name: Cabin John

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad (formerly Glen Echo Railroad), West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1873, 1914

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Cabin John began as a popular weekend and summer resort for wealthy and well-known Washingtonians. The Cabin John Hotel, built in 1873 by the Bobinger family, included the hotel, summer houses, a theatre, and eventually an amusement park (Offutt 1996, 88-91). The resort reached its peak in the 1890s when streetcars from the Washington and Glen Echo Railroad (formerly the Glen Echo Railroad) and West Washington and Great Falls Railroad traveled between Cabin John and Washington, D.C. (MHT 1978b; Offutt 1996, 88). The Cabin John Hotel burned in 1931 after a long period of decline that was in part the result of competition from the neighboring Glen Echo Park (Offutt 1996, 120). The residential community had its beginnings in 1912 when J. S. Tomlinson of the American Land Company in Washington, D.C. bought 600 acres in Cabin John (Ibid., 120-123). In 1914, Tomlinson subdivided 155.9 acres of the property into lots of various sizes arranged along discontinuous, winding streets (MHT 1978b). Known as "Cabin John Park," the subdivision attracted middle-class buyers, particularly government workers (Ibid.). The houses are varied in style and include an experimental "rammed earth" house built by the Humphrey family in 1923 (Ibid.). Cabin John's greatest period of growth occurred between World War I and World War II (USGS 1917, 1944). However, in part because it was accessible mainly by trolley lines, the community never became very large (Offutt 1996, 131-132). With the exception of temporary housing constructed during World War II, the community grew little after the mid-20th century (Hiebert and MacMaster 1976, 331).

COMMUNITY SUMMARY SHEET

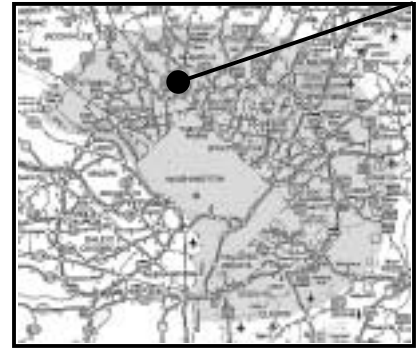
Community Name: Cabin John

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COMMUNITY SUMMARY SHEET

Community Name: Capitol View Park
City/County: Montgomery
Transportation Association: Baltimore and Ohio Railroad
Metropolitan Branch.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1887

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Capitol View Park is located east of Kensington in Montgomery County. The subdivision was first platted in 1887 on 123.5 acres of land owned by Mary Hart (MHT, Capitol View Park, 1979). The plat shows narrow, deep lots lining a loose grid of streets. The Capitol View Park railroad station of the Baltimore and Ohio Railroad Metropolitan Branch was constructed to the west circa 1890 (Ibid). Trolley lines never reached the subdivision (Clark 1987, 17). Capitol View Park grew slowly through the late 1880s with only a few Queen Anne-style dwellings constructed on large lots (MHT, Capitol View Park, 1980). In 1892, Hart and business partners Frederick Pratt, Alexander Proctor, and Martin Proctor began building houses to sell, however this venture was also unsuccessful, and the partners disbanded in 1895 (Clark 1987, 21). Although several bungalows were constructed during the 1920s, less than one-fourth of the lots had been developed by 1930 (Crawford, 1986, 12). A building boom occurred during the 1940s, and approximately 50 new houses were constructed. Development resumed its slow pace during the 1950s and continues to the present (MHT, Capitol View Park, 1980). All growth has been contained within the original boundaries of the 1887 plat.

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COMMUNITY SUMMARY SHEET

Community Name: Capitol View Park

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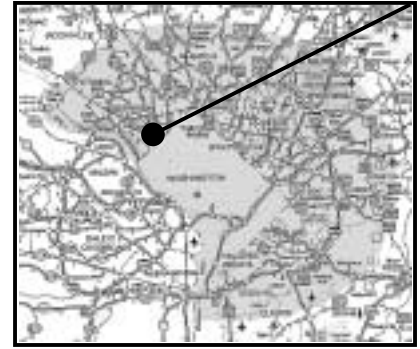
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COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase Terrace

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway; Early Automobile: Wisconsin Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1922

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Chevy Chase Terrace neighborhood is located west of Chevy Chase in Montgomery County. Chevy Chase Terrace was developed beginning in 1922 along Wisconsin Avenue and the Georgetown and Rockville Electric Railroad. The developers were Massux and Starney of Rockville. This trolley and early-automobile suburb consists of narrow, deep lots arranged along a discontinuous grid street system. Several streets, such as Norwood Place and Chevy Chase Boulevard, were designed with parking areas in the medians. Most of Chevy Chase Terrace developed during the 1930s.

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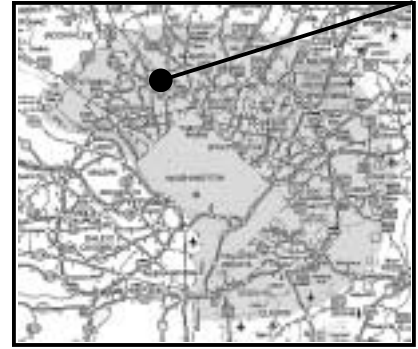
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COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase View

City/County: Montgomery

Transportation Association: Trolley: Rock Creek Railway; Early Automobile: Connecticut Avenue



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1910, 1924

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
(developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Not Applicable

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

The Chevy Chase View municipality is located south of Kensington in Montgomery County. Chevy Chase View was developed beginning in 1910 around Connecticut Avenue and the Rock Creek Railway. The suburb was incorporated in 1924. Chevy Chase View was developed by John L. Whitmore and Harry E. Smith (Crawford 1986, 37). The suburb consists of narrow, deep lots arranged along a grid street system. The municipality retains the boundaries of the original subdivision. They are: Kensington municipality on the north, Kensington Parkway on the east, Saul Road on the south and Cedar Lane on the west.

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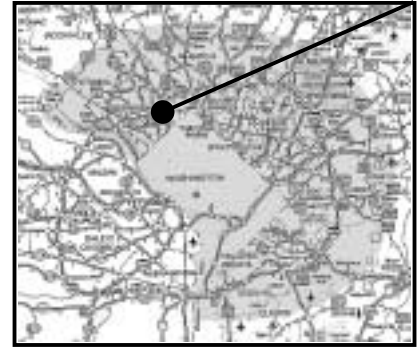
COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase

City/County: Montgomery

Transportation Association: Carriage: Connecticut Avenue;

Trolley: Rock Creek Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1893

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Chevy Chase is located in Montgomery County immediately northwest of the District of Columbia. The suburb was developed by Francis G. Newlands, a Senator from Nevada. In 1890, Newlands and Senator William M. Stewart, also of Nevada, created the Chevy Chase Land Company (MNCPPC 1997, 2). The Company acquired 1,712 acres of land along the proposed extension of Connecticut Avenue in the District and Montgomery County (Crawford 1986, 21). Engineer W. Kesley Schoepf, landscape architect Nathan F. Barrett and architect Lindley Johnson designed a suburb for the wealthy, with lots measuring 70 feet by 100 feet arranged along a grid of streets (Ibid.; George 1989, 188). The first lots were sold in 1893. The most expensive lots were located along Connecticut Avenue, while less expensive lots lined side streets perpendicular to the avenue (Levy 1980, 178). Chevy Chase grew slowly, with only 50 dwellings having been constructed by the turn of the century. By 1916, 145 dwellings had been constructed (MNCPPC 1997, 3; Crawford 1986, 22). These early dwellings were largely architect-designed and display a range of styles, including Queen Anne, Tudor Revival, Neo-Classical, Colonial Revival, and Shingle (MNCPPC 1997; 1-4). Residents of the new suburb were provided with water, electricity, and sewage. A trolley line to the city, known as the Rock Creek Railway, had been operating since 1892 (MNCPPC 1997, 2; Levy 1980, 178). Although

COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase

Narrative: (continued)

commercial development was forbidden in Chevy Chase, Newlands did allow the development of institutions such as churches, schools, a library, and the Chevy Chase Club (Levy 1980, 178-180).

Between World War I and 1930, as the automobile became common, Chevy Chase experienced a building boom and expanded in all directions (MNCPPC 1997, 4). The new residents were largely middle-class government and military employees (MHT M:35-13, 1996). They bought smaller lots along loosely-gridded streets surrounding the original Chevy Chase development. Craftsman, Colonial Revival, Mediterranean and Tudor Revival dwellings were common during this era (Ibid).

Building activity slowed during the Great Depression and World War II. Following World War II, Chevy Chase again expanded, this time to the east and northwest. The loosely-gridded street pattern continued. Contemporary ranch and split level houses, as well as traditional designs were constructed at this time (MHT M:35-13, 1996). Development continued around the periphery of Chevy Chase through the 1960s and 1970s. Chevy Chase includes a historic district listed in the National Register of Historic Places.

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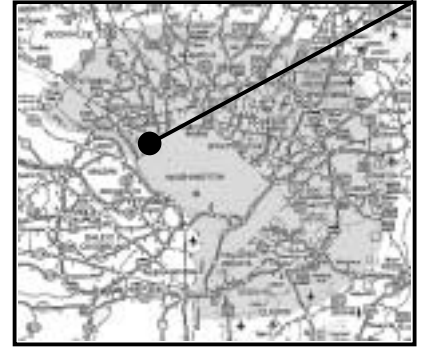
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COMMUNITY SUMMARY SHEET

Community Name: Crestview

City/County: Montgomery

Transportation Association: Automobile: Massachusetts Avenue,
Western Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1920, 1935

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Crestview is located in Montgomery County immediately northwest of the District of Columbia. It was developed at the same time as neighboring subdivisions Green Acres, Glen Cove, Westgate, and Westmoreland Hills. Crestview was first platted in 1920. The subdivision had a grid of streets in its south side with curving streets radiating to the north and east. The lots were narrow and deep. Part of Crestview was resurveyed in 1935, although the street and lot configuration remained the same. Crestview included one church and was close to community and recreational facilities.

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COMMUNITY SUMMARY SHEET

Community Name: Crestview

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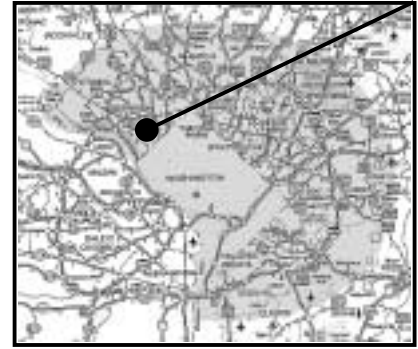
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COMMUNITY SUMMARY SHEET

Community Name: Drummond

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1903, 1916

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Drummond municipality is located west of Chevy Chase in Montgomery County. Drummond was developed beginning in 1903 along the Georgetown and Rockville Electric Railway. The suburb was incorporated in 1916. Drummond was created by the Drummond Land Company on land formerly owned by General Richard Coulter Drum, a Civil War Union Army officer. The suburb consisted of 45 large lots arranged in a linear fashion along Drummond Avenue and Warwick Lane. The suburb was intended to attract upper-middle class Washington residents. The developers used phrases such as "leave the dust and discomfort of the city" and "absolutely free from malaria and typhoid" to attract Washingtonians. Drummond developed continuously from the time of its creation to the present, and therefore contains a wide variety of housing types and styles. The suburb contains only residential properties (Crawford 1986, 37; MCHS Vertical Files; Real Estate Atlas of Montgomery County, Vol. 1 p. 51).

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COMMUNITY SUMMARY SHEET

Community Name: Drummond

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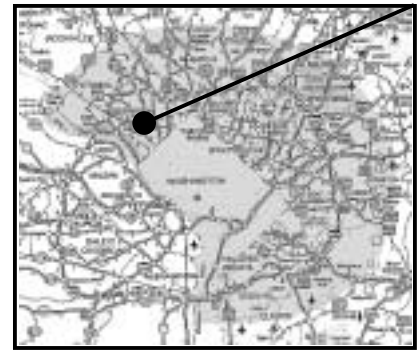
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COMMUNITY SUMMARY SHEET

Community Name: Edgemoor

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway, Chevy Chase to Great Falls Electric and Power Company



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1912

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Edgemoor Land Company under Walter Tuckerman filed the first plat for Edgemoor (originally called Edgewood) in 1912 (Crawford 1986, 37). The plat covered 183.5 acres and included 250 lots as well as open land. Edgemoor was advertised as having water, sewers, gas, electricity, telephone service, and paved roads. Five mansions, including one owned by Tuckerman, were built during the early years of Edgemoor (Offutt 1996, 298-301). The value of property in Edgemoor reached \$1000 an acre during the 1920s, precluding all but wealthy buyers (Hiebert and MacMaster 1976, 266). The plans for Edgemoor were redrawn in 1924 (Hiebert and MacMaster 1976, 267). The redesigned plan had narrow, deep lots arranged on a loose grid of streets. Tuckerman developed many of the new lots with brick Colonial Revival dwellings (Offutt 1996, 299). Commercial and community buildings as well as recreational areas developed around the periphery of Edgemoor.

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COMMUNITY SUMMARY SHEET

Community Name: Edgemoor

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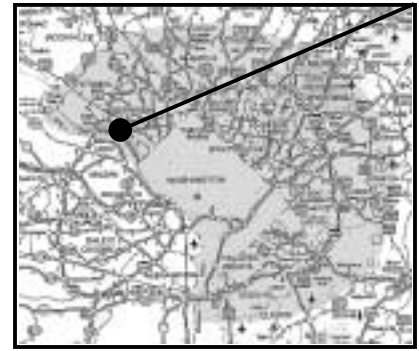
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COMMUNITY SUMMARY SHEET

Community Name: Fairway Hills

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad, West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1917, 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Fairway Hills is located immediately north of Glen Echo in Montgomery County. The land on which the subdivision was built was formerly part of the Baltzley holdings (see Glen Echo Community Summary). After the collapse of the Glen Echo Chautauqua, William McGeorge Jr. of Philadelphia bought most of the Baltzley's land and resold it for subdivision (Offutt 1996, 99). In 1917, the Bannockburn Heights Improvement Company bought several parcels from McGeorge, one of which became Fairway Hills. Fairway Hills was located east of the Bannockburn Golf Club and a short distance from the Washington and Glen Echo Railroad and West Washington and Great Falls Railroad. The subdivision featured a grid of streets lined with small lots. The subdivision plats were not filed until 1938, however most of the houses had been constructed by then.

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COMMUNITY SUMMARY SHEET

Community Name: Fairway Hills

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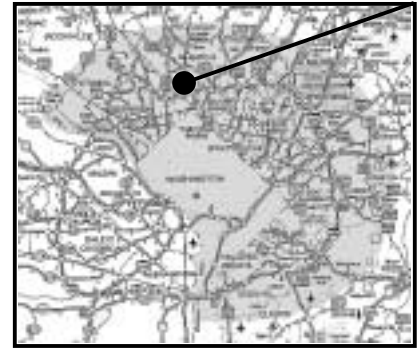
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COMMUNITY SUMMARY SHEET

Community Name: Forest Glen

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Metropolitan Branch; Trolley: Washington, Woodside and Forest Glen Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1887

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forest Glen is located east of Kensington in Montgomery County. The community was the project of the Forest Glen Investment Company, founded in 1887 by Joseph R. Herford and John T. Knott of Washington, D.C., and W. H. Carr, Frank Higgins and John C. Muncaster of Rockville (Crawford 1986, 8). In that same year, the Forest Glen Investment Company filed a plat for the 166-acre site with 26 blocks linked by discontinuous, curving streets near the Baltimore and Ohio Railroad Metropolitan Branch. The investors intended Forest Glen to be a summer community for the wealthy and envisioned cottages surrounding a resort hotel. The investors targeted Washington businessmen and government officials as clients (Ibid, 10). Several Queen Anne-style dwellings and the Forest Inn were constructed, and the community enjoyed a few years of success during the late 1880s. By 1894, though, the Forest Inn was struggling financially (Ibid.). The property was sold to the National Park Seminary, which operated a finishing school for girls from wealthy families until the Walter Reed Army Hospital acquired the site in 1942. The Seminary constructed the eclectic buildings for which the site is now known (Getty 1969, 3). Outside the Seminary, Forest Glen continued to grow slowly throughout the late-19th and early-20th centuries. Small businesses, churches, and schools were constructed. Although the Washington, Woodside and Forest Glen Railway began operating in 1897 (Crawford 1986, 11; MCPD 1992, 5), the residential community did not prosper, and many lots were not developed until the late-1940s (Crawford 1986, 11).

COMMUNITY SUMMARY SHEET

Community Name: Forest Glen

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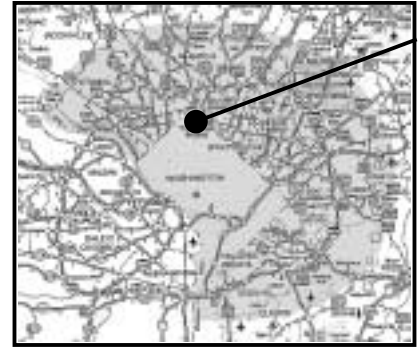
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COMMUNITY SUMMARY SHEET

Community Name: Forest Grove

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forest Grove is located east of Forest Glen in Montgomery County. The subdivision occupies land acquired by William J. Brown in 1928. The subdivision plat for the three-block development was filed in 1936, but several houses had already been constructed by that time. Forest Grove has a grid of curving streets lined with lots of about 0.15 acre each. There are seven types of brick, Colonial Revival houses in the community, mostly constructed in the late 1930s and early 1940s. The community is surrounded by commercial areas and a 1950s subdivision.

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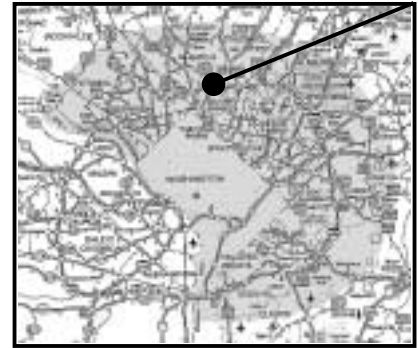
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COMMUNITY SUMMARY SHEET

Community Name: Four Corners

City/County: Montgomery

Transportation Association: Automobile: Colesville Road,
University Boulevard.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Four Corners began as a 19th-century agricultural community located at the crossroads on the Bladensburg and Colesville Roads. The community remained rural until the post-World War I building boom in suburban Montgomery County. Beginning in the late 1930s, Four Corners saw the development of Northwood Park, Woodmoor, Indian Spring Village, Indian Spring Terrace, North Hills of Sligo, and Fairway. These subdivisions expanded between 1945 and 1955 even as new ones, such as Northwood and Franklin Knolls, were constructed. The single-family house subdivisions that soon surrounded Four Corners had winding streets that formed an irregular grid in between major roads. Commercial establishments lined Bladensburg Road (now University Boulevard) and Colesville Road. The Woodmoor Shopping Center, established in 1946, is one landmark of the community. Four Corners was largely developed by the late 1950s. (See also community summaries for Northwood Park, Woodmoor, Indian Spring Village and Indian Spring Terrace.)

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COMMUNITY SUMMARY SHEET

Community Name: Four Corners

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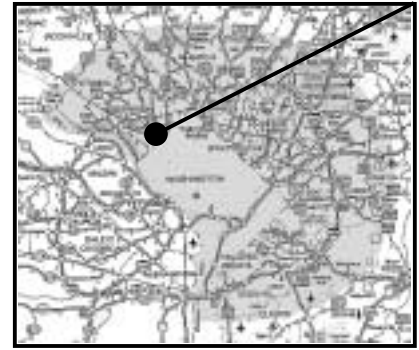
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COMMUNITY SUMMARY SHEET

Community Name: Friendship Heights

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville
Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1901

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Friendship Heights is located in Montgomery County between the District of Columbia and Somerset. Henry W. Offutt of Washington, D.C. developed the subdivision beginning in 1901. Friendship Heights originally had an irregular grid of streets with narrow, deep lots of about 0.15 acres. The construction company Richard Ough & Son built many of the early Colonial Revival houses. Friendship Heights was moderately priced and appealed to middle-class city workers. The subdivision was convenient to the Georgetown and Rockville Electric Railway (Offutt 1996, 218-231). Friendship Heights prospered as a residential area through the first half of the 20th century. Following incorporation in 1951, commercial establishments and businesses began moving in and rebuilding Friendship Heights. The Chevy Chase Shopping Center, Lord & Taylor, and GEICO were among the first to replace existing houses with large commercial buildings and parking lots. Other businesses and high-rise apartment buildings soon followed. Most of the remaining houses in Friendship Heights were demolished in the early 1970s.

COMMUNITY SUMMARY SHEET

Community Name: Friendship Heights

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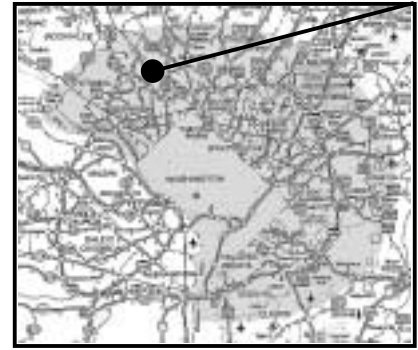
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COMMUNITY SUMMARY SHEET

Community Name: Garrett Park

City/County: Montgomery

Transportation Association: Baltimore and Ohio Railroad
Metropolitan Branch



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1887, 1898

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Garrett Park municipality is located west of Kensington in Montgomery County. Garrett Park was developed beginning in 1887 around the pre-existing Garrett Park station of the Baltimore and Ohio Railroad's Metropolitan Branch. The suburb was incorporated in 1898. Garrett Park was created by Henry Copp, a lawyer from Washington D.C. and founder of the Metropolitan Investment and Building Company. The Company acquired 500 acres in the Garrett Park area and filed the first plat in 1887 (Crawford 1986, 15-16). Engineer John T. Freeman and horticulturist William Saunders designed the suburb (Ibid; (NPS, Garrett Park, 1974). One of the premier horticulturists in the United States during the late 19th century, Saunders also designed the National Cemetery at Gettysburg and an arbor on the Capitol Hill Mall (now replanted). His design for Garrett Park consisted of winding streets in the northwest and gridded streets in the southeast, all lined with thick plantings (NPS, Garrett Park, 1974). The northwest section of Garrett Park developed during the late 19th century with Queen Anne-style residences for middle-class Washingtonians (NPS, Garrett Park, 1974). Advertisements from this time emphasized that the suburb included water, gas, and sewers and provided a healthful environment for families (Crawford 1986, 16-17). The second phase of development in Garrett Park began after World War I, when four veterans formed Maddux, Marshall and Company and began marketing small, mass-produced cottages aimed at low-level government employees. The cottages frequently came with a Chevrolet automobile and therefore became known as "Chevy" houses. The cottages were constructed as infill around existing development (Crawford 1986, 17-18; NPS, Garrett Park, 1974).

COMMUNITY SUMMARY SHEET

Community Name: Garrett Park

Narrative: (continued)

Following World War II, the southeast section of Garrett Park was developed with several contemporary residences designed by Howard University professor Alexander Richter. Richter's designs were influenced by the work of Louis Sullivan and Frank Lloyd Wright (NPS, Garrett Park, 1974). Infill development continued throughout Garrett Park through the twentieth century and included examples of the International style, Techbuilt houses, and Sears-Roebuck houses. Aside from one store and one church/community center, the community remains entirely residential (Ibid).

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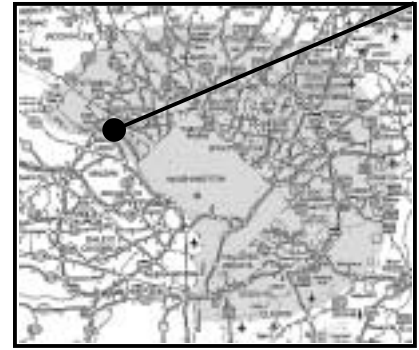
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COMMUNITY SUMMARY SHEET

Community Name: Glen Echo

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad (formerly Glen Echo Railroad), West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Echo began as a resort founded by brothers Edward and Edwin Baltzley who began buying property along the Potomac River in the late 1880s and chartered the Glen Echo Railroad trolley line in 1889 (Offutt 1996, 88). Their first subdivision, Glen Echo Heights, opened in 1890 (See "Glen Echo Heights" Community Summary). Inspired by the Cabin John Hotel, the Baltzley's also constructed the elaborate Pa-taw-o-mec Café in 1890, however it burned four months after opening (Ibid., 91-93). The Baltzley's next venture was to establish a Chautauqua, a summer institute providing courses in academics and the arts. The National Chautauqua of Glen Echo covered 80 acres and included 488 residential lots as well as an amphitheater, academic buildings, and "Public Comfort" stations. The streets formed a series of concentric circles and arches, and the Chautauqua buildings were constructed of native stone. The National Chautauqua of Glen Echo had one successful season in the summer of 1891 before rumors of malaria drove participants and prospective residents away. Sales of lots in Glen Echo dropped dramatically, trolley service was discontinued, and the Baltzley's lost the Chautauqua to foreclosure (Ibid., 93-100). The residential community of Glen Echo incorporated in 1904 and continued to grow in conformity with the Baltzley's plan through the mid-twentieth century. The Chautauqua was acquired by the Washington Railway and Electric Company around 1910 and developed into a successful amusement park (Glen Echo Park) that remained open until 1968 (Ibid., 101-102; Lange 1997).

COMMUNITY SUMMARY SHEET

Community Name: Glen Echo

Narrative: (continued)

In 1970, the Chautauqua/amusement park grounds were acquired by the National Park Service and rehabilitated as an arts institute (Lange 1997).

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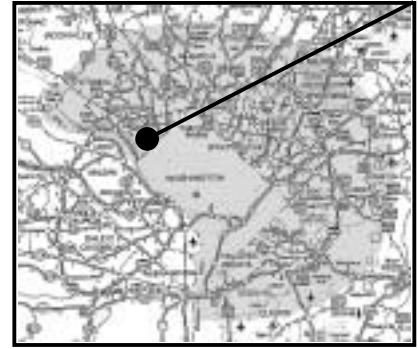
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COMMUNITY SUMMARY SHEET

Community Name: Glen Cove

City/County: Montgomery

Transportation Association: Automobile: River Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1893, 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Cove is located in Montgomery County immediately northwest of the District of Columbia border. It developed at the same time as neighboring subdivisions Green Acres, Westgate, Crestview, and Westmoreland Hills. The subdivision was a project of the Southern Investment Company. A plat Glen Cove was filed in 1893, however no construction took place. The subdivision plat was filed again in 1938, by which time roads were laid out and construction of houses had begun. Glen Cove had a crooked grid of streets and lots of about 0.15 to 0.2 acres.

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COMMUNITY SUMMARY SHEET

Community Name: Glen Cove

Bibliography: (continued)

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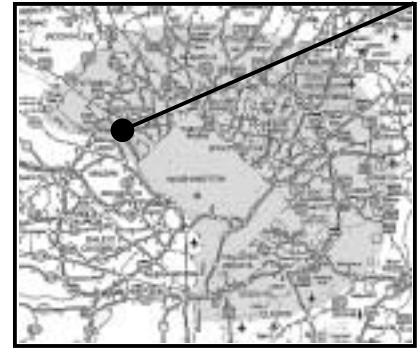
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COMMUNITY SUMMARY SHEET

Community Name: Glen Echo Heights

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1890

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Echo Heights was founded by brothers Edward and Edwin Baltzley of Ohio in 1890. The subdivision was part of the brothers' plans to develop a major resort along the Potomac River. Glen Echo Heights had winding streets, some connecting to form a loose grid and some not connecting. The narrow, deep lots came with covenants dictating setbacks, building materials, and minimum building cost. The Baltzley brothers hoped the community would become the "American Rhine." They built their own stone, Gothic Revival mansions on the bluffs over the Potomac and encouraged customers to do the same. Lots sold quickly during 1890 and 1891 until rumors of malaria brought the subdivision to a standstill. Glen Echo Heights did not begin to develop again until the World War I era when the Bannockburn Country Club opened nearby. Summer cottages were built on the lots where mansions had never materialized. The community continued to grow through the mid-20th century (Offutt 1996, 91-93, 114, 151). (See also Community Summary for Glen Echo.)

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COMMUNITY SUMMARY SHEET

Community Name: Glen Echo Heights

Bibliography: (continued)

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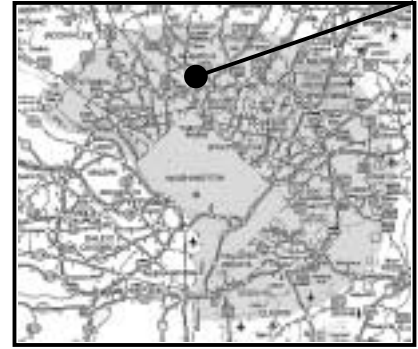
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COMMUNITY SUMMARY SHEET

Community Name: Glen Haven

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1951

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Haven is located southeast of Wheaton in Montgomery County. The subdivision first appears on maps in 1944 with a street plan of concentric quarter circles lined with closely spaced houses. Beginning in 1947, the Army maintained this group of houses for personnel at the Walter Reed Army Hospital Annex (Farquhar 50). The area northeast of the original Glen Haven developed beginning in 1951 with the resubdivision of several properties. Winding, discontinuous streets led from the Army property north to University Boulevard. Construction of new houses in this area continued into the 1960s. The Glen Haven community included a park and elementary school.

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COMMUNITY SUMMARY SHEET

Community Name: Glen Haven

Bibliography: (continued)

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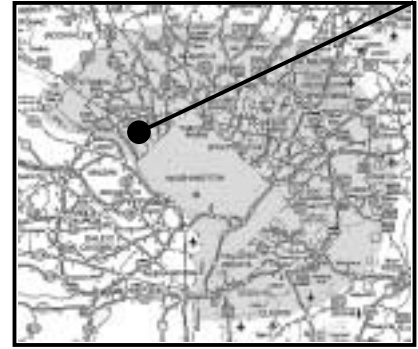
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COMMUNITY SUMMARY SHEET

Community Name: Greenacres

City/County: Montgomery

Transportation Association: Automobile: River Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Greenacres is located southwest of Somerset in Montgomery County. It developed at the same time as neighboring subdivisions Glen Cove, Westgate, Crestview, and Westmoreland Hills. The subdivision was a project of the Loughborough Development Corporation. Greenacres had a system of parallel streets lined with small lots of about 0.1 acre. Many houses had been constructed by the time the subdivision plats were filed in 1938. Greenacres was located adjacent to the Little Falls Branch Park and the Westbrook Elementary School.

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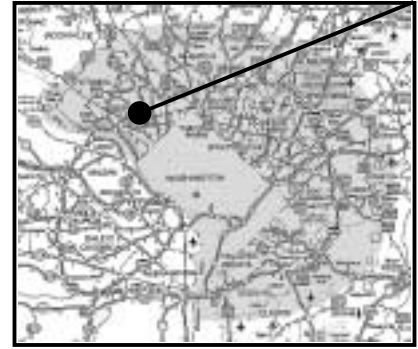
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COMMUNITY SUMMARY SHEET

Community Name: Greenwich Forest

City/County: Montgomery

Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1932

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Greenwich Forest is located west of Bethesda in Montgomery County. The subdivision was constructed on land conveyed to Shirley R. Kaplan by the Ardhav Development Company in 1931. The street plat, filed in 1932, shows an irregular pattern of curving streets east of Bradley Avenue on both sides of Huntington Parkway. Alvin Aubinoe of Bethesda designed many of the houses for the subdivision's upper-middle class customers. Most of the houses were built in the mid 1930s when the neighborhood was at its peak popularity, however infill construction continued through the mid-20th century (Offutt 1996, 396).

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COMMUNITY SUMMARY SHEET

Community Name: Greenwich Forest

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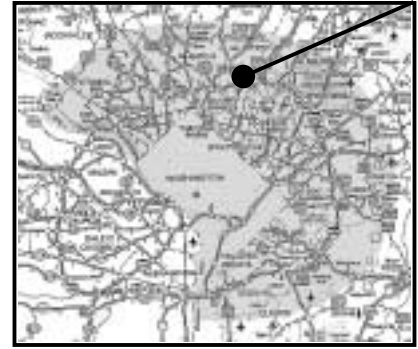
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COMMUNITY SUMMARY SHEET

Community Name: Hillandale

City/County: Montgomery

Transportation Association: Automobile: New Hampshire Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Hillandale is located east of Burnt Mills in Montgomery County. The subdivision was laid out in 1934. Hillandale featured winding, discontinuous streets lined with lots of about 0.5 to 1 acre. The subdivision grew slowly, with approximately 70 houses constructed by 1945 and approximately 100 by 1950. Hillandale expanded to the north and east during the late 1950s and early 1960s. Infill development continues to the present. Parklands, community facilities, and commercial establishments are located along New Hampshire Avenue and Powder Mill Road.

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COMMUNITY SUMMARY SHEET

Community Name: Hillandale

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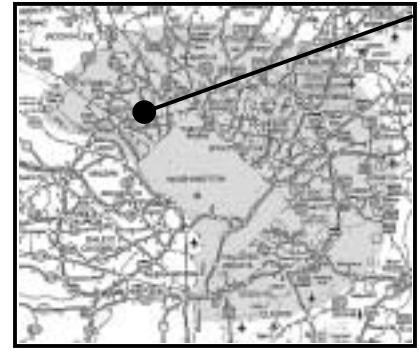
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COMMUNITY SUMMARY SHEET

Community Name: Huntington Terrace

City/County: Montgomery

Transportation Association: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1910

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Huntington Terrace is located north of Bethesda in Montgomery County. The subdivision was platted in 1910. It had narrow, deep lots on gridded streets named after Presidents. A 15-acre parcel bounded by Lincoln and McKinley Streets was the site of a circa 1900 farmhouse which later became the property of Suburban Hospital. Early development of Huntington Terrace clustered along Old Georgetown Road. Lots further west, in the areas of Grant, Jefferson and Garfield Streets developed during the 1920s (Offutt 1996, 292-293).

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Offutt, William. 1996. *Bethesda, A Social History of the Area through World War Two*. 3d ed. Bethesda, Maryland: The Innovation Game.

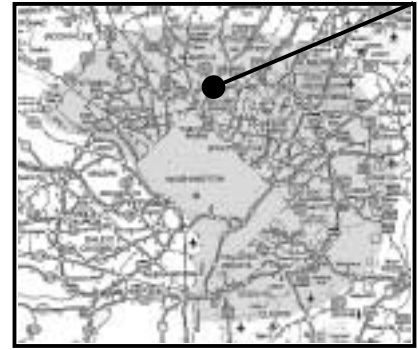
Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 87.

COMMUNITY SUMMARY SHEET

Community Name: Indian Spring Terrace

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road, Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1926

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Indian Spring Terrace is located in the Four Corners community of Montgomery County. The subdivision was developed beginning in 1926 by John M. Faulconer and Frank B. Proctor. Indian Spring Terrace originally had an irregular grid of streets leading south from the Indian Spring Golf Club. Initial development took place from the late 1920s to the early 1940s along Granville, Normandy, and Indian Spring Drives. The subdivision expanded south toward Franklin Avenue during the late 1940s and early 1950s. The golf club and part of the subdivision were removed during construction of the Capital Beltway.

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Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 316, 375, 397.

United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Indian Spring Terrace

Bibliography: (continued)

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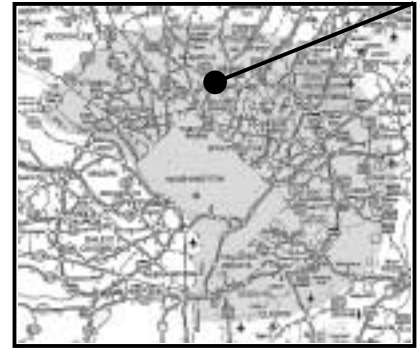
----- 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Indian Spring Village

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road,
Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Indian Spring Village is located in the Four Corners community of Montgomery County. The subdivision was developed beginning in 1936 by Indian Spring Village, Inc. Indian Spring Village had a grid of streets lined with lots of about 0.15 to 0.25 acres. Approximately 100 houses had been constructed by 1945. Indian Spring Village expanded to the east during the late-1940s. The subdivision Franklin Knolls was constructed to the south during the 1950s.

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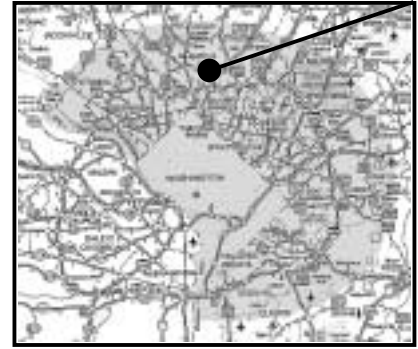
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COMMUNITY SUMMARY SHEET

Community Name: Kemp Mill

City/County: Montgomery

Transportation Association: Automobile: Arcola Avenue (formerly Kemp Mill Road)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1955

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Kemp Mill refers to an area north of Four Corners in Montgomery County. The area developed beginning in 1955 with the opening of Kemp Mill Estates off of Arcola Avenue. Between 1955 and 1965 other subdivisions opened around Kemp Mill Estates, including Forest Knolls, Kemp Mill Farms, and Grey Estates. The subdivisions generally have winding streets and are made up of single-family houses. Community buildings and parks are located within the subdivisions, while commercial establishments are located along Arcola Avenue (formerly Kemp Mill Road).

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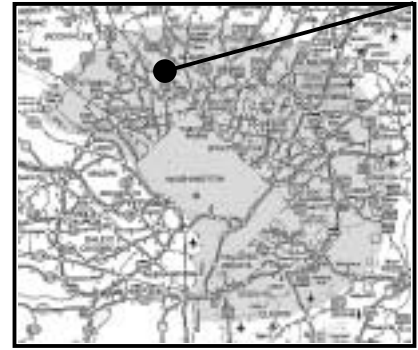
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COMMUNITY SUMMARY SHEET

Community Name: Ken-Gar

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio
Metropolitan Branch



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1887

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Ken-Gar is an historically African-American community located between Kensington and Garrett Park in Montgomery County. Founded in 1887 along the tracks of the Baltimore and Ohio Railroad's Metropolitan Branch, the community had approximately 30 buildings by the end of World War I and 70 by the end of World War II, all arranged on a four-block grid. The community was predominantly made up of small, frame dwellings, although there was at least one market and two churches. Although some early buildings remain, much of Ken-Gar was demolished during an urban renewal project begun in 1972 (Dash 1972).

Bibliography:

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COMMUNITY SUMMARY SHEET

Community Name: Ken-Gar

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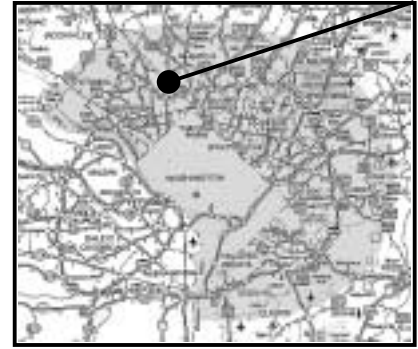
----- . 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Kensington

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Railroad Metropolitan Branch; Trolley: Kensington Electric Railway Company, Kensington Railway and Electric Company.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1890

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Kensington municipality is located north of the Capital Beltway in Montgomery County. Kensington began as the farm of George Knowles. Knowles sold right-of-way to the Baltimore and Ohio Railroad's Metropolitan Branch, and the Knowles Station opened in 1873 (MHT, Kensington Historic District, 1978). Subdivision of the Knowles property began in 1880. Brainard H. Warner of Washington, D.C. bought 125 acres around this time, and in 1890 he filed a subdivision plat entitled Kensington Park for the land. The plat featured curvilinear streets with narrow, deep lots (Crawford 1986, 19-20). A minimum required improvement of \$2000 limited the development to upper middle class buyers (Ibid). The community originally consisted of summer houses for Washingtonians. Baltimore, Prospect, and Washington Streets developed first with large Queen Anne residences (Ibid). Other blocks developed from the late-19th through the mid-20th centuries with a variety of styles. Later residences tended to be smaller than the original residences, and the community became a year-round suburb for commuters. A small commercial center developed in the northeast corner of the community adjacent to the railroad (MHT, Kensington Historic District, 1978). The Baltimore and Ohio railroad opened its Kensington Park Station in 1893, and the Chevy Chase and Kensington Electric Railway Company began serving the community in 1895. The Kensington Railway and Electric Company began operating in 1899 (Crawford 1986, 19-20). Kensington's current boundaries correspond closely to those of the 1890 plat, with only a small section having been annexed on the northwest. Infill and redevelopment continue to this day.

COMMUNITY SUMMARY SHEET

Community Name: Kensington

Bibliography:

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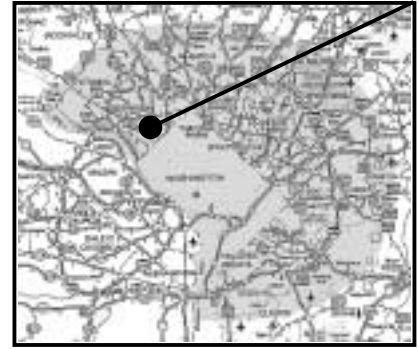
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COMMUNITY SUMMARY SHEET

Community Name: Kenwood

City/County: Montgomery

Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1928

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Kenwood is located southwest of Bethesda in Montgomery County. This exclusive subdivision, founded in 1928, was a project of Bethesda developer Edgar S. Kennedy. Kennedy began buying land east of River Road in 1926. In 1927 he formed the Kennedy Chamberlain Development Company with his partner, engineer Donald L. Chamberlain. The original plan for Kenwood had a grid of streets and uniform, small lots. At the request of Kennedy and sales manager Charles H. Jerman, Chamberlain redesigned the plan to have a loose grid of curving streets and lots ranging from 0.2 to 0.48 acres. Owners of lots could either hire their own architects or utilize the services of Alexander H. Sonnemann, architect of the model houses in the subdivision. Covenants and an architectural review board insured that the houses would be stylistically consistent. The early houses tended to be constructed of brick or stone in the Colonial Revival, Tudor Revival, or French Provincial styles. After covenants were relaxed in the mid 1930s, smaller houses and a few Modernist houses were constructed. West of Kenwood, a large country club was constructed with a golf course, tennis courts, swimming pool, and club house. Membership in the country club came with purchase of a house in Kenwood. Most of Kenwood had developed by the end of the 1940s (Offutt 1996, 266-271).

COMMUNITY SUMMARY SHEET

Community Name: Kenwood

Bibliography:

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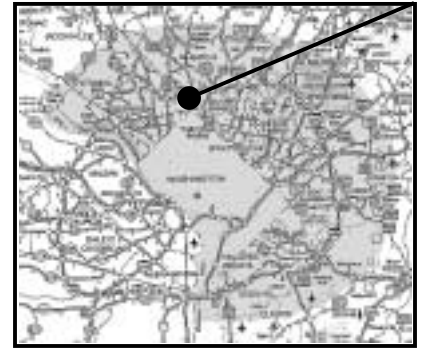
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COMMUNITY SUMMARY SHEET

Community Name: Linden

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Metropolitan Branch; trolley: Washington, Woodside and Forest Glen Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1873

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Linden is an unincorporated suburb located immediately east of the Walter Reed Army Medical Center Annex in Montgomery County. Charles M. Keys of Washington, D.C. founded Linden in 1873, the year service by the Baltimore and Ohio Railroad's Metropolitan Branch began. The suburb occupied 12 acres and included approximately 20 lots arranged along a grid of streets east of the railroad tracks (M-NCPPC 1992, 1). About five houses had been built in Linden by 1889, and about 12 had appeared by 1900 (Crawford 1986, 4). The houses include examples of the Gothic Revival, Second Empire, Queen Anne, and Colonial Revival styles (M-NCPPC 1992, 1). The Washington, Woodside and Forest Glen Railway provided streetcar service to Linden between 1897 and 1930 (Crawford 1986, 4). A commercial area developed on the west end of Linden Lane, and a residential area developed along Sharon Lane to the north. Other residential growth was limited to infill. Infill development continued through the 20th century (Ibid., 4-5).

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COMMUNITY SUMMARY SHEET

Community Name: Linden

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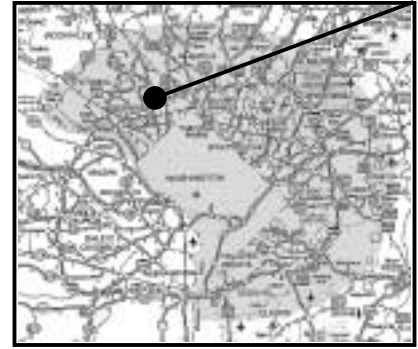
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COMMUNITY SUMMARY SHEET

Community Name: Locust Hill

City/County: Montgomery

Transportation Association: Automobile: Wisconsin Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1941

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Locust Hill is located northeast of Bethesda in Montgomery County. The subdivision occupies land acquired by the Straight Improvement Company during the 1920s. A subdivision plat, filed in 1941, shows a pattern of curving, discontinuous streets and lots of about 0.25 acres. By 1944, approximately 20 houses had been constructed along Locust Hill Road and Broad Brook Drive. During the 1950s, Broad Brook Drive was extended to the north and Elmhurst Drive was extended to the south.

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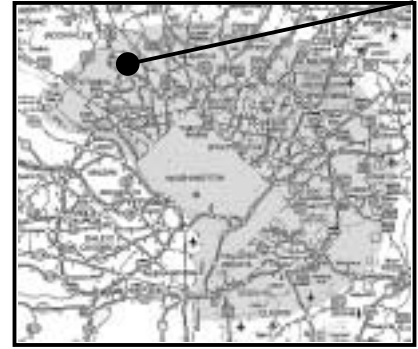
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COMMUNITY SUMMARY SHEET

Community Name: Luxmanor

City/County: Montgomery

Transportation Association: Automobile: Old Georgetown Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1934

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Luxmanor is located west of Garrett Park in Montgomery County. Luxmanor was constructed on 38 acres of land acquired by the Luchs family in 1925. The land was transferred to the Luxmanor Corporation, owned by the Luchs family, in 1934. Luxmanor featured winding, discontinuous streets lined with lots of about 0.5 acres. Development in the 1930s and 1940s concentrated around Tilden Lane, Sedgwick Lane, and Roseland Drive. During the late 1950s and early 1960s, the community spread north to Neilwood Drive and south to Tuckerman Lane. Approximately 800 houses were constructed over the years. The community included a park and an elementary school.

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COMMUNITY SUMMARY SHEET

Community Name: Luxmanor

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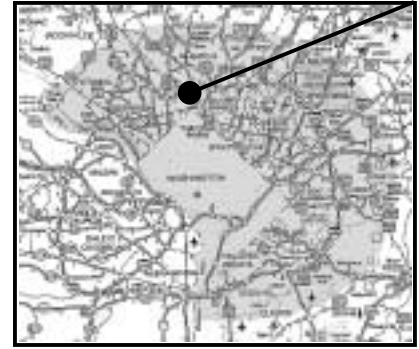
----- 1965. *Rockville, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Montgomery Hills

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1928

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Montgomery Hills is located south of Forest Glen in Montgomery County. The subdivision occupies land acquired by Robert W. Benner and George E. Good in 1927 and 1928. The subdivision plat filed by Benner and Good in 1928 has a loose, irregular grid of streets and lots of about 0.15 acre. Several houses had already been constructed by the time the subdivision plat had been filed; most of the others were constructed in the late 1920s or early 1930s. Covenants in the deeds stipulated that the houses not cost less than \$9000. Included in Montgomery Hills was one block of commercial buildings along Georgia Avenue. Commercial properties also came with restrictive covenants governing the cost and style of the buildings. The result was a Tudor Revival-style commercial block (Rebeck 1987, 12).

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COMMUNITY SUMMARY SHEET

Community Name: Montgomery Hills

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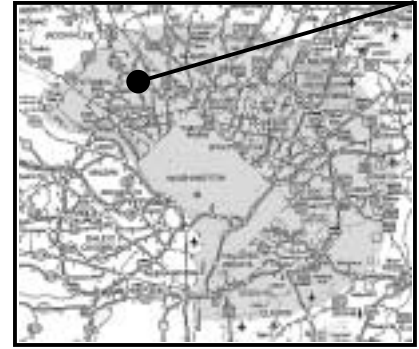
----- 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: North Bethesda Grove

City/County: Montgomery

Transportation Association: Automobile: Old Georgetown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1947

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

North Bethesda Grove is located between I-495 and I-270 in Montgomery County. The subdivision was constructed on land acquired by Austin F. and Gertrude M. Canfield from Edward C. and Sylvia G. Ostrow in 1946. The plat, filed in 1947, shows a grid pattern of streets with 161 lots of about 0.1 acre each. All of the streets shown on the plat were constructed. North Bethesda Grove is roughly bounded by Lone Oak Drive, Fleming Avenue, Grosvenor Lane, and Old Georgetown Road. It includes community properties such as churches and schools.

Bibliography:

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 2, pp. 42-43.

United States Geological Survey (USGS). 1956. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

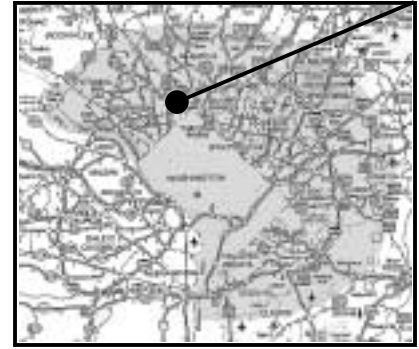
-----, 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: North Chevy Chase

City/County: Montgomery

Transportation Association: Trolley: Rock Creek Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The North Chevy Chase municipality is located north of Chevy Chase in Montgomery County. North Chevy Chase was developed beginning in 1895 along Connecticut Avenue and the Rock Creek Railway trolley line. The suburb was originally known as Kenilworth (Offutt 1996, 188). It was incorporated in 1896. North Chevy Chase was developed by Redford W. Walker, and originally included 64.5 acres with 118 lots arranged along a curvilinear street system consisting of Inverness Way, Kensington Parkway, and Kenilworth Driveway (Ibid.). The suburb originally provided water to its residents, but no electricity (Ibid.). Approximately 15 families had settled in North Chevy Chase by the turn of the century (Ibid.). The curvilinear street system was expanded to the east during the late 1930s, and the suburb continued to develop into the 1950s. North Chevy Chase includes the 1910 home of horticulturist Dr. David Fairchild, who introduced the Japanese cherry tree to the United States (Ibid., 188-189).

Bibliography:

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COMMUNITY SUMMARY SHEET

Community Name: North Chevy Chase

Bibliography: (continued)

Offutt, William. 1996. *Bethesda, A Social History of the Area through World War Two*. 3d ed. Bethesda, Maryland: The Innovation Game.

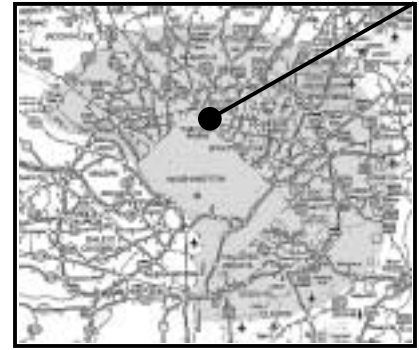
Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume - Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 837, 1007; Vol. 2, p. 739.

COMMUNITY SUMMARY SHEET

Community Name: North Takoma

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio
Metropolitan Branch



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

North Takoma is located within the municipal boundaries of Takoma Park in Montgomery County. Benjamin Franklin Gilbert, founder of Takoma Park, subdivided North Takoma circa 1890. The subdivision appears on the USGS Washington and Vicinity quadrangle in 1917 as a grid of streets leading northeast from the Baltimore and Ohio Railroad Metropolitan Branch. The Bliss Electrical School (now part of Montgomery College) occupied one block beginning in 1894, while single family houses lined the others (M-NCPPC 1992, 5; M-NCPPC 1982, 18). The areas northwest and northeast of North Takoma developed between 1918 and 1945.

Bibliography:

Maryland - National Capital Park and Planning Commission (M-NCPPC). 1982. *City of Takoma Park Master Plan*. Silver Spring, MD.

-----, 1992. *Amendment to Master Plan for Historic Preservation in Montgomery County, Maryland: Takoma Park Historic District and Carroll Manor/Douglas House*. Silver Spring, MD.

COMMUNITY SUMMARY SHEET

Community Name: North Takoma

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----- 1944. *Washington and vicinity topographic map*. Washington, D.C.: USGS.

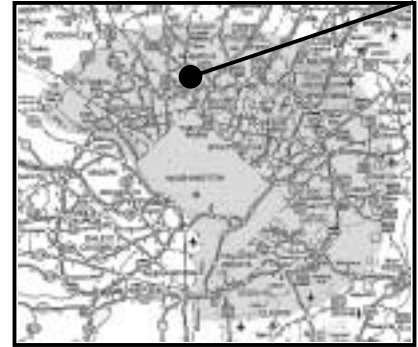
----- 1965. *Washington West, DC-MD-VA Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Northbrook Estates

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1950

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Northbrook Estates is located south of Wheaton in Montgomery County. The subdivision occupies land acquired by Joseph D. Clagett and Julius P. Stadler in 1942. The subdivision plats, filed in 1950, show a pattern of discontinuous streets and lots of about 0.2 acres. Most of Northbrook Estates was developed during the 1950s and early 1960s. Some infill development has continued to the present. Northbrook Estates consists of parts of Glenhaven Drive, Dunkirk Drive and Cascade Place.

Bibliography:

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 2, p. 544

United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

----- 1956. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

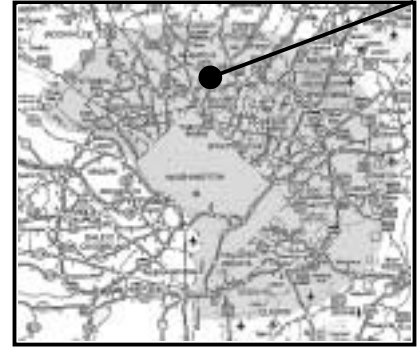
----- 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Northwood Park

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road, Colesville Road.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Northwood Park is located in the Four Corners community of Montgomery County. The subdivision was established in 1936 by Louise Vonne, although it was deeded to the R. E. Latimer Land Company in 1938. Northwood Park featured a grid of curved streets and lots of about 0.15 to 0.3 acres. The subdivision grew quickly with approximately 130 houses constructed by 1945. New subdivisions such as North Hills, Northwood Park View, and Northwood grew around Northwood Park during the 1950s. Northwood Park is roughly bounded by Colesville Road, West University Boulevard, Dennis Avenue and Eastwood Avenue.

Bibliography:

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 675, 1241.

United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

----- 1956. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

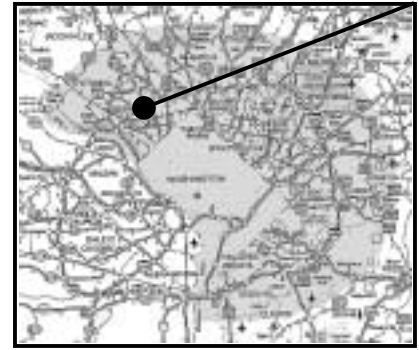
----- 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Oakmont

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville
Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1903

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Oakmont is an incorporated suburb located north of Bethesda. In 1901, E. Baker Evans acquired 18 acres along the Georgetown and Rockville Electric Railway. The land had been the site of the Bethesda Park amusement park during the late-19th century. Evans filed a subdivision plat in 1903 which showed two long, straight streets (Oak Place and Cedar Avenue) connected by a cross street which was never constructed. Narrow, deep lots lined both sides of Oak Place and the south side of Cedar Avenue. Approximately 15 houses had been constructed by the time the subdivision plat was filed. Most of the other houses were constructed around World War I. Oakmont was incorporated in 1918 (Offutt 1996, 79, 292).

Bibliography:

Offut, William. 1996. *Bethesda, A Social History of the Area through World War Two*. 3d ed. Bethesda, Maryland: The Innovation Game.

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 120.

COMMUNITY SUMMARY SHEET

Community Name: Oakmont

Bibliography:

United States Geological Survey (USGS). 1917. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

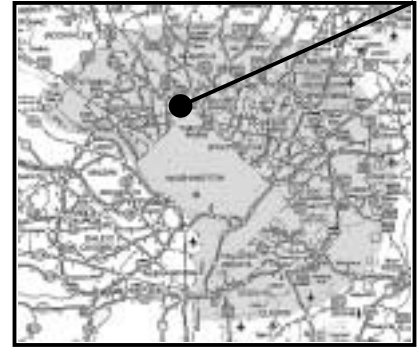
----- . 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Forest

City/County: Montgomery

Transportation Association: Automobile: East West Highway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Rock Creek Forest is located immediately northwest of the District of Columbia. The subdivision is located on land acquired by Jacob and Esther Zellan and Sam and Esther Eig during the late 1920s. The first subdivision plats were filed in 1938. The earliest part of Rock Creek Forest, located south of East West Highway, had a grid of streets and standard lots of 5000 square feet (0.1 acres). The area around Colston Drive, Blaine Drive, and Washington Avenue was fully developed by 1945. Between 1945 and 1950, Spencer and Ross Roads developed north of East West Highway. Rock Creek Forest expanded further to the north and east between 1950 and 1965. The community was adjacent to Rock Creek Park and included the Rock Creek Forest Elementary School.

Bibliography:

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 959, 990.

United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Forest

Bibliography: (continued)

----- 1951. *Washington West, MD Quadrangle Map.* Washington, D.C.: USGS.

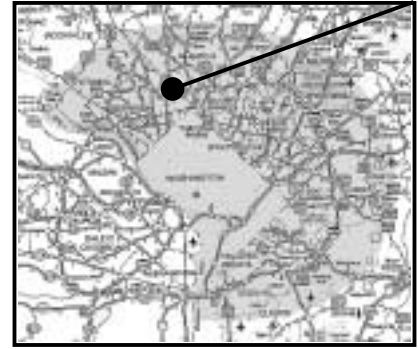
----- 1965. *Washington West, MD Quadrangle Map.* Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Hills

City/County: Montgomery

Transportation Association: Automobile: Rock Creek Hills



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Rock Creek Hills is located immediately southeast of Kensington in Montgomery County. The subdivision is located on land acquired by the Continental Life Insurance Company in 1938. Rock Creek Hills has winding, discontinuous streets and is bordered on three sides by Rock Creek Park. By 1944, approximately 40 houses had been constructed along Stanhope Road, Bexhill Drive, and Kensington Parkway. During the late 1940s, Rock Creek Hills expanded to the east to Old Spring Road. During the 1950s and into the 1960s, the subdivision expanded further to the north and east toward the former Baltimore and Ohio Railroad Metropolitan Branch tracks. The Kensington Junior High School, now Rock Creek Hills Park, was located in the subdivision.

Bibliography:

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 850.

United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Hills

Bibliography: (continued)

----- 1956. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

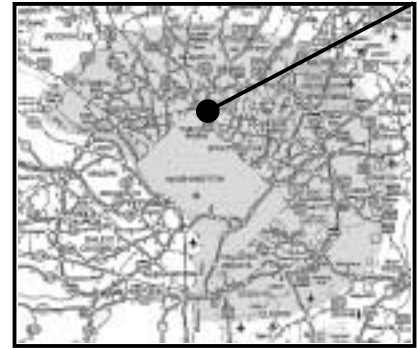
----- 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Silver Spring

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Metropolitan Branch; Trolley: Washington, Woodside and Forest Glen Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Silver Spring is an unincorporated suburb located immediately northeast of the Washington, D.C. border. Francis Preston Blair of Washington, D.C. founded the community in 1842 and built his country estate there (Sentinel 1967). Although the Baltimore and Ohio Railroad Metropolitan Branch began stopping at the Silver Spring station in 1878, the community remained a rural village throughout most of the late 19th century (Silver Spring Chamber of Commerce 1973, 1; M-NCPPC 1993a, 1). In 1898, the Washington, Woodside and Forest Glen Railway began trolley service to Silver Spring (Sentinel 1967). A grid of streets extended northeast from the Silver Spring station by 1910 (MGS 1910). The pace of growth increased after World War I when Col. E. Brooke Lee, great-grandson of Francis Preston Blair, began subdividing large sections his old estate (Sentinel 1967). Colonial Revival and Moderne garden apartment complexes were constructed on some sections (Walston 1984, 7-10). Silver Spring expanded to the north and east, and the street pattern became increasingly discontinuous (USGS 1944). As growth accelerated through the 1930s due to an influx of government workers under the New Deal, a commercial area developed along Georgia Avenue between the Metropolitan Branch tracks and Wayne Avenue (M-NCPPC 1993 Amendment to Master Plan, 1). The Silver Theatre and Shopping Center, which opened in 1938, is one example of the Art Deco and Moderne commercial complexes constructed during this period (M-NCPPC 1993a, 1-2). Following World War II, the increasing suburbanization of Montgomery County ensured that Silver Spring would remain an active commercial center. High-rise office buildings, hotels and apartments, were added to the central business district during the late 1960s (M-NCPPC 1993b, 4). The construction of a Metro stop in the 1970s spurred additional large-scale commercial development.

COMMUNITY SUMMARY SHEET

Community Name: Silver Spring

Bibliography:

Maryland Geological Survey (MGS). 1910. *Map of Montgomery County and District of Columbia Showing the Topography and Election Districts*. Washington, D.C.: USGS.

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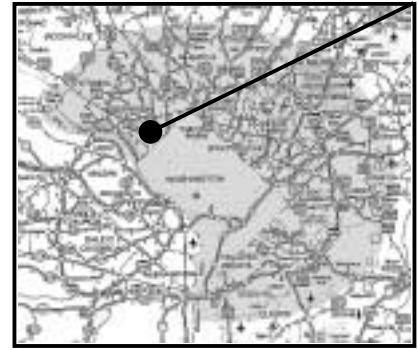
Walston, Mark. 1984. Montgomery County's First Garden Apartments. *The Montgomery County Story*. 27 (1): 89-100.

COMMUNITY SUMMARY SHEET

Community Name: Somerset

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1890, 1906

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Somerset municipality, originally known as Somerset Heights, is located west of Chevy Chase in Montgomery County. Somerset Heights was developed beginning in 1890 along the Georgetown and Rockville Electric Railway. The suburb was incorporated in 1906. Somerset Heights was created by the Somerset Heights Colony Company, an organization created by five scientists from the United States Department of Agriculture. The scientists were Harvey Wiley, Charles Crampton, Daniel Salmon, Miles Fuller, and Horace Horton. They hoped to develop a healthful, pleasant suburb within commuting distance of the city (Crawford 1986, 23-24). Somerset Heights originally consisted of 50 acres with lots arranged along a gridded street system. The suburb was intended to attract professionals and their families, including scientists, doctors, and lawyers from Washington D.C. (MHT, M:35-36, 1976). The original suburb consisted of rambling, Queen Anne-style dwellings. There was no commercial area, although parks, recreational areas, and a school were developed in the eastern end of the municipality. Brochures advertising the suburb promised sewage, water, electricity, and sidewalks, however these were not a reality until after incorporation (Ibid.). Although the 1906 municipal boundaries of Somerset included 192 acres, the land outside the original 50-acre tract was owned solely by the Bergdoll family of Philadelphia until 1946 (O'Brien and Jaszi 1977, 9). As a result, the original lots have been continually resubdivided, and architectural styles dating from 1890 to the present

COMMUNITY SUMMARY SHEET

Community Name: Somerset

Narrative: (continued)

can be found. After 1946, the land west and south of the original suburb was developed with Colonial Revival and contemporary houses arranged along a fragmented grid of streets (MHT, M:35-36, 1976). Two-thirds of the housing stock in Somerset Heights was constructed between 1950 and 1970 (MCHS Vertical Files). Southeast of the municipal limits, an 18-acre fragment of the Bergdoll tract remains undeveloped (O'Brien and Jaszi 1977, 9). The town of Somerset is listed in the National Register of Historic Places.

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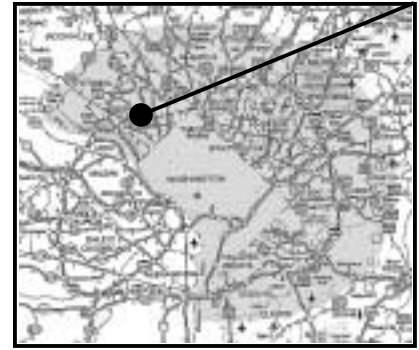
Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume - Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 136. Rockville, MD.

COMMUNITY SUMMARY SHEET

Community Name: Sonoma

City/County: Montgomery

Transportation Association: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1912

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Sonoma is an unincorporated subdivision located north of Bethesda in Montgomery County. The subdivision was surveyed in May 1912 and occupied 35 acres of land along the Georgetown and Rockville Electric Railway. The land was formerly part of the Bethesda Park Amusement Park (Offutt 1996, 79, 87). The Sonoma subdivision plat, filed in 1913, includes approximately 100 narrow lots along gridded streets. Several houses already existed by that time. Sonoma is roughly bounded by the Oakmont municipal boundary, Sonoma Lane, Greentree Road, and Old Georgetown Road.

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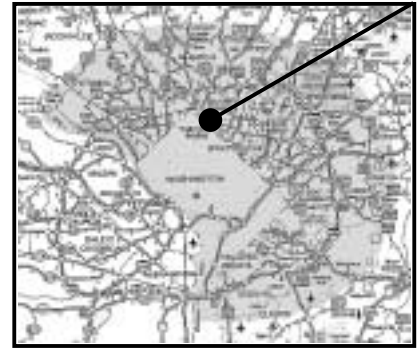
Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 137.

COMMUNITY SUMMARY SHEET

Community Name: Takoma Park

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio
Metropolitan Branch



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1883

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Takoma Park is located immediately northeast of Washington, D.C. in Montgomery County. Benjamin Franklin Gilbert of Washington, D.C. founded Takoma Park in 1883 after buying 90 acres of land along the Baltimore and Ohio Railroad Metropolitan Branch. Several vacation houses already existed in the area (MNCPPC 1992, Amendment to Master Plan, 4). The plat filed by Franklin had gridded streets lined with narrow, deep lots. Franklin promoted Takoma Park to upper middle-class families, particularly officials and scientists in the expanding Department of Agriculture. Brochures for the suburb emphasize its healthful environment (MNCPPC 1982, ix). The first houses constructed included examples of the Queen Anne, Stick, Italianate, and Shingle styles (MNCPPC 1992, Amendment to Master Plan, 9). Takoma Park grew quickly after the opening of streetcar lines. The Baltimore and Washington Transit Company line opened in 1897, and the Washington and Maryland line opened in 1910 (Ibid., 9). In 1907, the Seventh Day Adventist Church moved its national headquarters to Takoma Park, and by 1916, one-third of the residents were associated with the Church (Ibid, 8). Schools, churches, and businesses opened along Carroll Avenue. The city of Takoma Park, which had incorporated in 1890, quickly began annexing subdivisions to the north, east, and south. As the city grew outward, the street pattern became more discontinuous and curving. Modest cottages and bungalows on small lots lined the streets and housed middle- and working-class families. The first double houses and garden apartments in Montgomery County also were constructed during this time (Walston 1984, 3). Growth continued through the 1930s and 1940s with the construction small Colonial Revival and Tudor Revival houses along winding streets (MNCPPC 1992, Amendment to Master Plan, 11). Construction continued at a much slower pace from the end of World War II to the present (Ibid).

COMMUNITY SUMMARY SHEET

Community Name: Takoma Park

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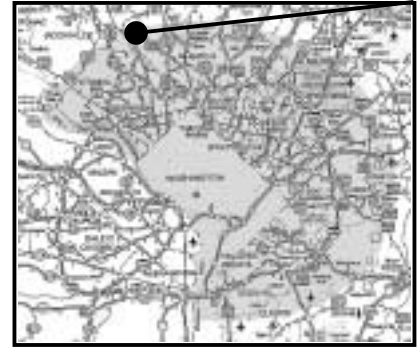
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COMMUNITY SUMMARY SHEET

Community Name: Twinbrook

City/County: Montgomery

Transportation Association: Automobile: Veirs Mill Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1947

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Twinbrook is located within the municipality of Rockville in Montgomery County. This subdivision was one of the first large-scale developments created for returning veterans in Montgomery County. Twinbrook opened in 1947 in the southeast end of Rockville. The subdivision had an irregular pattern of curving streets, several bearing names such as "Coral Sea Drive" and "Okinawa Place." Within the development was a school and park. Commercial establishments lined Veirs Mill Road and Rockville Pike. Construction of houses in Twinbrook continued into the early 1950s. Neighboring subdivisions such as Twinbrook Forest and Rockcrest developed during the late 1950s.

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COMMUNITY SUMMARY SHEET

Community Name: Twinbrook

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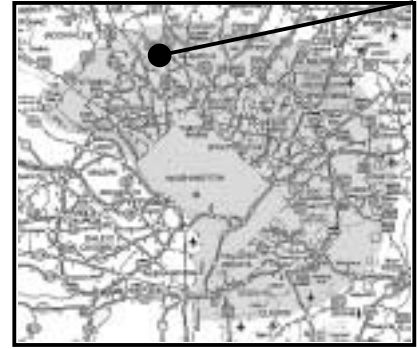
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COMMUNITY SUMMARY SHEET

Community Name: Veirs Mill Village

City/County: Montgomery

Transportation Association: Automobile: Connecticut Avenue,
Veirs Mill Road, Randolph Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1948

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Veirs Mill Village is located southeast of Rockville on the former Selfridge Farm in Montgomery County. This subdivision of more than 300 acres was developed beginning in 1948 for returning veterans in need of affordable housing. Houses in Veirs Mill Village originally sold for \$8,700 with 90% mortgages from the Veterans Administration. Approximately 1000 identical houses were constructed on lots of about 0.15 acre. The one-and-one-half-story, three-bay, balloon-frame houses were derived from the Cape Cod type. The houses originally contained a living room, kitchen and two bedrooms. Over the years, attics and basements were finished and substantial additions were added to many of the houses. Houses in Veirs Mill Village were constructed from 1948 through the early 1950s. The subdivision included an elementary school and was bordered by Rock Creek Park and the commercial establishments along Veirs Mill Road (Scharfenberg 1969).

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COMMUNITY SUMMARY SHEET

Community Name: Veirs Mill Village

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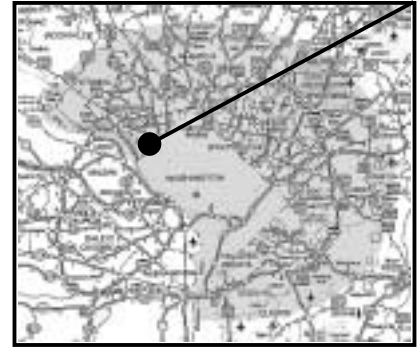
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COMMUNITY SUMMARY SHEET

Community Name: Westgate

City/County: Montgomery

Transportation Association: Automobile: Massachusetts Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1933

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Westgate is located in Montgomery County immediately northwest of the District of Columbia. It developed at the same time as neighboring subdivisions Greenacres, Glen Cove, Crestview, and Westmoreland Hills. The subdivision, started in 1933, was a project of Westgate, Inc. and the Loughborough Development Corporation. Westgate had a loose grid of curving streets and lots of about 0.15 to 0.2 acres. Westgate was located adjacent to Little Falls Branch Park and Westbrook Elementary School.

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COMMUNITY SUMMARY SHEET

Community Name: Westgate

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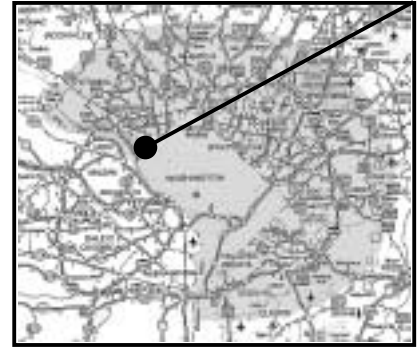
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COMMUNITY SUMMARY SHEET

Community Name: Westmoreland Hills

City/County: Montgomery

Transportation Association: Automobile: Massachusetts Avenue,
Western Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1932

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Westmoreland Hills is located in Montgomery County immediately northwest of the District of Columbia. The subdivision was begun in 1932 as a project of the Loughborough Development Corporation. It developed around the same time as the neighboring subdivisions Greenacres, Glen Cove, Westgate, and Crestview. Westmoreland Hills had a pattern of curving, often discontinuous streets lined with lots of about 0.15 acres. The subdivision was almost completely developed by 1945, with approximately 150 houses having been constructed. Westmoreland Hills also included parklands and community buildings.

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COMMUNITY SUMMARY SHEET

Community Name: Westmoreland Hills

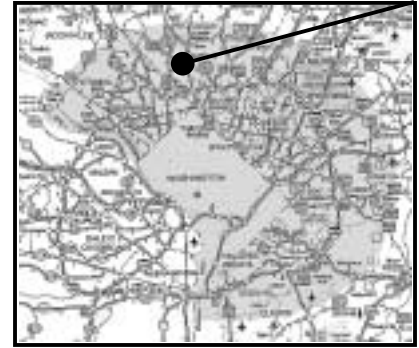
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COMMUNITY SUMMARY SHEET

Community Name: Wheaton
City/County: Montgomery
Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Wheaton began as a 19th-century rural village located at the crossroads of what is now Georgia Avenue and University Boulevard. While subdivisions began appearing in the area around Wheaton during the early 20th century, the crossroads itself remained undeveloped until the post-World War II suburban expansion of Montgomery County. Between 1945 and 1955, the subdivisions Monterey Village, Wheaton Hills, Wheaton Crest, and Wheaton Forest were constructed around the Wheaton crossroads. Glenmont Forest, Glenmont Village, Glenmont Hills, Connecticut Estates, and Connecticut Gardens were located nearby. These subdivisions predominantly consisted of single-family homes located along curving streets, although apartment buildings and complexes were constructed along major roads. Wheaton also became a major retail center with the opening of Wheaton Plaza in 1955. Wheaton Plaza originally included two department stores, specialty stores, a restaurant, and a movie theater. Within a decade it was a major regional shopping center and office complex (Hiebert and MacMaster 1976, 356). Commercial and residential growth in Wheaton has continued through the end of the 20th century.

COMMUNITY SUMMARY SHEET

Community Name: Wheaton

Bibliography:

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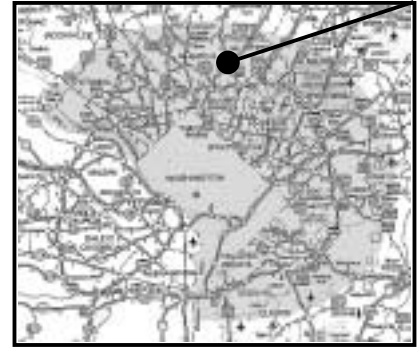
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COMMUNITY SUMMARY SHEET

Community Name: White Oak

City/County: Montgomery

Transportation Association: Automobile: New Hampshire Avenue,
Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

White Oak began as a late-19th-century rural crossroads village at the intersection of the Colesville Turnpike and the Columbia Road. The community remained rural until the post-World War II suburban expansion of Montgomery County. The former Naval Surface Warfare Center, constructed between 1945 and 1955, dominates White Oak. Nearby are the commercial establishments at the intersection of Colesville Road and New Hampshire Avenue. The Burnt Mills and Hillandale communities are located to the south, while other residential subdivisions of the 1940s and 1950s, such as Springbrook and Quaint Acres are located to the north. The community also includes low-rise and high-rise apartment housing. Development of White Oak continues to the present.

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COMMUNITY SUMMARY SHEET

Community Name: White Oak

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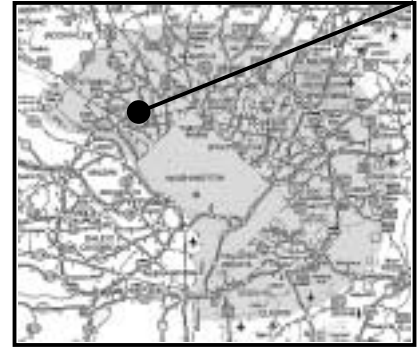
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COMMUNITY SUMMARY SHEET

Community Name: Woodmont

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway; Early Automobile: Georgetown and Rockville Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1894

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Woodmont neighborhood is located in the Bethesda vicinity, Montgomery County. Woodmont was developed beginning in 1894 along the Georgetown and Rockville Road and Georgetown and Rockville Electric Railway. It was created by the Wood and Harmon Suburban Real Estate Company of Washington D.C. The subdivision originally consisted of 584 narrow, deep lots arranged on a grid street pattern. The street pattern remains, although the lot pattern has been altered. Woodmont did not have zoning restrictions, and several businesses operated there during the 1920s (Offutt 1996, 317). In part because of its lack of zoning, Woodmont did not have the prestigious reputation of the surrounding suburbs (Offutt 1996, 396-399). Woodmont was demolished during an urban renewal project of the 1950s. The area is now part of the Northwest Park community.

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COMMUNITY SUMMARY SHEET

Community Name: Woodmont

Bibliography: (continued)

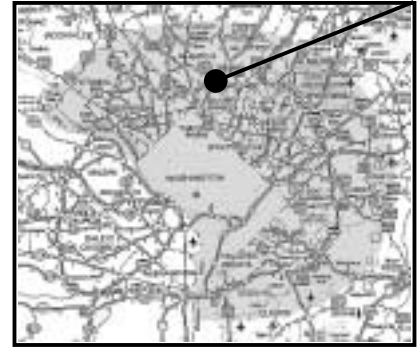
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COMMUNITY SUMMARY SHEET

Community Name: Woodmoor

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road,
Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1937

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woodmoor is located in the Four Corners community of Montgomery County. The subdivision was founded in 1937 by the Moss Realty Company (later renamed Woodmoor, Inc.). The original part of Woodmoor had an irregular grid of curving streets and lots of about 0.15 to 0.25 acres. Approximately 150 houses had been constructed by 1945. During the early 1950s, Woodmoor expanded to the northeast. The Woodmoor Shopping Center at Four Corners was at the southwest corner of the subdivision. Woodmoor also included a park and elementary school.

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COMMUNITY SUMMARY SHEET

Community Name: Woodmoor

Bibliography: (continued)

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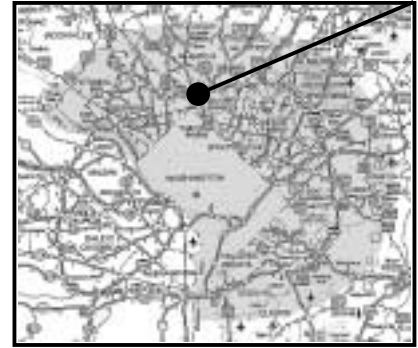
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COMMUNITY SUMMARY SHEET

Community Name: Woodside Park

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1923

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woodside Park is located north of Silver Spring in Montgomery County. The subdivision was a project of the Woodside Development Corporation and occupies 182 acres of land that was formerly the estate of Crosby S. Noyes. Woodside Park had an irregular grid of curving streets. Subdivision plats filed in 1923 indicated that most lots were about one acre. Advertisements for Woodside Park were aimed at city dwellers and promote the open space, trees, and fresh air found in the suburbs. A minimum building cost of \$6000 and other restrictive covenants reassured potential buyers of the quality of the community. Most of the houses in Woodside Park were constructed during the 1920s and 1930s. Architects including Jules Henri de Sibour and Rodier & Kundzen were brought in to design houses, generally in the Colonial Revival or Tudor Revival style. Some infill development continued through the mid-20th century (Hiebert and MacMaster 1976, 269-270; Oshel 1997, 434-435; Rebeck 1987, 4).

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COMMUNITY SUMMARY SHEET

Community Name: Woodside Park

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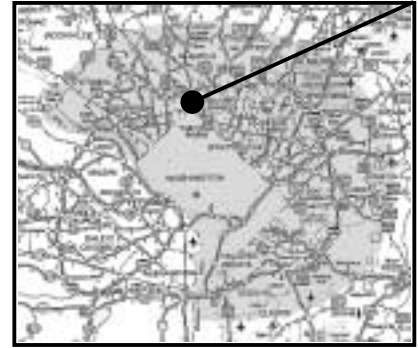
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COMMUNITY SUMMARY SHEET

Community Name: Woodside

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio
Metropolitan Branch.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1889, 1890, 1891

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woodside is located north of Silver Spring in Montgomery County. In 1889, Washingtonian Benjamin F. Leighton acquired 100 acres of farmland along the Baltimore and Ohio Railroad Metropolitan Branch (Beck 1994, 293). He filed the first plat for Woodside in the same year. An area southwest of Woodside was annexed in 1890. The subdivision had gridded streets with narrow, deep lots. Leighton offered the lots unimproved or with a house (Crawford 1986, 13). Lots in Woodside were modestly priced compared to surrounding suburbs, and the community appealed to middle-class government workers from Washington, D.C (Rebeck, 1987, 8). The Washington, Woodside and Forest Glen Railway provided streetcar service from 1897 to 1930 (Crawford 1986, 14). Early dwellings included examples of the Queen Anne, Stick, and Colonial Revival styles. Several bungalows were constructed as summer houses during the 1920s, although they eventually became year-round residences (Crawford 1986, 14). The development of Woodside continued through the 1940s, when a developer by the name of Draper built several brick, Colonial Revival houses.

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COMMUNITY SUMMARY SHEET

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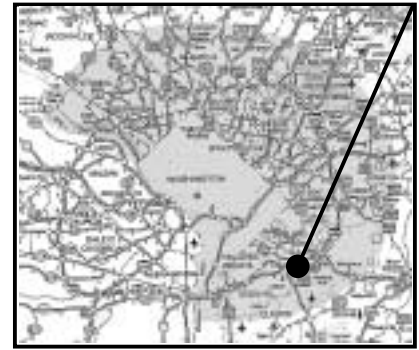
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COMMUNITY SUMMARY SHEET

Community Name: Andrews Manor

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5), Auth Road, and Allentown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Andrews Manor is located south of the District of Columbia in Prince George's County. It is bounded on the north by Capital Beltway (I-495), on the east by Allentown Road, on the south by Andrews Air Force Base, and on the west by Branch Avenue (MD 5). Development was attracted to this area in the 1940s and 1950s, due to the construction of Andrews Air Force Base in the early 1940s, and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s promoted additional growth.

The subdivision of Andrews Manor was laid out in the early 1940s on the west side of Auth Road on land opposite Andrews Air Force Base. The streets were arranged in a grid pattern parallel with Auth Road. The community contained approximately eight houses in 1942 with an additional 70 houses by 1957. In the late 1950s and early 1960s, three cul-de-sacs were constructed on the east side of Auth Road around which additional houses were built. The houses built in Andrews Manor were Cape Cod, ranch, and split-level designs of wood-frame and brick.

The construction of the Henson Creek trunk sewer line in the early 1960s allowed for the construction of garden apartment complexes to the east of Branch Avenue (MD 5) adjacent to Andrews Air Force Base. On the east side of Auth Road, the Andrews Manor Apartments were constructed in the early 1960s. The complex contained 600 units on a grid pattern of streets.

COMMUNITY SUMMARY SHEET

Community Name: Andrews Manor

Narrative (continued):

After the construction of the Andrews Manor Apartments, several retail facilities opened along Allentown Road to accommodate the new residents. The Andrews Manor Shopping Center, containing 20 stores, was opened in the early 1960s. This facility was followed by the construction of a department store, motel, and restaurant. Also resulting from the development were the establishment of the Princeton School and Auth Village Park, both located to the west of the original Andrews Manor development.

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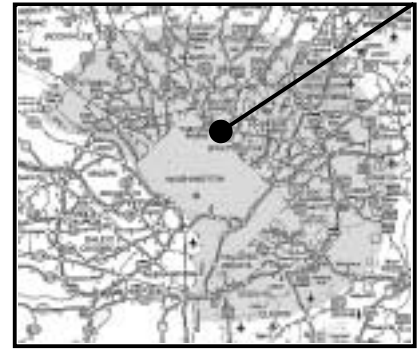
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COMMUNITY SUMMARY SHEET

Community Name: Avondale
City/County: Prince George's
Transportation Association: Automobile: Chillum Road and Queens Chapel Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Avondale is located in Prince George's County, adjacent to the northern boundary of the District of Columbia boundary. The settlement of Avondale began in the late 1930s as a small residential subdivision at the intersection of Eastern Avenue and Queens Chapel Road.

During the early 20th century, development in the Avondale area was concentrated in Hyattsville, Mount Rainier, and Brentwood along the Baltimore and Ohio Railroad and the streetcar line of the City and Suburban Railway. Land to the west of this core was largely undeveloped and rural in character. In the 1930s, development spread west from these communities, and subdivisions such as Queens Chapel Manor, Castle Manor, Avondale, and Green Meadows appeared. Developers of these subdivisions promoted the area's convenient access into the city and its established utilities supply.

Construction of the Avondale Grove subdivision began in 1939. By 1942, the community contained approximately 100 structures located along eight streets on a wedge-shaped tract. At the southern tip of the subdivision is Carson Circle, the community's entryway forming a quarter-circle between the boundary streets of Queens Chapel Road and LaSalle Road. The interior roads of the subdivision parallel the arch form of Carson Circle and radiate northward. The exterior blocks parallel the community's boundary streets. Two additional arch-shaped streets were constructed to

COMMUNITY SUMMARY SHEET

Community Name: Avondale

Narative (continued):

north of the original subdivision. These streets were planned but not complete by 1942. Along these streets are houses constructed in the 1940s and 1950s.

Three additional subdivisions in the Avondale area were constructed after World War II. Avondale Terrace is a single-family residential community adjacent to the north end of Avondale Grove. All of the structures in this subdivision were constructed in 1946. The next two communities were constructed in 1950. North Avondale is a community of brick double-houses located on the north side of Chillum Road, while Kirkwood is a garden-style apartment complex of 700 units on the west side of Queens Chapel Road. In the 1960s, the Avondale area along Queens Chapel Road was developed by a number of high-density apartment complexes and high-rises, such as Queens Park Plaza, Kings Park Plaza, and Versailles Plaza East. Two recreation areas established within the Avondale area include the Chillum Recreation Center and the Avondale Recreation Center. The Avondale Recreation Center was established from some of the land belonging to the former De La Salle College. The college was established between 1936 and 1942 and is currently used by St. Ann's High School and the Archdiocese of Washington. The community relies upon adjacent neighborhoods for schools and services such as police and fire protection.

Commercial activity is concentrated along the main thoroughfares of Queens Chapel Road, Chillum Road, and Ager Road. Located along the roads are shopping centers, banks, restaurants, and automobile-related properties. In the 1970s, the one industrial property was the storage area of a gas company.

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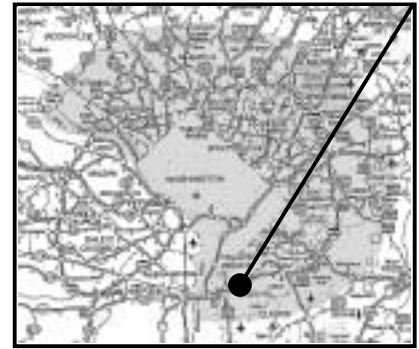
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COMMUNITY SUMMARY SHEET

Community Name: Barnaby Manor

City/County: Prince George's

Transportation Association: Automobile: St. Barnabus Road, Wheeler Road, and Owens Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Barnaby Manor is located south of the District of Columbia in Prince George's County. The community is bounded on the north and east by Wheeler Road, on the south by Owens Road, and on the west by the Owens Road Neighborhood Park and Barnaby Village.

The community developed beginning in the 1940s at the intersection of St. Barnabas Road, Wheeler Road, and Owens Road. Both Wheeler Road and Owens Road provided access to the District of Columbia, while St. Barnabas Road connected Barnaby Manor with the Federal centers in Suitland. Barnaby Manor was an early land patent located along Barnaby Run in the District of Columbia and Prince George's County. Many of the 20th-century subdivisions in the vicinity of this tract used the Barnaby name. By 1942, the Barnaby Manor subdivision contained two roads and few houses. Most of the residential construction occurred in Barnaby Manor and adjacent Barnaby Village the 1950s. These brick and frame ranch houses were constructed on large lots between 0.5 to one acre in size. In the late 1950s and early 1960s, these two subdivisions were joined by the communities of Eastover Knolls, Martin Park, and Weaver's Knoll for an additional 145 houses. By 1965, the area contained Birchwood City Elementary School (now the Barnaby Manor Elementary School) and Potomac High School. Few commercial facilities were located in the immediate Barnaby Manor area; however, the Eastover Shopping Center was constructed nearby. Opened in

COMMUNITY SUMMARY SHEET

Community Name: Barnaby Manor

Narrative (Continued):

1955, the shopping center was one of the six largest shopping facilities in Prince George's and Montgomery counties when it opened. Residential construction in this area continues to the present-day.

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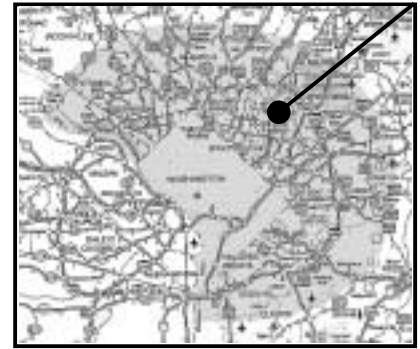
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COMMUNITY SUMMARY SHEET

Community Name: Beltsville

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City & Suburban Electric Railway; Automobile: Baltimore Avenue (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Beltsville is located to the northeast of Washington, D.C. in Prince George's County. Beltsville was developed beginning in the 1830s when the B & O Railroad crossed the Belt family property and a small railroad station was established called Beltsville. The community developed at the intersection of the railroad and Baltimore Turnpike. The original area developed haphazardly and consisted of a few residences, two churches, several small stores, a blacksmith, and a wheelwright. In 1891, the Beltsville Land Improvement Company developed the South Beltsville subdivision as a grid of streets. The development company was chartered in 1891, and limited to an existence of 30 years. The company was founded by John Prescott, Frank Middleton, Charles E. Coffin, Cabb Magruder, Robert Vinton Hall, James Simms, and John Rayburn. The developers sold the lots to individual owners and placed restrictive covenants on the deeds. The company forbid that the properties be used for the manufacture or sale of alcohol, and prohibited the sale of any property to an African-American. The covenants also required approval by the company of any building plan and required the construction of cremation outhouses if sewers were not provided. This area was marketed to professionals who wanted to escape the congestion of Washington and was developed with a mixture of Victorian-era style houses and Colonial Revival houses. The Beltsville community grew further when an electric railway was extended to Beltsville. The railway began as the Berwyn and Laurel Railroad Company, but after suffering from financial difficulties, was acquired by the City and Suburban Electric Railroad Company. Located to the west

COMMUNITY SUMMARY SHEET

Community Name: Beltsville

Narrative (continued):

of the railroad, along the line of present-day Rhode Island Avenue, the streetcar line served as the nucleus for additional subdivisions. These areas continued to develop throughout the 1930s and 1940s with the construction of modest side-gable residences. Development continued after the introduction of the automobile. The state improved roads, and US Route 1 became the major north-south route along the east coast. Though Beltsville continued to develop, it was relatively far from Washington, and the more southern suburbs experienced greater growth. It was not until after the World War II that intensive development came to the Beltsville area. The increase in Federal employment and the dramatic rise in personal automobile use led to the suburbanization of Beltsville. The area west of Route 1 was developed as a residential area. Development increased in the 1960s as Interstate 95 made the area more accessible. Today, most of the farms are gone and Beltsville has become a densely populated suburb of the nation's capital (*Neighborhoods* 1974, 294-295).

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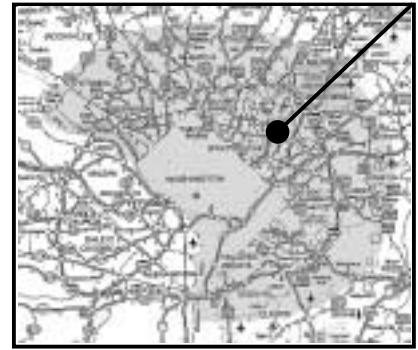
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Berwyn Heights

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streecar: Washington, Spa Spring and Gretta Railway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1888, 1896

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Berwyn Heights is located to the northeast of Washington, D.C. and is surrounded by the communities of Greenbelt, College Park, and Riverdale in Prince George's County, Maryland. Berwyn Heights was developed beginning in 1888 along the B & O Railroad, and was originally known as Charlton Heights. The suburb was incorporated in 1896 under the name Berwyn Heights. Charlton Heights was created by Edward Graves, James E. Waugh, and David Lamb, and was immediately sold to the Charlton Heights Improvement Company. The suburb originally consisted of 383 acres with lots 50 feet by 100 feet abutting 50-foot streets laid out in an irregular pattern. The suburb attracted white-collar workers from Washington, D.C. About 20 homes were built in the first year, consisting of large, wood-frame Queen Anne and other Victorian-era styles. Four houses were built by the Charlton Heights Improvement Company from designs produced by the Cooperative Building Plan Association in New York City and distributed through the publications of R.W. Shoppell, president of the association. A railroad station was built through the support of local residents of both Berwyn and Charlton Heights, by 1896. That same year, the name was changed to Berwyn Heights when the town was incorporated. The Washington, Spa Spring, and Gretta Railway provided electric street car service to the town from 1905 to 1920, resulting in a slight increase in population. In 1915 the citizens organized themselves into the Berwyn Heights Association to promote town improvements. The streets and sidewalks were improved, and electricity was brought to the town in 1921. The town experienced a second wave of

COMMUNITY SUMMARY SHEET

Community Name: Berwyn Heights

Narrative (Continued):

growth after World War II (Denny 1997,45-49). Single-family home subdivisions were built in the large vacant areas in the eastern half of the old Charlton Heights subdivision. Constructed in the ranch, Cape Cod, and split-level styles, these homes represent about half of the development in Berwyn Heights (*Neighborhoods* 1974, 103).

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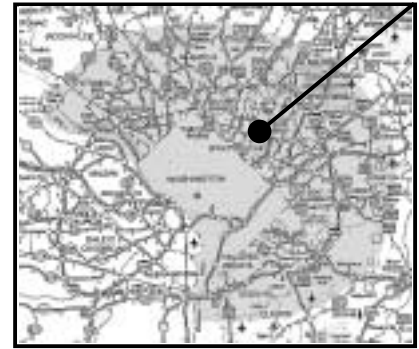
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Berwyn

City/County: Prince George's County

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Berwyn neighborhood is located within the City of College Park, north of Washington, D.C. in Prince George's County. Berwyn was developed beginning circa 1885 adjacent to the B & O Railroad. The neighborhood was incorporated as part of College Park in 1945. Berwyn was created by Francis Shannabrook, a Pennsylvanian who purchased a tract of land between Baltimore Avenue and the B & O Railroad tracks. The suburb was originally called Central Heights, and Shannabrook established a small depot where Central Avenue crossed the railroad, built a general store, and erected approximately 15 homes in the area to attract moderate-income families looking to move out of Washington. The name was soon changed to Berwyn, and building lots arranged around an irregular grid of streets began to be marketed by the Berwyn Land and Improvement Company of Washington. The neighborhood began to grow after 1900 when the City and Suburban Electric Railway entered the area between Baltimore Avenue and the B & O Railroad tracks (now Rhode Island Avenue). Edward Daniel purchased the land to the north of the original Berwyn settlement and laid out a regular street grid with large lots. By 1925 there were approximately 100 single-family homes in the neighborhood. The original homes were mostly two-story, wood-frame buildings. The area supported a number of general stores, a weekly newspaper, a post office, and a church which provided library services. These businesses were mostly centered around the intersection of the street car line (now Rhode Island Avenue) with the main east-west road (Berwyn Road). The community continued to develop in the 1930s and 1940s, and many of the

COMMUNITY SUMMARY SHEET

Community Name: Berwyn

Narrative (continued):

undeveloped lots in Francis Shannabrook's original subdivision of Central Heights were re-subdivided into smaller lots and improved with small one-story brick bungalows. Homes were built in the late 1930s for the increased number of workers employed in the Federal government during the New Deal Administration. The need for increased services for the expanding population, including improved roads, street lighting, storm drains, and fire protection, led to the incorporation of a number of communities, including Berwyn, as College Park in 1945 (*Neighborhoods* 1974, 100-102).

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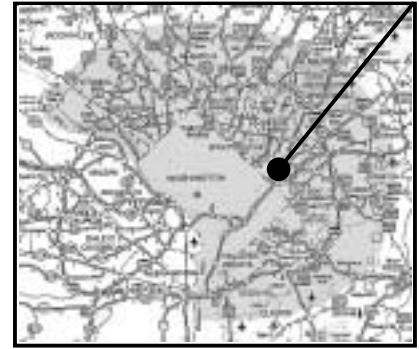
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Bladensburg

City/County: Prince George's

Transportation Association: Early Roads/Automobile: Baltimore Avenue, Landover Road, and Annapolis Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1854

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The town of Bladensburg is located north of the District of Columbia in Prince George's County. The town is bounded on the north by Rogers Heights, on the east by the Baltimore-Washington Parkway (I-295), on the south by Landover Road and Newton Village, and on the west by Edmonston.

Bladensburg was founded in 1742 and operated as an important port facility in Colonial times. The tract of land that would become Bladensburg was acquired by Ninian Beall in 1696 and presented to his daughter upon her marriage to Charles Calvert. During the ownership of Elizabeth Calvert, the area gained the name of Garrison's Landing for the Patuxent River port site. A Presbyterian church was constructed south of the port site in 1718 on land donated by Ninian Beall. This was followed by the construction of a tavern along the Baltimore Boulevard (present-day Alternate US Route 1). In 1742, the Maryland General Assembly passed an act for the establishment of a town near Garrison's Landing and divided the town into 60 one-acre parcels. The settlement's name was changed to Bladensburg after Thomas Bladen, the provincial Governor at that time. By 1776, all of the town's lots had developed. A major attraction in Bladensburg from the 18th century through the 20th century was the Spa Springs. Thought to be a cure for various illnesses, the springs attracted visitors from throughout the region. A 20th-

COMMUNITY SUMMARY SHEET

Community Name: Bladensburg

Narrative (continued):

century streetcar line was even named the Washington, Greta, Spa Spring Railway. Another attraction was the Dueling Grounds, the site of many famous duels until after the Civil War.

By 1800 the Patuxent River had significantly filled with silt, making passage by large boats impossible. Within a few decades the port of Blandsburg was no longer able to function. However, the town remained an important crossroads of routes north to Baltimore and Philadelphia, south and east to the towns of Annapolis and Upper Marlboro, and west to the District of Columbia. The original terminus of the Baltimore and Ohio Railroad was Bladensburg, forcing all passengers intended for Washington to board carriages in Bladensburg to continue on into the city. A sharp decline of passengers was experienced in Bladensburg when an extension of the B&O was permitted into the District of Columbia in 1835.

Bladensburg remained a small town throughout the rest of the 19th century with modest development and infrastructure improvements. The town was incorporated in 1854. Schools and churches were constructed, including the first Freedmen's Bureau school for African-Americans in 1866. The town experienced its most significant growth in the early 20th century with the construction of the first two residential sections of the town in 1914 and 1917. Named Decatur Heights, the subdivisions had gridded streets platted on the north and south sides of Annapolis Road. The town was enlarged again in 1947 by the Sunnybrook subdivision. The mid to late 20th century brought additional residential construction in the form of single-family houses and apartment complexes, as well as the construction of the Bladensburg Shopping Center. Several of the town's buildings from the colonial and early Federal periods, including three 18th-century residences, one 18th-century commercial building, and an early 19th-century church remain.

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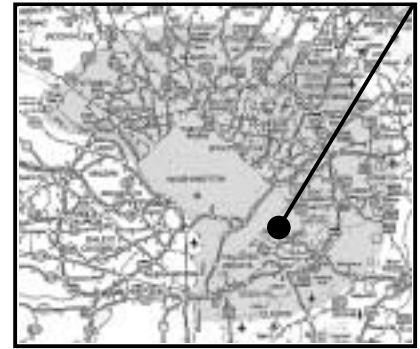
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COMMUNITY SUMMARY SHEET

Community Name: Boulevard Heights

City/County: Prince George's

Transportation Association: Bus: Washington, Marlboro and Annapolis Motor Line; Streets: Pennsylvania Avenue and Massachusetts Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Boulevard Heights is located in Prince George's County, adjacent to the District of Columbia's southeast boundary. The community is bounded on the north by the Bradbury Heights, on the east by Pennsylvania Avenue and the Cedar Hill Cemetery, on the south by the Stonegate Apartments, and on the west by the District of Columbia. Development began in Boulevard Heights in the 1910s, at the same time as adjacent Bradbury Heights, and soon after the establishment of nearby Hillside, Maryland Park, and Capitol Heights. Unlike the other communities, Boulevard Heights and Bradbury Heights did not have convenient access to public transportation. Instead, the developers promoted the subdivision's proximity to the planned extension of Pennsylvania and Massachusetts Avenues. Bus service was not offered in the area until the route of the Washington, Marlboro and Annapolis Motor Line along the District Boundary began in the 1920s.

Boulevard Heights consists of three platted subdivisions: Boulevard Heights (1910s), Nonesuch Heights (1920s), and Dillon Park (1940). The first development occurred between 1914 and 1917 and consisted of approximately 15 houses on four streets. This development, platted as Boulevard Heights, followed the grid plan established by the other communities of this period adjacent to the District of Columbia. Nonesuch Heights continued the grid pattern of the Boulevard Heights. According to the 1930 census, Boulevard Heights was incorporated and had a population of 227. However, the corporation status lasted only briefly. In 1940, the developer-built development of

COMMUNITY SUMMARY SHEET

Community Name: Boulevard Heights

Narrative: (continued)

Dillon Park was constructed south of the previous subdivisions. The small community has curvilinear streets and modest houses constructed in 1940 and 1944. Construction continued throughout the post-World War II period in Boulevard Heights, resulting in a residential streetscape of various time periods. In the 1960s, several apartment communities were constructed along Southern Avenue. The Penn Southern Apartments, a 308-unit complex, and the South Hill Apartments, a mid-rise building, are located in Boulevard Heights.

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COMMUNITY SUMMARY SHEET

Community Name: Bowie
City/County: Prince George's
Transportation Association: Railroad: Baltimore and Potomac Railroad; Automobile: US Route 50, US 301, MD197, and MD450



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The City of Bowie is located north of the District of Columbia in Prince George's County. The town grew as a result of the construction of the Pope's Creek branch and Washington branch lines of the Baltimore and Potomac Railroad. Though the first trains did not run until 1872, a subdivision called Huntington was platted in 1870 at the junction of the main rail line and spur line into Washington. Developed by Ben Plumb on 300 acres of Henry Carrick's estate, the subdivision was laid out in a grid pattern of streets on lots 2500 square feet in size. The earliest construction activity focused along the rail line with the construction of businesses and residences, including worker housing for the railroad company. The railroad station constructed by the Baltimore and Potomac Railroad was named "Bowie," in recognition of the influence Governor Oden Bowie had getting the line constructed. The community was officially named Huntington when incorporated in 1874, though the governing body was called the Commissioners of Bowie beginning in 1882. The name of the community was officially changed to Bowie in 1916.

Three miles to the east of the town of Bowie is the Belair Mansion constructed circa 1745. From its construction until the mid 20th century, Belair operated as a successful thoroughbred horse farm. In 1958, William Levitt purchased the sprawling Belair Estate with plans to establish a 2200-acre community such as the Levitt subdivisions in New York, New Jersey, and Pennsylvania. In 1959,

COMMUNITY SUMMARY SHEET

Community Name: Bowie

Narrative (continued):

Levitt succeeded in having his land annexed into the town of Bowie and construction of the Belair subdivision began in 1960. Also in 1960, the status of Bowie was changed to a city.

In 1968, a 2400-acre tract was annexed into the city for the planned community of Belair Village. The community consisted of nine villages, a commercial center, a large park, and lake. Approximately 7000 residences were constructed within the villages of Pointer Ridge, Amber Meadows, Northview, Evergreen Estates, Pin Oak Village, Glen Allen, and Covington. In 1988, a large retail and office complex was constructed at the southwest corner of the intersection of US Route 50 and US 301. Also in 1988, several housing developments, a foreign trade zone, and the Bowie New Town Center were planned. Bowie has numerous community facilities for its residents, including three community centers, three fire stations, several schools, seventy-six athletic fields, fifteen parks, and bike trails.

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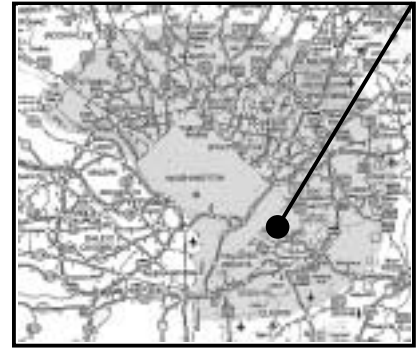
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COMMUNITY SUMMARY SHEET

Community Name: Bradbury Heights
City/County: Prince George's
Transportation Association: Streets: Pennsylvania Avenue
and Massachusetts Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradbury Heights is located in Prince George's County, adjacent to the District of Columbia's southeast boundary. The community is bound on the north by the Hillside subdivision, on the east by Coral Hills, on the south by Boulevard Heights, and on the west by the District of Columbia. The community was platted by the German American Realty Company in 1909, concurrent with the nearby subdivisions of Capitol Heights and Hillside. Like these other developments, Bradbury Heights had a grid pattern of streets and offered small building lots of 20 feet wide and 100 feet deep. Though not located along any public transportation routes, the developers promoted the subdivision's proximity to the planned extension of Pennsylvania and Massachusetts Avenues.

In the years before World War I, the community contained scattered residences on three streets extending southeast from Bowen Road in the District of Columbia. By 1936, the number of residences had increased slightly and a portion of Southern Avenue had been constructed through Bradbury Heights. The community fully developed during the housing boom of the post-World War II period. The housing stock of the pre-World War II period include simple wood-frame, two-story structures on various lot sizes. Most of the housing stock consists of post-World War II developer-built bungalows, Cape Cods, and ranchers on graded lots of between 5000 and 7500 square feet.

COMMUNITY SUMMARY SHEET

Community Name: Bradbury Heights

Narrative (Continued):

By 1970, approximately 30 percent of the residences were in some form of deterioration; however, code enforcement programs were underway.

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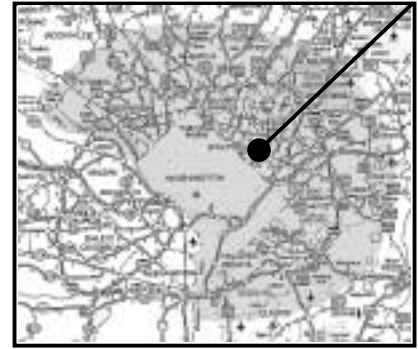
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COMMUNITY SUMMARY SHEET

Community Name: Brentwood

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1887, 1922

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Brentwood is located just outside the northeast boundary of the District of Columbia in Prince George's County. It is surrounded by the communities of Mount Rainier, Cottage City, and North Brentwood. Brentwood was incorporated in 1922. The town was developed beginning in the 1890s around the Highland Station of the Washington Branch of the B & O Railroad and the Columbia & Maryland Electric Railway (which became the City & Suburban Electric Railway in 1898) which ran along Highland Avenue. Brentwood was created by Wallace A. Bartlett, a Civil War veteran, former foreman for the Government Printing Office, Patent Office examiner, and inventor originally from Warsaw, New York. Captain Bartlett lived in Washington, D.C. until 1887, when he purchased 206 acres of farmland from Benjamin Holliday, which abutted the Highland subdivision. Bartlett built a farmhouse for his family on the land and, with two partners J. Lee Adams and Samuel J. Mills, formed the Holladay Land and Improvement Company. In 1891, the Company platted a residential subdivision called "Holladay Company's Addition to Highland" on 80 acres of the Bartlett Farm. The lots were approximately 40 feet by 100 feet and were arranged around an irregular grid of streets. The lots in the northern part of the subdivision, which eventually would become North Brentwood, were smaller and were subject to flooding from a mill race. These lots were less expensive, and Bartlett encouraged their purchase by African-American families with whom he was indirectly associated from his command of U.S. Colored Troops in the Civil War. The more expensive lots to the south were purchased by white working-class families, many of whom

COMMUNITY SUMMARY SHEET

Community Name: Brentwood

Narrative (Continued):

were employed as Federal government clerks. Seven additional houses were built by 1896. In 1899 Bartlett purchased the Fenwick family farm which was located to the west of the Holladay Company's Addition to Highland (Pearl 1992, 12-13). With two new partners, J. Baker and Dr. Sigmund A. Czarra, Bartlett began the Brentwood Company. The 95-acre area was surveyed and platted in 1899.

The streets were mostly gridded, but spaces were reserved for parkland at the eastern edge of the subdivision. There were several diagonal streets laid out adjacent to the parkland (Pearl 1992, 17). By 1904, there were 15 dwellings in the Holladay Addition, and 36 had been built in the Brentwood Company subdivision. These houses represented a typical cross-section of housing styles popular in the late-19th century, including I-houses, vernacular houses with Queen Anne detailing, Four-squares, and front-gable houses (Pearl 1992, 22).

The community continued to grow in the early 20th century. A school was built in 1903, a Methodist church was constructed in 1904, a fire department was started in 1905, and the Brentwood Citizens' Association was formed in 1903. A second group was formed in 1917. The Brentwood Improvement Association added kerosene street lamps in 1917; encouraged the use of electric lights, which were installed in 1920; and urged maintenance of the streets and a storm drainage system. The town, which was incorporated in 1922, included the southerly part of the Holladay Addition, the Brentwood Company subdivision, and two smaller additions (Denny 1997, 89-92). The houses built during this time consisted of small frame bungalows.

Growth continued through the 1940s and 1950s, fueled by an influx of government workers. In the 1950s, many older homes were replaced and empty lots were filled with small cottages and ranch houses (Pearl 1992, 58).

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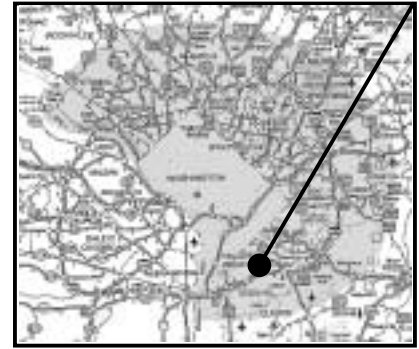
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COMMUNITY SUMMARY SHEET

Community Name: Broadview

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5), Temple Hill Road, and St. Barnabas Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Broadview is located southeast of the District of Columbia in the Temple Hills area of Prince George's County. It is bounded on the north by Henderson Creek and Temple Hills Park, on the south and east by Henderson Road, and on the west by Temple Hill Road.

The first settlement in this area was a late-19th century grist mill at the intersection of Temple Road (now Temple Hill Road) and Henson Creek. The Temple Post Office was established at this location between 1878 and 1886. The area remained rural with few residences in 1917. By 1942, the name of Temple Road had been changed to Temple Hill Road, and the Temple Hills residential subdivision was under construction. To the southeast of this development, the subdivision of Broadview had been platted by 1942, though the construction of houses was delayed until the early 1950s. The subdivision was laid out in a grid pattern of streets with a small circle at the intersection of Keppler Road and Lucerne Road. The houses built were Cape Cod, ranch, and split-level designs of wood-frame and brick. Development was attracted to this area in the 1940s and 1950s due to the construction of Andrews Air Force Base in Camps Springs and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s promoted additional growth.

COMMUNITY SUMMARY SHEET

Community Name: Broadview

Narrative (continued):

Residents of the community attended one of the three area schools (Temple Hills School, Samuel Chase School, and School of Hope) and shopped at nearby shopping centers, including the Eastover Shopping Center, constructed in 1955.

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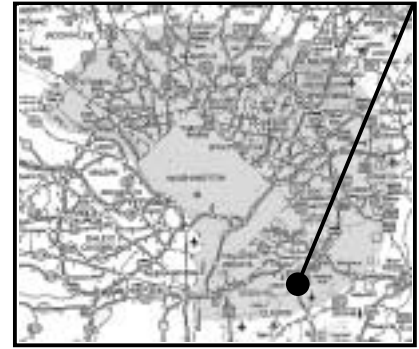
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COMMUNITY SUMMARY SHEET

Community Name: Camp Springs

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5) and Allentown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Camp Springs was settled in the mid-19th century at the crossroads of present-day Branch Avenue (MD 5) and Allentown Road. By 1860, the settlement contained several stores, a blacksmith shop, a school, Methodist Church, and several residences. Early maps record the name of this settlement Allentown, after the Allen family. The Allens were large landholders in the area, therefore, the town and adjacent road were named in recognition of them. The town's popular name, and subsequently the name of its post office, was Camp Springs. According to local history, the community was called Camp Springs since soldiers en route to Fort Meade from the District of Columbia found the area to be a comfortable place to camp due to the abundant springs. The 1878 map labels the settlement as Allentown and the post office as Camp Springs. Throughout the late- 19th and early 20th centuries, the Camp Springs area did not experience significant growth. However, the opening of Andrews Air Force Base on an adjacent tract of land, the proximity of the area to the District of Columbia, and a housing shortage after World War II made the Camp Springs area an ideal location for residential development.

Most of the development in the Camps Springs area occurred north of the Camp Springs crossroads in the 1940s and 1950s. The lack of water and sewer lines in most locations until the late 1950s and early 1960s kept the pace of development slow. The largest development in the 1940s was the subdivision of the Middleton farm north of Camp Springs. This farm was platted into

COMMUNITY SUMMARY SHEET

Community Name: Camp Springs

Narrative (continued):

Glenn Hills, Middleton Farm, and Middleton Valley. Guy Trueman built one of his many subdivisions in the mid-1940s by platting Trueman Heights on over 100 acres in the northwest quadrant of the Camp Springs crossroads. Modest single-family houses were constructed along a fragmented grid of streets. Residential development during the 1950s primarily took the form of infill construction within subdivisions platted in the 1940s. One of the exceptions is the large Westchester Estates development located in the southwest quadrant of the Camp Springs crossroads. The over 400 houses were constructed along a curvilinear network of streets. Commercial development, consisting of shopping centers, restaurants, and hotels, extends along Allentown Road east of Branch Avenue. The largest boom of construction occurred in the 1960s and 1970s after the completion of water and sewer lines and the construction of the Capital Beltway. The 19th-century crossroads vanished during the 20th century with the reconstruction of Branch Avenue into a limited-access divided highway, and extensive commercial and residential development.

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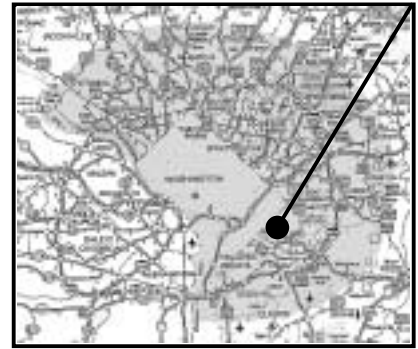
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COMMUNITY SUMMARY SHEET

Community Name: Capitol Heights

City/County: Prince George's

Transportation Association: Railroad: Chesapeake Beach Railroad;
Bus line: Washington, Marlboro and Annapolis Motor Lines



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1910

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Capitol Heights is located in Prince George's County adjacent to the southeastern boundary of the District of Columbia. The town is bounded by the communities of Maryland Park, District Heights, and Hillside. Capitol Heights was platted by O.B. Zantziner in 1904 on 400 acres overlooking the city. The small lots were 20 feet wide and 100 feet deep and offered to buyers for \$20 to \$150. The developer promoted no cash payments, no interest, and "no colored people." The \$1.00/month payment plan compensated for the relative lack of public transportation. The Chesapeake Beach Railroad passed through the adjacent subdivision of Maryland Park and the Washington, Baltimore and Annapolis Electric Railway had a station in Seat Pleasant, almost one mile north of Capitol Heights. In 1909, Zantzinger subdivided another 400-acre tract, naming both tracts Greater Capitol Heights. This second tract would later gain the name of Hillside. By 1910, the community of approximately 200 houses had nearly impassable roads, no street lighting, and no water or sewer system. In an effort to improve public services, the community incorporated in 1910. Water lines finally reached the town in the 1930s. General development in Prince George's County during the early 20th century extended south from the Capitol Heights subdivision and included the developments of Coral Hills (1930s), Bradbury Heights (1909), and Boulevard Heights (1920s). A commercial strip developed along Old Central Avenue, while industries located near Walker Mill Road.

Bus transportation on the Washington, Marlboro and Annapolis Motor Lines facilitated growth in the 1920s, though most residential areas would not fully develop until the housing boom of the post World War II period.

COMMUNITY SUMMARY SHEET

Community Name: Capitol Heights

Narrative: (continued)

One such residential community within the Capitol Heights area that benefited from this post war boom was the early 1900s subdivision of Spaulding Heights. Other communities planned after World War II included Fairfield, Kay Park and Highview.

The communities south of the original Capitol Heights–Hillside subdivision experienced the most growth during the post war period, achieving twice the population of the older subdivision. This rapid increase in population was do to the construction of many garden style apartment complexes and other multi-family housing units. The realignment of Central Avenue in the 1970s bypassed the Capitol Heights commercial district, though the construction of the METRO line at the north end of the community bought the potential for economic growth in the 1980s.

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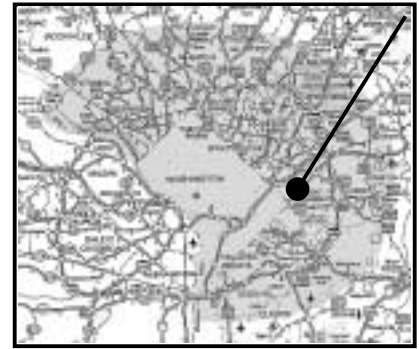
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Carmody Hills

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: George Palmer Highway (present-day Martin Luther King, Jr. Highway)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Carmody Hills is located in Prince George's County, east of the District of Columbia boundary. Carmody Hills, platted in the 1930s, is one of several subdivisions constructed in the early to mid 20th century around the Town of Seat Pleasant. Suburban development in this area of Prince George's County began in the late 19th century and continued to grow throughout the 20th century due to its proximity to Washington and access to the city via railroads, streetcar lines, and road networks. The early 20th-century communities were fostered by the Chesapeake Beach Railroad (1898) and the Washington, Baltimore and Annapolis Electric Railroad (1908). As the popular mode of transportation shifted from streetcar line to the automobile in the 1930s and 1940s, highways gave suburban residents access to the city. The George Palmer Highway (present-day Martin Luther King, Jr. Highway) was constructed on the right-of-way of the Washington, Baltimore and Annapolis Electric Railroad in the early 1940s. The Carmody Hills development benefited from its proximity to the streetcar line, highway, and existing community of Seat Pleasant.

Carmody Hills is located on the south side of Carmody Road and east of Seat Pleasant. The first development of the subdivision began in the early 1930s. House construction and road development continued from the 1930s through the 1970s. The 1927 USGS *Map of Prince George's County* shows several streets extending a short distance south from Carmody Road with a few scattered houses. By 1942, the community was well established with approximately 130 houses on a grid pattern of nine north-south streets and three east-west streets. The subdivision had not grown in size by 1957, though vacant lots within

COMMUNITY SUMMARY SHEET

Community Name: Carmody Hills

Narrative: (continued)

the established residential blocks were developed. Between 1957 and 1965, the community expanded one block to the south and several blocks to the east. Also constructed within that time period was the Carmody Hills School. An evaluation of housing conditions in Carmody Hills in the late 1960s found approximately one-third of the houses in need of enhancement. Code enforcement, as well as street paving and drainage, encouraged the construction of new houses in the 1970s in areas of the community previously inaccessible.

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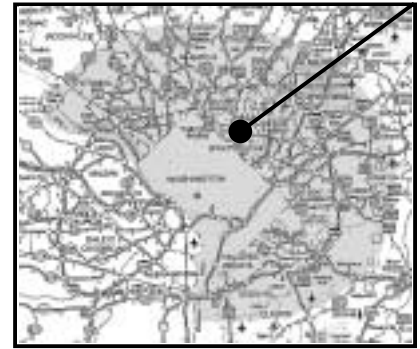
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COMMUNITY SUMMARY SHEET

Community Name: Castle Manor

City/County: Prince George's

Transportation Association: Automobile: Queens Chapel Road and Hamilton Street



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Castle Manor is located in Prince George's County, north of the District of Columbia boundary in an area known as West Hyattsville. The community is located on the north side of Hamilton Street, east of Queens Chapel Road, between the subdivisions of Clearwood and Hyattsville Hills. The subdivision was incorporated into Hyattsville in 1945.

During the early 20th century, development in the Hyattsville area was focused along the Baltimore and Ohio Railroad and the streetcar line of the City and Suburban Railway. Land to the west of this core was largely undeveloped and rural in character. In the 1930s, development spread west from the early core of Hyattsville and subdivisions such as Queens Chapel Manor, Castle Manor, Avondale, and Green Meadows appeared. Developers of these subdivisions promoted the area's convenient access into the city and its established utilities.

Construction of the Castle Manor subdivision began in the late 1930s. By 1942, the subdivision contained five streets and approximately 75 houses. The adjacent subdivision of Clearwood had three additional streets and approximately 40 houses. Present-day Jefferson Street connected both subdivisions. The street design of these two neighborhoods formed a grid pattern that was influenced by the alignment of pre-existing roads and by street patterns established in the older subdivisions of Hyattsville. The housing types constructed within Castle Manor and Clearwood were

COMMUNITY SUMMARY SHEET

Community Name: Castle Manor

Narative (continued):

modest single-family brick residences. By 1957, the subdivision expanded to the north and east connecting Clearwood with the subdivision of Hyattsville Hill. A Lutheran School was constructed on Longfellow Street between 1942 and 1957. Since the 1960s, multi-family unit buildings have been constructed near Castle Manor, including the Park Place Condominiums on Hamilton Road in 1985. Commercial and industrial properties are located in nearby communities.

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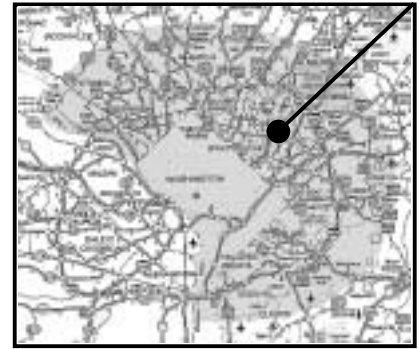
COMMUNITY SUMMARY SHEET

Community Name: Cheverly

City/County: Prince George's

Transportation Association: Railroad: Pennsylvania Railroad;

Automobile: Landover Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1918, 1931

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Cheverly is located in Prince George's County, north of the District of Columbia boundary. The community is bounded by Landover Road on the north, US Route 50 on the south and east, and the Baltimore-Washington Parkway on the west. Begun as planned suburb in the early 1900s, Cheverly was incorporated in 1931.

The first attempt at subdividing land in the Cheverly area was a 1904 plat for a 93-acre community called Cheverly Gardens. Unsuccessful, the land was purchased by Robert Marshall, president of the Washington Suburban Realty Company in 1918. Between 1918 and 1926, Marshall purchased parts of three other tracts of land adjacent to Cheverly Gardens known as Mount Hope, Hudson's Range, and Whitlentine. The Cheverly subdivision platted by Marshall was developed around the 1839 Magruder family homestead known as Mount Hope. Marshall became the first resident of Cheverly by taking up residence in the restored homestead in 1919. In 1923, the first road was completed and paved to connect the Pennsylvania Railroad line to Landover Road. First named LeBlond Avenue after the development company's principal investor, the name was later changed to Cheverly Avenue.

The subdivision planners laid out curvilinear streets to fit the topography of the land and retain the mature vegetation. Lots were 0.25 acre in size, upon which houses of moderate cost were constructed by the developer. Thirty-four developer-built houses were constructed between 1921 and 1925. Most of the early houses were mail-order designs from Sears & Roebuck and the McClure Homes Company.

COMMUNITY SUMMARY SHEET

Community Name: Cheverly

Narrative (continued):

Since Marshall was a part-owner of the adjacent Beaverdam Country Club, he envisioned a grand boulevard connecting the community with the golf course along the route of present-day Forest Avenue. However, financial difficulties stopped work on the project with only gutter and street light work completed by 1926. Marshall lost control of the Washington Suburban Realty Company in 1927. Henry Wardman assumed the position until the company's bankruptcy in 1929 due to the stock market crash.

Creditors forced the sale of building lots at auction, resulting in a loss of prestige for the community as well as a loss of property value. Concerns for better roads and services prompted the residents of Cheverly to petition for incorporation, which was granted in 1931. During the 1930s and 1940s, the streets were improved and lighting enhanced. During this period, the number of residences increased from 135 to 650. Residential construction continued through the 1960s, creating a varied housing stock of early Cape Cod houses, with later ranch, and split-level types. Two garden-style apartment complexes (Cheverly Terrace and Hanson Arms) were constructed in the early 1960s along Landover Road near the US Route 50 interchange. These complexes consist of brick multi-family units fronting Landover Road.

Other community features include parks, a school, municipal building, and industrial facilities. The American Legion Park established in the center of town in 1935 was the first park in Cheverly. Other parks were created in the 1950s and 1970s. The first school was opened in 1955 and replaced in 1991. The community center, town hall, and park facility was built in 1978. Industrial property was established in 1958 on the west side of town and adjacent to US Route 50.

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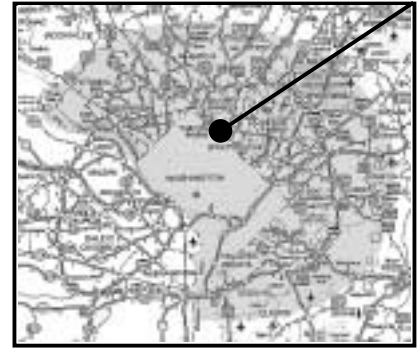
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COMMUNITY SUMMARY SHEET

Community Name: Chillum

City/County: Prince George's

Transportation Association Automobile: Riggs Road, Sargent Road, Ager Road, and Chillum Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Chillum is located in Prince George's County, north of the District of Columbia boundary. The original community of Chillum began as a small crossroads settlement and evolved into a large suburban community during the 20th century. Today, the name Chillum applies to a region of neighborhoods located between the East-West Highway on the north, the Northwest Branch of the Annapostia River on the east, the District of Columbia boundary on the south, and Riggs Road on the west. Included in the area are the single-family residential subdivisions of Chillum Gardens, Chillumgate, Oakdale Terrace, Green Meadows, Brookside Meadows, Bel Air Estates, Miller Estates, Carrington, Sargent Knolls, and Michigan Park Hills. Apartment complexes in this area include Chillum Heights Apartments, Ager Terrace Apartments, King's Park Plaza, Queen's Park Plaza.

The first section of Chillum Road, between Riggs Road and Sargent Road, was established between 1861 and 1878. A few scattered residences developed at the intersection of Riggs Road and Chillum Road by 1878. In the early 20th century, the surrounding area was largely agricultural, consisting of small truck farms. Since this area was not serviced by public transportation, such as a streetcar, Chillum remained rural in character into the 1930s. Beginning in the mid 1930s, the area of Chillum that is close to the District of Columbia border was subdivided into lots. Developers promoted the area's convenient access into the city as well as its water, gas, and electricity supply.

COMMUNITY SUMMARY SHEET

Community Name: Chillum

Narrative (continued):

The first platted developments in the late 1930s included Chillum Gardens and Oakdale Terrace. The developers of these communities sold the lots but left the construction of houses to the lot owners. Consequently, the communities were slow to develop. In contrast, the developer-built Green Meadows and Brookdale Manor were platted in the early 1940s and completed by 1942. Other developer-built communities begun in the 1940s include Chillumgate (1946) and Michigan Hills Park (1940s). Several subdivisions were constructed along Riggs Road, Sargent Road, and Sligo Creek Park in the 1950s, including Sargent Knolls (1950), Bel Air Estates (1955), Parkland (1955), Carrington (1957), and Miller Estates (mid-1950s-early 1960s). The street pattern of these communities are typical of their period. They have a grid pattern of streets broken by a few curvilinear roadways, and cul-de-sac. In addition to single-family residences, two apartment communities were constructed in 1949. The Chillum Heights Apartments and Ager Terrace Apartments consist of three-story brick structures containing a combined total of 1147 units. Larger-scale apartment complexes and mid-rise structures were constructed in the 1960s.

Community facilities include schools, parks, and a fire station. Schools within the Chillum community include Chillum Elementary, Rollingcrest Junior High School, and Parkway School. The Parkway School has since closed. Parkland is reserved for public use in the Chillum Park, Green Meadows Park, and Rollingcrest-Chillum Community Center and Splash Park facilities. The Prince George's County Fire Station No. 44 was constructed on the west side of Riggs Road after 1979.

Commercial activity in the Chillum area is concentrated in shopping centers located at the intersections of the principal roadways. Two of the shopping centers, Riggs Plaza Shopping Center (1960s) and the Riggs-Sargent Shopping Center (1970s), contain supermarkets, drug stores and other retail outlets. Other establishments such as gas stations and restaurants are scattered throughout the community.

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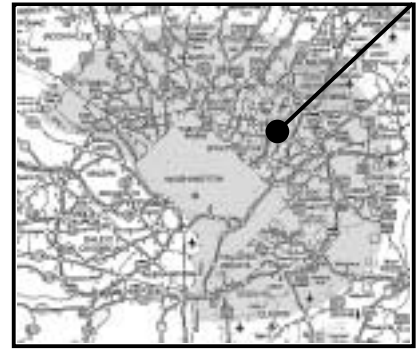
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: College Park

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad, Washington, Berwyn and Laurel Railroad; Automobile: Baltimore Avenue (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1889, 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of College Park is located to the north of Washington, D.C. in Prince George's County. It is surrounded by the communities of Berwyn Heights, University Park, the University of Maryland, and the Beltsville Agricultural Research Center. College Park was developed beginning in 1889 near the Maryland Agricultural College (later the University of Maryland) and the College Station stop of the B & O Railroad. The suburb was incorporated in 1945 and included the subdivisions of College Park, Lakeland, Berwyn, Oak Spring, Branchville, Daniel's Park, and Hollywood (*Neighborhoods* 1974, 88). The original College Park subdivision was first platted in 1872 by Eugene Campbell. The area remained undeveloped and was re-platted in 1889 by John O. Johnson and Samuel Curriden, Washington real estate developers. The original 125-acre tract was divided into a grid-street pattern with long, narrow building lots. The community's grid was based on a standard block 400 feet square divided into 16 building lots. The standard lot size was 50 feet by 200 feet. The streets were named after prominent Eastern colleges and universities, except the southern boundary street which was named for the Calverts, the original owners of the land. Johnson also constructed homes and a small store (Denny 1997, 117). College Park developed rapidly, catering to those who were seeking to escape the crowded City of Washington, as well as to a rapidly expanding staff of college faculty and employees. College Park originally included single-family residences constructed in the Shingle, Queen Anne, and Stick styles, as well as modest vernacular dwellings. A school was constructed at the corner of Princeton Avenue and Hartwick Road in 1900. There were very few non-residential buildings built before the 20th century. Development slowly expanded to the west and north along College Avenue. A few original blocks were re-subdivided into a more dense pattern of smaller blocks. Commercial development increased in the 1920s, aided by the increased automobile traffic and the growing campus. Construction along

COMMUNITY SUMMARY SHEET

Community Name: College Park

Narrative (continued):

Baltimore Avenue consisted of one- or two-story commercial blocks with large display windows, some with elaborate detailing (M-NCPPC 1997, 10). Housing styles had shifted to simpler Colonial Revival and Bungalow forms during the 1920s. By the late 1930s, most of the original subdivision had been partially developed. Several fraternities and sororities from the University of Maryland built houses in the neighborhood. After World War II, construction consisted mostly of infill of ranch and split-level houses. After incorporation in 1945, the city continued to grow and build a municipal center in 1959 (M-NCPPC 1997, 12-13).

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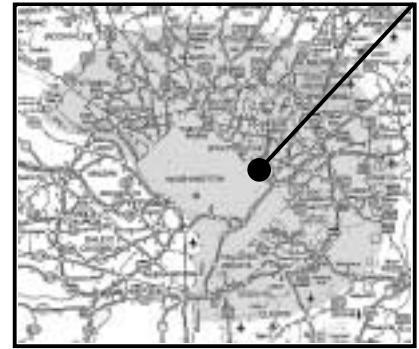
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Colmar Manor

City/County: Prince George's

Transportation Association: Automobile: Bladensburg Road (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1918, 1927

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Colmar Manor is located adjacent to Washington, D.C., east of the city in Prince George's County. It is surrounded by Cottage City, Edmonston, and Anacostia River Park. Colmar Manor was incorporated in 1927. The name was derived from the town's proximity to Washington, D.C. The "Col" being derived from Columbia and the "Mar" from Maryland.

In 1912, the Capitol Cemetery of Prince George's County was incorporated on the Washington, D.C. boundary line. Directly north of the cemetery was the Shreve estate. The Shreve house was destroyed in the 1890s. The Bladensburg Road transversed the area, becoming more heavily travel in the 1920s, and eventually became designated as US Route 1. Part of the former Shreve estate was subdivided into building lots in 1918. The lots were 50 feet wide by 100 feet deep, arranged along a grid pattern of streets. The location of the development within the first service area of the Washington Suburban Sanitary Commission offered homeowners modern water and sewer lines. The houses constructed were modest one- and two-story wood-frame buildings. In 1931, the town's streets were paved and gutters installed. A concrete block municipal building was constructed in 1934, followed by the construction of a brick schoolhouse in 1935.

In 1959, a new municipal building was constructed to house the town's administrative offices and police department. During the second half of the 20th century the area along Bladensburg Road became lined with commercial establishments and much of the housing stock was used as rental units. A large urban renewal

COMMUNITY SUMMARY SHEET

Community Name: Colmar Manor

Narrative (continued):

project in the 1970s and 1980s resulted in the demolition of many commercial properties along Bladenburg Road. The old businesses were replaced with new structures such as fast food restaurants and a shopping center. Streets and houses were also improved. The Colmar Manor Community Park was established along the west bank of the Anacostia River in the 1970s on the site of a sanitary landfill.

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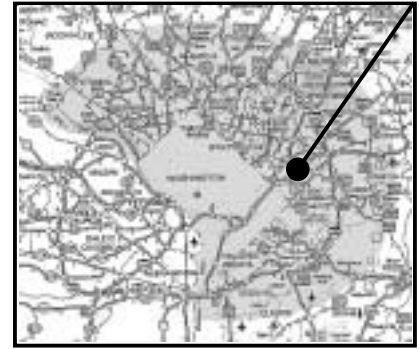
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Columbia Park

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: Landover Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Columbia Park is located in Prince George's County, northeast of the District of Columbia. The community is bounded by the north by Capital Hills East and Kent Village, on the east by Martin Luther King, Jr. Highway, on the south by White House Heights, and on the west by the Kentland Community Center Park. The community was platted in the early 1900s, though substantial development did not occur until after World War II. The 1914 USGS Quadrangle Map of *Washington and Vicinity* shows no streets or houses located in the Columbia Park area. By 1917, seven streets and approximately 25 houses appear. The grid-pattern of streets include present-day Columbia Avenue, Virginia Avenue, Oregon Avenue, Kent Village Drive, El Paso Street, Duluth Street, and Camden Street. The housing stock from this period includes bungalows and modest two-story, wood-frame buildings. The community did not expand in size until the period between 1936 and 1942. A golf course known as the Beaverdam Country Club was developed on the west side of Columbia Park and four additional streets were laid out. Containing approximately 25 additional houses, the new streets include present-day Ridge Drive, Marlboro Avenue, Spring Street East, and Spring Place East. By 1957, Kentland Park was established on the north side of the community and the Beaverdam Country Club was renamed the Prince George's Country Club. Also by 1957, the east side of the Columbia Park subdivision had expanded to include three new streets (Chesapeake Street, Flagstaff Street, and Forest Road) and the Columbia Park Elementary School was constructed on the south side of Columbia Park Road. The housing stock of this period include developer-built split-level houses from the post-World War II period.

COMMUNITY SUMMARY SHEET

Community Name: Columbia Park

Narrative: (continued)

By 1965, the community reached its present configuration of streets, with several residential blocks laid out on the south side of Columbia Park Road and west of the elementary school. In the 1960s, three apartment complexes were constructed in the Columbia Park area. These include the Columbia Arms, Country Club Gardens, and Columbia Park. Commercial activity is limited to shopping centers in nearby communities, such as the Kent Village Shopping center, or the Landover Mall, which was completed in 1972. Several other retail businesses are scattered along the Martin Luther King, Jr. Highway. After 1979, the Prince George's Country Club became the Kentland Community Center Park, while another community park was established on the east side of the Columbia Park Elementary School.

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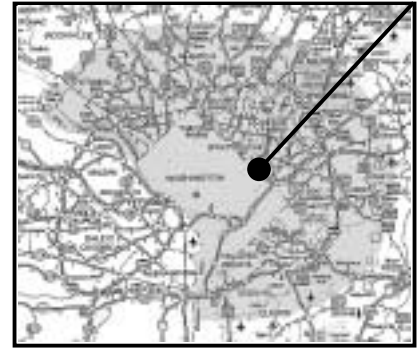
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Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Cottage City

City/County: Prince George's

Transportation Association: Streetcar: Washington, Spa Spring and Greta Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1924

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Cottage City is located to the west of the Anacostia River, adjacent to Washington, D.C. in Prince George's County. It is surrounded by Brentwood, Colmar Manor, and the Anacostia River. Cottage City was developed beginning in 1870 under the name of "The Highlands." The area was incorporated in 1924 as Cottage City. A groups of developers began to promote a residential community with large lots and a grid pattern of streets, stating the advantages of the community. The Highlands would feature cottages and villas on wide avenues, a good view, nominal taxes, and was close to Washington, D.C., the historic Bladensburg battlefield, spa spring, and dueling ground. The development failed despite the advertising campaign. In 1886, Colonel Gilbert Moyer bought the Highland tract, and incorporated the Highland Company in 1888. The land was re-subdivided into smaller lots, and Moyer promoted the land by including information that a streetcar line was soon to be developed in the area. This attempt to develop the area also failed. A few houses were developed on the Moyer property beginning in 1904 with broad streets laid out in a grid and trees planted along the street. A single-track trolley line ran through the community from Washington to Bladensburg. Called the Washington, Spa Spring, and Greta Railroad Company, the trolley was eventually discontinued in 1923, partially due to competition from the B & O Railroad and the streetcar line in Mt. Rainier (Denny 1997, 138-139). In 1915, Charles Lightbrown borrowed money and attempted to market the subdivision plat from 1888 with a few minor changes. This attempt succeeded where the two earlier attempts had failed. Lightbrown built most of the housing in the community. Consisting of one-story cottages with four rooms and no running water, the housing was attractive to veterans returning from World War I who needed economical homes which were ready to inhabit (Denny 1997, 140). Electric service was introduced to the

COMMUNITY SUMMARY SHEET

Community Name: Cottage City

Narrative (continued):

community in 1914. In 1919, the Washington Suburban Sanitary Commission installed water service to the town; sewer service was added the following year. The town was incorporated in 1924, taking its name from the uniform cottages built by Charles Lightbrown (*Neighborhoods* 1974, 143).

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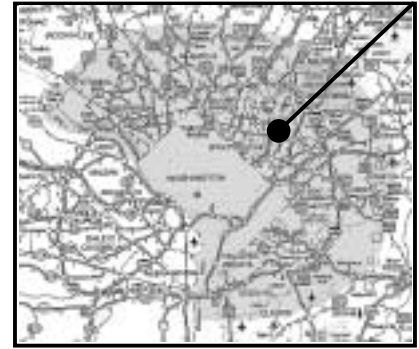
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Daniels Park

City/County: Prince George's

Transportation Association: Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1892, 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Daniels Park is located within the municipality of College Park, north of Washington, D.C., in Prince George's County. The neighborhood is bounded on the north by Hollywood, on the east by the B&O Railroad line, on the south by Branchville, and on the west by Baltimore Avenue (US Route 1). Hollywood and Branchville, like Daniels Park, are neighborhoods within the incorporated College Park.

Daniels Park was developed beginning in 1905 on the east and west sides of the City and Suburban Electric Railway in north College Park. Daniels Park was created by Edward Daniels on 47 acres of land. This small residential subdivision was improved with single-family houses arranged along a grid pattern of streets. The houses range in style from Four Squares to bungalows, and were built between 1905 and the 1930s. The neighborhood was incorporated as part of the City of College Park in 1945 (Denny 1997, 119-120).

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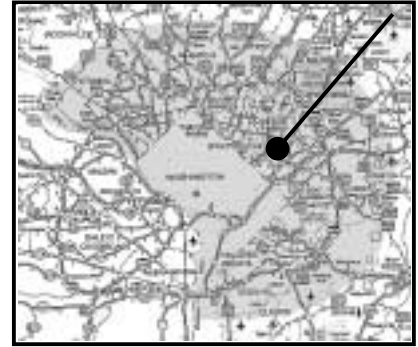
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COMMUNITY SUMMARY SHEET

Community Name: Decatur Heights

City/County: Prince George's

Transportation Association: Streetcar: Washington, Spa Spring and Greta Railroad Company



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Decatur Heights is located in Prince George's County, north of the northeast quadrant of the District of Columbia. Decatur Heights refers to two residential subdivisions platted within the corporate limits of Bladensburg in 1914 and 1917. The subdivisions are adjacent to the Washington, Spa Spring and Greta Railway constructed through Bladensburg between 1908 and 1910. According to historic maps, the first reference to Decatur Heights appears on the USGS Quadrangle Map *District of Columbia*, 1917, in reference to two north-south streets between Annapolis Road and present-day Quincy Street (52nd Street and 53rd Street). Thirteen houses appear along these streets on the 1917 map. By 1942, this area contained approximately 21 houses and a school (now the Bladensburg Elementary School). Also by 1942, the area north of Annapolis Road had been developed with a school (now the Bladensburg Instructional Services Center) and a grid pattern of streets containing two north-south streets and three east-west streets. It is likely that this subdivision north of Annapolis Road was the one platted in 1917 and therefore, slower to develop than the earlier subdivision south of Annapolis Road.

The residential subdivision on the north side of Annapolis Road was more than half developed by 1942 and would continue to expand to the east during the next two decades. Decatur Heights is labeled on the north side of Annapolis Road on the 1957 USGS *Washington East* Quadrangle map. The community had grown to the east of the original subdivision by extending a few of the existing east-west roads and adding curvilinear north-south streets. By 1965, the community had expanded to its current size.

COMMUNITY SUMMARY SHEET

Community Name: Decatur Heights

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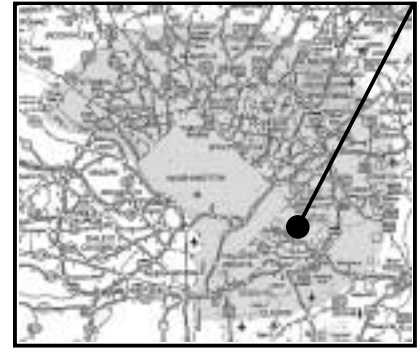
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COMMUNITY SUMMARY SHEET

Community Name: District Heights

City/County: Prince George's

Transportation Association: Automobile: Marlboro Pike



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

District Heights is located east of the District of Columbia in Prince George's County. The community is bounded on the north by several subdivisions along Walker Mill Road, on the east by Ritchie Road, on the south by the Carlson Spring subdivision and Marlboro Pike, and on the west by County Road.

Major Leander P. Williams assembled four tracts of land totally 504 acres between 1874 and 1875 and established a farm. The land was located along the Washington and Marlboro Turnpike constructed beginning in 1869. In the early 1920s, two oil wells were drilled on the land during what was locally called the "great oil strike," although it is not known how much oil was produced from the wells. In 1925, the Williams farm was sold to the District Heights Company. The development company thoughtfully planned their subdivision and provided amenities lacking in the other subdivision of its time. Between 1925 and 1926, the company laid out the streets, with curbing, gutters, sidewalks, sewers, water lines, and fire plugs. Even the first three blocks were paved with gravel. By 1926, the developer had constructed approximately 25 houses, consisting of five-room bungalows and six-room, two-story houses. In later years, the developer constructed Sear-Robuck houses but allowed lot owners to construct their own houses, if desired. Retail facilities in these early years included a gas station and grocery store, both constructed in 1926.

Public transportation into the District of Columbia was not available, so the developers provided a shuttle into the city two times daily. This service continued until the bus line of the Washington, Marlboro and Annapolis Motor Line reached District Heights in 1947.

COMMUNITY SUMMARY SHEET

Community Name: District Heights

Narrative (continued):

District Heights was incorporated in 1936 in an effort to improve the quality of its streets through gasoline taxes. Also in 1936, the District Heights school was constructed, later expanded in 1961 and supplemented by the District Heights Parkway School in 1954. The fire department, organized in 1942, built its first permanent fire station in 1954. The first municipal center was constructed in 1961 and replaced in 1981.

The District Heights Company reorganized as the Thrifty Homes, Inc. in 1938 with residential construction continuing at a slow pace. In 1956, the remaining 300 undeveloped acres in District Heights was purchased by Washington Estates, Inc. One of the company's projects included the construction of the 900-unit District Heights Apartments (now Hilltop Apartments) in the early 1950s. Construction in District Heights, designated a "City" in 1962, continued throughout the 20th century.

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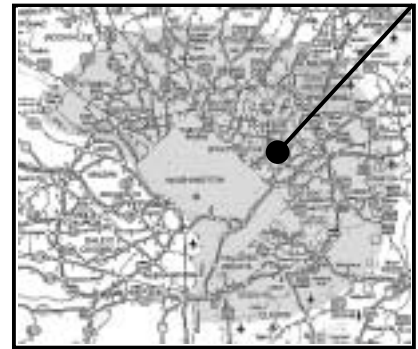
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Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Edmonston

City/County: Prince George's

Transportation Association: Automobile: Baltimore Avenue (US Route 1) and Kenilworth Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1924

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The town of Edmonston is located northeast of the District of Columbia in Prince George's County. It is bounded on the north by Riverdale, on the south and east by Bladensburg, and on the west by Hyattsville. The Northwest Branch of the Anacostia River separates the east and west halves of the town.

Two subdivisions that would later comprise the town of Edmonston were platted in 1903. The eastern section of Edmonston was developed by J. Harris Rogers on two parcels of land he purchased in the 1880s and 1890s. In 1903, Rogers platted 70 acres into a subdivision of more than 170 lots known as East Hyattsville. The average lot in the southern section of the subdivision measured 50 feet by 200 feet, while lots in the north section were irregularly shaped and contained between one to three acres each. Prior to the subdivision several lots had already been sold, resulting in the construction of two large houses and six front-gable vernacular residences.

The west half of the town of Edmonston began with the subdivision of Dr. Charles A. Wells. Wells purchased the 90-acre Palestine Farm from Benjamin Franklin Guy in 1878 and 1879 and continued the farm's dairy operations until 1903. Twenty-five of the farm's acres were subdivided into 62 building lots of various sizes. Most of the lots were sold unimproved, however, Wells did

COMMUNITY SUMMARY SHEET

Community Name: Edmonston

Narrative (continued):

construct five residences on speculation. Within the first decade 55 houses were constructed in both subdivisions. Today over 31 of those structures remain. The earliest buildings were simple vernacular buildings such as the I-house that were later adapted to the constraints of the narrow suburban building lot. The result was a proliferation of front-gable houses constructed during the early twentieth century.

A pumping station was constructed in the Palestine subdivision in the late 19th century and supplied water to the City of Hyattsville. This facility operated until operations were taken over by the Washington Suburban Sanitary Commission in 1920. Also in the Palestine subdivision was the first school to serve the future town of Edmonston. Constructed in 1915, the building has undergone several phases of additions and alterations and currently functions as the National Technical Institute.

After World War I, the residents of East Hyattsville and Palestine began a movement toward incorporation to improve services. Compared to the established Hyattsville, incorporated in 1886, East Hyattsville contained more working class residents, more modest houses, and more immigrants. Instead of choosing the name of East Hyattsville when incorporating in 1924, the residents decided to choose a name that would give the town an independent identity. The name of Edmonston, a major north-south road adjacent to the town was chosen.

The Funkhouser subdivision was platted in 1925 on an undeveloped part of the original Palestine subdivision. The land was divided into 40 lots upon which Robert Funkhouser constructed a small bungalow. The houses were completed in 1926 and quickly sold. Throughout the 1930s and 1940s development consisted of sporadic house construction on vacant lots within the established subdivisions. After World War II, the Edmonston Terrace subdivision was constructed. Signaling a departure from the random development of the previous decades, Edmonston Village consisted of an organized development of 41 nearly identical two-story brick side-gable houses. Residential construction during the 1950s and 1960s returned to sporadic infill. One exception was the construction of the Fountain Park Apartment complex in the 1960s. The town is "land-locked" by adjacent communities prohibiting continued growth. In fact, the town lost population steadily from 1970 to 1990.

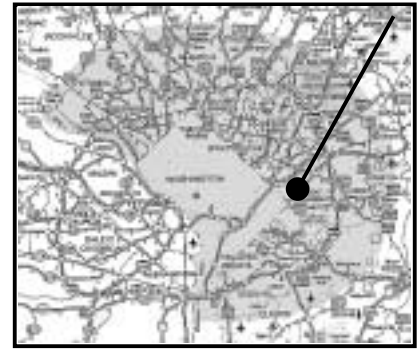
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COMMUNITY SUMMARY SHEET

Community Name: Fairmount Heights
City/County: Prince George's
Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Fairmount Heights is located in Prince George's County, adjacent to the extreme east corner of the District of Columbia. Established in 1900, Fairmount Heights is one of the earliest planned communities for African-Americans in the Washington, D.C. area. The community consists of six planned subdivisions platted between 1900 and 1923.

Robinson White and Allen Clark, white businessmen from the District of Columbia, platted the first subdivision in 1900 on 50 acres of farmland formerly owned by the Wilson, Godfrey, Belt, and Lee families. The subdivision called Fairmount Heights consisted of a grid-pattern of streets that extended to the northeast, away from the District boundary. The average lot size was 25 feet wide by 125 feet deep and was priced to encourage their purchase by African-Americans from the city.

In 1907, a second subdivision was platted by J.D. O'Meara on 12 acres called Waterford. This subdivision on the east side of Fairmount Heights was slow to develop. John C. Wiessner had the third subdivision in the area platted in 1909. Named Mount Wiessner, the subdivision was laid out on 56 acres and had larger lots than the rest of Fairmount Heights. Only one acre from this subdivision was included in Fairmount Heights when the town was incorporated in 1935.

COMMUNITY SUMMARY SHEET

Community Name: Fairmount Heights

Narrative: (continued)

Elizabeth Haines added eight blocks to the Fairmount Heights subdivision in 1910 when the North Fairmount Heights subdivision was platted. This development was followed in 1911 by the Silence family subdivision, West Fairmount Heights. The heirs of the Silence family subdivided their 36-acre farm around their farmhouse.

The developers of the Fairmount Heights subdivisions laid out the streets and sold the lots, leaving the construction of houses to the lot owners. One exception was the construction of 19 small bungalows in 1920 by Robinson White, one of the original developers of the first Fairmount Heights subdivision. These bungalows were sold between 1920 and 1929.

The last subdivision in Fairmount Heights was begun in 1922. The Weeks Realty Company platted Sylvan Vista on the Hoover family farm. The subdivision differed from the rest of Fairmount Heights by arranging lots along streets radiating out from a central "market" circle. The developers also reserved parkland along a ravine in the middle of the community. The houses constructed in Sylvan Heights were smaller than the residences in the rest of the neighborhood.

When Fairmount Heights was incorporated in 1935, its corporate boundaries included the subdivisions of Fairmount Heights, North Fairmount Heights, West Fairmount Heights, Waterford, Sylvan Heights, and a part of Mount Wiessner. Though curbs were installed in 1944, more than two-thirds of the town's roads remained unimproved for many years. This problem was not remedied until street and sidewalk paving began in 1967.

Throughout its history, Fairmount Heights has contained many community associations and community buildings. The Fairmount Heights Mutual Improvement Company constructed a social hall on Chapel Avenue (now 61st Street) in 1908 to serve community functions. The building also housed the community school and Methodist church until separate facilities were constructed. After many years, the building was converted to residential use. The first school was constructed in 1912 and was replaced in 1934. A fire company was formed and a station built in 1917. A municipal center constructed in 1942 provided new facilities for the fire and police departments, as well as administrative office space. In 1980 a new multi-purpose structure was constructed for meeting space, administrative offices and the police department.

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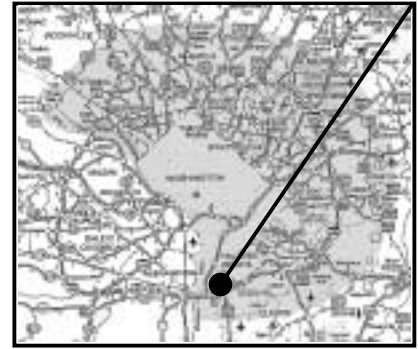
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COMMUNITY SUMMARY SHEET

Community Name: Forest Heights

City/County: Prince George's

Transportation Association: Automobile: Livingston Road and Indian Head Highway (MD 210)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1949

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forest Heights is located south of the District of Columbia in Prince George's County. In 1940, the Washington Heights Realty Company platted a subdivision known as Forest Heights along both sides of Livingston Road. The plat for the town contained several hundred lots with a lot size of 7000 square feet and a provision for a commercial center along Livingston Road. The first houses were constructed in 1941, though the start of World War II postponed construction. During the war, the Federal government constructed the Indian Head Highway (MD 210) through Forest Heights on the right-of-way of Livingston Avenue. This highway and the construction of the South Capitol Street Bridge provided easy access into the city and created a building boom in Forest Heights. Forest Heights was incorporated in 1949 and work began on paving streets, collecting trash, and providing for public safety. A police force was created in 1952 and a town hall/community center was constructed in 1954. The Eastover Shopping Center was constructed on the north end of Forest Heights, west of Indian Head Highway. Opened in 1955, the shopping center was one of the six largest shopping facilities in Prince George's and Montgomery Counties when it opened. The Flintstone and Forest Heights Schools had been constructed by 1965. The Clifford Armhold Park, named after a mayor who held his post for 22 years, was opened in 1974.

COMMUNITY SUMMARY SHEET

Community Name: Forest Heights

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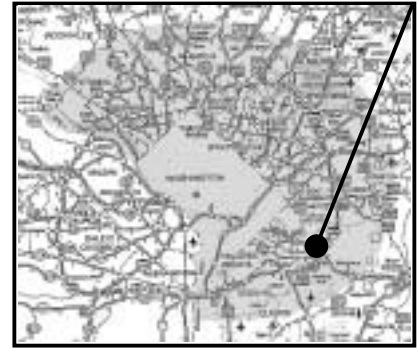
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COMMUNITY SUMMARY SHEET

Community Name: Forestville
City/County: Prince George's
Transportation Association: Automobile: Marlboro Pike



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forestville is located southeast of the District of Columbia in Prince George's County. The core of the community is bounded on the north by the Forestville Center industrial park, on the east by the Capital Beltway (I-495), on the south by Pennsylvania Avenue (MD 4), and on the west by Forestville Road.

The land that became the community of Forestville was called Long Old Fields in the 19th century. Since 'old field' was a term used to refer to land depleted from tobacco cultivation, the name perhaps indicates the land's former use. A small crossroads settlement developed at the intersection of Marlboro Pike and present-day Forestville Road by the Civil War. The settlement contained a small hotel, blacksmith shop, post office, stores, churches, and residences. By 1878, the name of the community officially changed to Forestville.

Though the community of Forestville would change significantly during the 20th century, the first few decades left the crossroads settlement relatively unchanged. Most of the suburban development in Prince George's County during the early 20th century centered along the few streetcar lines and railroads in the county or areas serviced by water and sewer lines. The Forestville area was not serviced by public transportation into the District of Columbia or public sewer lines. Developers were not able to access sewer lines in Forestville until the late 1940s. Despite the lack of services, the Sansbury farm in the southeast quadrant of the crossroads intersection was subdivided into Sansbury Park. Small lots (3000 square feet in size) were platted along a grid pattern of narrow streets and offered for sale in 1925. Development of houses began in the late 1920s and continued sporadically through the 1960s. In the 1930s, the subdivision of Ole Longfields was platted adjacent to Sansbury Park. Like its neighboring

COMMUNITY SUMMARY SHEET

Community Name: Forestville

Narrative (continued):

subdivision, Ole Longfields was laid out with a grid pattern of streets and offered lots for sale. A third subdivision was begun on the north side of Marlboro Pike, just east of the crossroads, in the 1940s. The small Forest Edge subdivision consists of two streets and residences constructed from the late 1940s to the early 1960s. Sporadic residential development occurred along both sides of Marlboro Pike, east of Forestville Road, during the first half of the 20th century. The resulting development, dating from the 1930s to the 1960s, is a mix of modest wood-frame cottages and one Sears mail-order house.

The crossroads settlement itself underwent changes during the 20th century. The most dramatic change was the bypass of Marlboro Pike by Pennsylvania Avenue (MD 4) and the construction of the Capital Beltway (I-495). An interchange between the Beltway and Pennsylvania Avenue is located on a portion of Marlboro Pike and the end of the old Forestville settlement. Pennsylvania Avenue bisects the community of Ole Longfields. The crossroads no longer contains the buildings identified on historic maps. Instead, the intersection is dominated by warehouse-style retail facilities and the Forestville Plaza shopping center. A large parcel north of Forestville is now the site of the Forestville Center industrial park.

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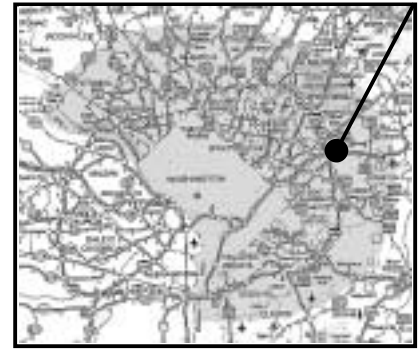
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COMMUNITY SUMMARY SHEET

Community Name: Glenarden

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: Martin Luther King, Jr. Highway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1939

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glenarden is located east of the District of Columbia in Prince George's County. The community is bounded on the north by Armore and Springdale communities, on the east by undeveloped land, on the south by Landover Road and Landover Mall, and on the west by industrial parks and undeveloped land.

The construction of the Washington, Baltimore and Annapolis Electric Railroad through rural Prince George's County prompted a wave of growth along the length of its line. In particular, two African American communities, Lincoln and Fairmount Heights, had been successfully established along the streetcar line by 1910.

In 1910, William R. Smith, a Washington D.C. developer operating as the Glenarden Development Company, purchased approximately 155 acres of land on both sides of the Washington, Baltimore and Annapolis Electric Railroad. The streets on the east side of the streetcar line were platted in a grid pattern extending away from the line. The Glenarden station was constructed at the intersection of the streetcar line and the main through street of the community. The station was surrounded by landscaping and a circular road. The community was marketed to African-American, many of whom worked for the Pennsylvania Railroad and streetcar line.

COMMUNITY SUMMARY SHEET

Community Name: Glenarden

Narrative (continued):

In 1921, land on the west side of the streetcar line was platted as Ardwick Park. The first development in Glenarden was scattered and growth was slow, similar to the development experienced in Lincoln. The community lacked utilities, including electricity, and police protection during the early years. By 1920, the community contained 25 houses and one church. In 1922, the county constructed a two-room schoolhouse in the Ardwick Park section that served the community until 1950. By the end of the 1930s, 55 houses had been constructed in the Glenarden area, including 25 houses in Glenarden, 20 houses in Glenarden Heights, and 6 houses in Ardmore Park.

In the 1920s and 1930s, the African-American communities of North Brentwood and Fairmount Heights incorporated. Following the example of those communities in pursuit of better public services, Glenarden incorporated in 1939. Incorporation brought electricity and the beginning of street paving. The year 1939 also marked the beginning of police protection and the organization of a fire department. The fire department later disbanded and now relies on the Kentland Volunteer Fire Department to provide the service. The first town hall was constructed in 1943 and used until replaced by new facility in 1965. An addition to the town hall was constructed in 1977-1978 so that all town departments could be housed in one building.

Public services continued to improve in the 1940s and 1950s. The Washington Suburban Sanitary Commission installed water and sewer lines and the Washington, Marlboro, and Annapolis bus company began service between Glenarden and Seat Pleasant in 1945. From Seat Pleasant, the rider could transfer to train and streetcar lines for transportation into the District of Columbia. Mail service to the town became available for the first time in 1950 after the construction of a post office. However, home delivery was still not available. The first recreation center opened in 1954, with another center opened in 1971-1972.

The population of the community increased rapidly in the late 1950s and 1960s through the annexation of Glenarden Woods, the Tyrol tract, and the Cord Tract. In 1963, in cooperation with the U.S. Public Housing Administration, the Glenarden Housing Authority constructed a 90-unit public housing project. The Glenarden Building Corporation constructed 100 middle-income houses along Glenarden Parkway in 1977. Beginning in 1965 and continuing through the 1970s, an urban renewal program was designed to eliminate and/or rehabilitate standard older housing, provide suitable building sites for new construction, and improve streets and sidewalks. Much of the older housing stock was replaced by public housing during this period.

Retail facilities were brought to the town in 1981 with the construction of the Washington Commerce Center. The shopping center was annexed into the town in 1983, along with the Carrollton Station subdivision containing 200 townhouses. Another annexation in 1985 increased the town's land holdings by 245 acres, almost doubling the size of the community.

COMMUNITY SUMMARY SHEET

Community Name: Glenarden

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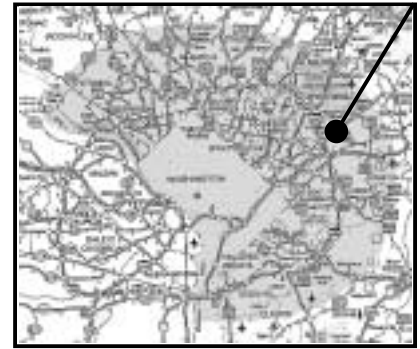
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COMMUNITY SUMMARY SHEET

Community Name: Glenn Dale

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glenn Dale is located northeast of the District of Columbia in Prince George's County. Platted along the Washington Branch of the Baltimore and Potomac Railroad in the 1870s, the community is presently bounded on the north by the Goddard Corporate Park, on the east by Glenn Dale Boulevard, on the south by Glenn Dale Heights, and on the west by Folly Branch Steam Valley Park.

Originally platted as Glennville in 1871 by Baltimore attorney John Glenn and Edmund B. Duvall, the subdivision name was changed to Glendale in 1886. The spelling "Glenn Dale" was applied later. By the late 1870s, the community contained an Episcopal Church, a school, a railroad station, sawmill, post office, and stores. In 1914, the community remained small with a few scattered buildings at the intersection of the Baltimore and Potomac Railroad, and Glenn Dale Road. The Glendale station area did not develop as quickly as the land around the Seabrook or Lanham stations during the first half of the 20th century. By 1957, Glenn Dale remained a crossroads settlement with approximately 45 houses and a school. The small settlement of Brookland had been established to the north of Glenn Dale, while the Glenn Dale Heights subdivision to the south had been platted but not developed. Also to the south of Glenn Dale were the Glenn Dale Sanatorium and the Plant Introduction Gardens of the United States Department of Agriculture. Residential and commercial construction continued throughout the 20th century along the early roads, including Glenn Dale Road, Glen Road, Prospect Hill Road, Lansdale Street, Marietta Street, Patuxent Avenue, and Lanham-Severn Road. MD 193 (Greenbelt Road / Glenn Dale Boulevard) was constructed to the east of the community after 1974. Only a few of the early buildings survived to the present-day, including the Episcopal church, a Victorian-era house, several turn-of-the-century and early-20th-century houses.

COMMUNITY SUMMARY SHEET

Community Name: Glenn Dale

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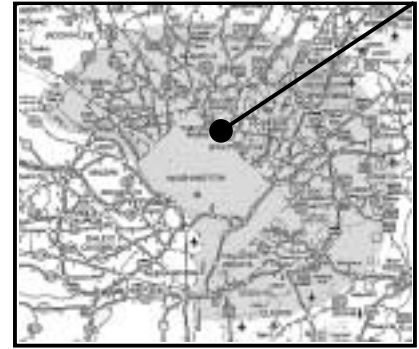
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Green Meadows

City/County: Prince George's

Transportation Association: Automobile: Riggs Road, Sargent Road, and Ager Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Green Meadows is located in Prince George's County, north of the District of Columbia boundary. The community is located on the west side of Ager Road near Riggs Road, in an area known as Chillum. In the early 20th century, Chillum was largely agricultural, consisting of small truck farms and a cross-roads community at the intersection of Chillum Road and Riggs Road. Since this area was not serviced by public transportation, such as a streetcar, Chillum remained rural in character into the 1930s. Beginning in the mid-1930s, the area of Chillum that is close to the District of Columbia border was subdivided into lots. Developers promoted the area's convenient access into the city as well as its water, gas, and electricity supply. The first platted developments in the late 1930s included Chillumgate and Oakdale Terrace. These communities sold only building lots for house construction and were slow to develop. In contrast, the developer-built Green Meadows was platted in the early 1940s and completed by 1942. The street pattern of Green Meadows is a fragmented grid of curved parallel streets. The houses are primarily two-family attached units constructed of brick or brick and frame. The Green Meadows subdivision was extended on its south end by two streets in 1957. Community features included the Ager Road School completed by 1942 and two community parks established by 1957. The school no longer appears on present-day maps.

COMMUNITY SUMMARY SHEET

Community Name: Green Meadows

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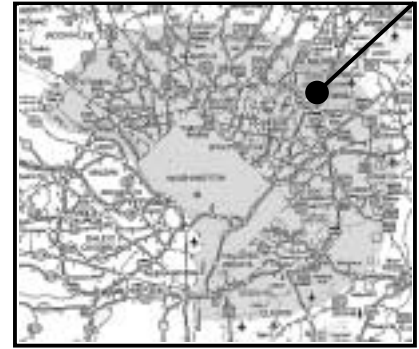
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COMMUNITY SUMMARY SHEET

Community Name: Greenbelt
City/County: Prince George's
Transportation Association: Not Applicable



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Greenbelt is located north of the District of Columbia in Prince George's County. Designed as a New Deal model community, Greenbelt was constructed on part of a 12,000-acre tract purchased by the Federal government in the mid-1930s. Among the goals of the community were to provide work for unemployed men, build low-rent housing, and create a healthful environment for families. The site was selected due to its proximity to the District of Columbia, existing schools, and location next to the Beltsville Agricultural Research Center (BARC). If the community failed, then the entire parcel could be absorbed into the research center. Construction of the community involved only a small portion of the purchased land, with the remaining acreage used as a buffer from encroaching development and used by the BARC.

The entire community, including dwellings, streets, schools, stores, and parks, was designed prior to the start of construction in 1935. The two main roads were arranged in a crescent shape along which shops, schools, municipal buildings, and recreational facilities were placed. The residential buildings were clustered into "super blocks" of 12 to 18 acres containing 120 dwellings each. Upon completion of the initial construction project, the community contained 885 units in buildings designed in the Art Deco style, like the rest of the structures. In September 1937, the first of Greenbelt's residents selected from a pool of 12,000 applicants moved into their new homes. The units rented for between \$18 to \$41 per month. The residents comprised a cross-section of the region's population representing various professions and religions, though all residents were white.

COMMUNITY SUMMARY SHEET

Community Name: Greenbelt

Narrative (continued):

The community transferred from the Resettlement Administration to the Farm Security Administration in 1936, then incorporated as the Town of Greenbelt in 1937. In an effort to house defense workers during World War II, 1000 additional units were constructed in 1941. The additional residents resulted in the construction of the North End Elementary School in 1945 and an addition to the Greenbelt High School. Bus service began in 1945 to transport residents from throughout Greenbelt to the town center. The status of the community changed from a town to a city in 1949, in response to continued development. After years of negotiations, city residents under the organization name of the Greenbelt Veterans Housing Corporation (later Greenbelt Homes, Inc.) purchased the community from the Federal government in 1952.

Spurred by the completion of the Baltimore-Washington Parkway in 1954, a number of developments were constructed in Greenbelt during the 1950s. These new communities included Lakeside (1953), Woodland Hills (1955), Lakewood (1959), Greenbelt Plaza Apartments (1959), Lakeside North, Charlestowne Village, Lakecrest, and Boxwood Village. The 1960s brought three major developments to Greenbelt. In 1960, the NASA Goddard Space Flight Center was established adjacent to the community and bringing jobs to the region. Partially in response to the need for more housing in the area, the large Springhill Lake Apartment complex was constructed between 1963 and 1964. Adjacent to the Springhill Lake Apartments and along Greenbelt Road, the Beltway Plaza Shopping Center (Beltway Plaza Mall) was constructed in 1962. The 1970s and 1980s brought further development of residences, office buildings, and retail facilities, resulting in a diminishing amount of green space in Greenbelt. In 1994, the METRO opened the Greenbelt station on the south side of the Capital Beltway (I-495).

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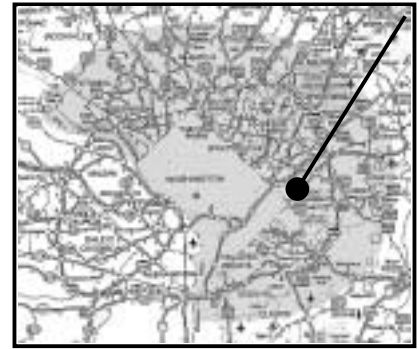
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COMMUNITY SUMMARY SHEET

Community Name: Highland Park

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: George Palmer Highway (present-day Martin Luther King, Jr. Highway)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Highland Park is located in Prince George's County, east of the District of Columbia boundary. Highland Park, settled in the early 1920s by African-Americans, is one of several subdivisions constructed in the early to mid 20th century around the Town of Seat Pleasant. Suburban development in this area of Prince George's County began in the late 19th century and continued to grow throughout the 20th century due to its proximity to Washington and access to the city via railroads, streetcar lines, and road networks. The early 20th-century communities were fostered by the Chesapeake Beach Railroad (1898) and the Washington, Baltimore and Annapolis Electric Railroad (1908). As the popular mode of transportation shifted from streetcar line to the automobile in the 1930s and 1940s, highways gave suburban residents access to the city. The George Palmer Highway (present-day Martin Luther King, Jr. Highway) was constructed on the right-of-way of the Washington, Baltimore and Annapolis Electric Railroad in the early 1940s. The Highland Park development benefited from its location along the Washington, Baltimore and Annapolis Electric Railroad, later the George Palmer Highway.

Highland Park is located at the southwest corner of the intersection of Martin Luther King, Jr. Highway and Hill Road. The community was settled by African-Americans in the early 1920s through the construction of a few scattered houses. By 1942, Highland Park contained approximately 60 houses, two churches, and one school located within a grid of 12 blocks on both sides of Martin Luther King, Jr. Highway. The school and one of the churches was located on the south side of Martin Luther King, Jr. Highway. Residential

COMMUNITY SUMMARY SHEET

Community Name: Highland Park

Narrative: (continued)

construction along the streets continued into the 1980s, creating a streetscape of houses from various time periods and stylistic influences.

In 1955, the Booker T Homes were constructed adjacent to the west side of Highland Park on both the north and south sides of the Martin Luther King, Jr. Highway. The Booker T Homes were brick and frame duplexes of 1152 square feet in size constructed in 1955. The roads of the subdivision form a fragmented grid pattern, introducing curvilinear roads and cul-de-sacs not found within Highland Park.

By 1970, the Highland Park School was occupied by the Board of Education and no longer functioned as a school. It is now the location of the Highland Gardens Neighborhood Park. Another park, located on the north side of Martin Luther King, Jr. Highway and west of the Booker T Homes, is known as the Booker T Homes Park.

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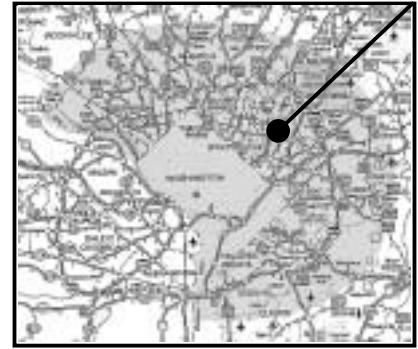
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COMMUNITY SUMMARY SHEET

Community Name: Hollywood

City/County: Prince George's

Transportation Association: Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Hollywood is located within the municipality of College Park, north of Washington, D.C., in Prince George's County. The community is surrounded by the neighborhoods of Daniels Park, Autoville, Sunnyside, and Greenbelt.

Hollywood was developed beginning in the early 20th century along the City and Suburban Electric Railroad (later Rhode Island Avenue). The neighborhood was incorporated as part of the City of College Park in 1945. Edward Daniels, the developer of Daniels Park in 1905-1906, planned the Hollywood subdivision as a northern extension of that earlier community. Development in Hollywood was limited to a few small wood-frame houses south of Lackawanna Street until after World War II. Albert Turner acquired large tracts of the neighborhood north of Lackawanna Street in the late 1940s. With newly available water and sewer lines, Turner was able to develop and market brick and frame three-bedroom bungalows on lots of approximately 6000 square feet beginning in 1950. By 1952, an elementary school had been built to serve the growing population which had reached 4000 by 1955.

Other property uses within Hollywood include commercial and recreational. Commercial properties developed along Rhode Island Avenue and Baltimore Avenue throughout the history of the community. The Hollywood Park, a 21-acre facility along the B&O Rail line, is operated by the Maryland-National Capital Park and Planning Commission (*Neighborhoods* 1974, 112).

COMMUNITY SUMMARY SHEET

Community Name: Hollywood

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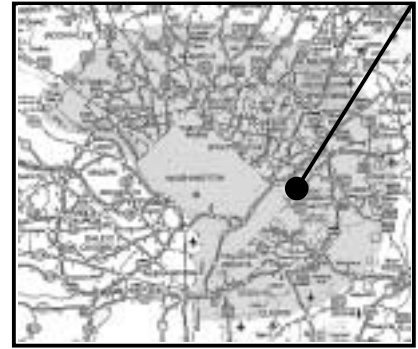
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COMMUNITY SUMMARY SHEET

Community Name: Huntsville / White House Heights

City/County: Prince George's

Transportation Association: Washington, Baltimore and Annapolis Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Huntsville is located in Prince George's County, northeast of the District of Columbia boundary. It is bounded on the north by Columbia Park, on the east by the Martin Luther King, Jr. Highway, on the south by Sheriff Road, and on the west by industrial parks.

Settlement began in Huntsville between 1914 and 1917 as a crossroads community at the intersection of Sheriff Road with the Washington, Baltimore and Annapolis Electric Railroad. Only a few scattered buildings were located along the rail line and along a road extending north to the community of Columbia Park in 1917. By 1942, the community of Huntsville contained approximately 40 structures along eight streets forming a grid pattern. The street names were obviously influenced by the community's location along the streetcar line, including such names as Washington, Annapolis, and Electric Avenues. The streets were unpaved, narrow, lacked sidewalks, and had no provision for adequate drainage. The community is labeled on USGS maps as Huntsville and White House Heights in 1957 with approximately 60 residences. The community grew with additional residential construction through the 1960s. Housing stock of the neighborhood includes older Bungalow-style residences and later developer-built ranchers and cottages.

By 1957, a large industrial complex had developed to the west of Huntsville. Cabin Branch Warehouse complex includes distribution centers for supermarket chains, bakery, meat processing plant, automotive parts, Red Cross storage facility, and other industrial facilities, including a brickyard on the west side of Cabin Branch. The brickyard closed prior to 1970 and was used by a concrete products company. Presently, this industrial area is known as the Cabin Branch Industrial Center and the Maryland 50 Industrial Park.

COMMUNITY SUMMARY SHEET

Community Name: Huntsville / White House Heights

Narrative (continued):

Community services such as schools and fire and police protection are provided by adjacent towns. Recreation facilities are provided by the Kentland Community Center Park located on the north side of Huntsville/White House Heights.

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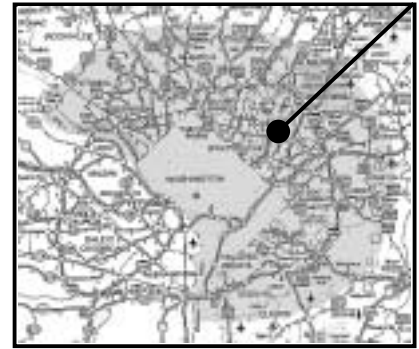
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Hyattsville

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railroad; Automobile: Washington Turnpike (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1873, 1886

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Hyattsville is located close to the Washington, D.C. border in Prince George's County, Maryland. It is surrounded by the communities of University Park, Edmondston, North Brentwood, Brentwood, and Mt. Rainier. Hyattsville was developed beginning in 1873 on lands owned by Christopher Hyatt, around the small store and post office established by Hyatt in the wedge of land between the Washington Turnpike and the B & O Railroad. The area was incorporated in 1886. Hyattsville was subdivided into building lots by Benjamin F. Guy and Christopher Hyatt. Guy sold lots east of the railroad tracks and Hyatt subdivided land to the west of the tracks. The roads were laid out in an irregular grid pattern (*Neighborhoods* 1974, 72). The suburb attracted residents from Washington, D.C. looking to escape the congestion of the city. White collar government workers, lawyers, and engineers built both summer cottages and year-round single-family residences in a number of styles, including Queen Anne, Gothic revival, and Italianate, as well as more modest residences using traditional building forms. New residential lots were platted and improved through the 1890s (*Hyattsville* 1980, Section 7). After incorporation in 1886, there were increased public services offered to the residents. By 1893, improvements included a public school, telephone and electric service, an amateur baseball team, four churches, improved streets and sidewalks, street lighting, and a volunteer fire company. In 1899, the City & Suburban Railway Company extended streetcar service into Hyattsville, traveling from Washington, D.C., through what would become Mt. Rainier, Brentwood and North Brentwood, through Hyattsville, and into Riverdale. Hyattsville's commercial area included small grocery stores and butcher shops, coal and wood dealers, a pharmacy, a drygoods store, a livery stable, and a newspaper. The streetcar followed along the route of present-day Rhode Island Avenue (Denny 1997, 214).

COMMUNITY SUMMARY SHEET

Community Name: Hyattsville

Narrative (continued):

Growth continued into the early 20th century. A town hall was erected in 1912 , a grand armory was built in 1918, and a library was built in 1921. Residential areas continued to expand in the early 20th century, as a result of increased automobile traffic along the Route 1 corridor. In 1929, Rhode Island Avenue was extended northward across the Northwest Branch of the Potomac River, utilizing part of the streetcar right-of-way and connecting with Route 1. Residential areas developed in the 1920s with small frame cottages and bungalows. Growth continued through the 1950s with the annexation of existing subdivisions and the development of multi-family units (*Neighborhoods* 1974, 73).

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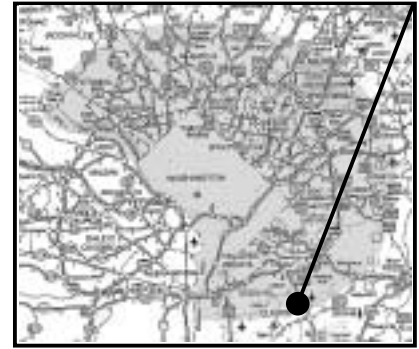
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Jenkins Corner

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD Route 5)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Jenkins Corner is located southeast of the District of Columbia, in Prince George's County. The community developed at the intersection of Brandywine Avenue, Branch Avenue, and Kirby Avenue. Wolverton Park is located to the north of Jenkins Corners, with Andrews Air Force Base to the east, Dorchester Estates to the south, and Ramblewood Village to the west. Early development consisted of scattered residential buildings. Despite the lack of public utilities, such as sewer and water lines, the proximity of this area to the District of Columbia prompted growth. The first organized development at the Jenkins Corners crossroad was the Woodland subdivision in the early 1940s. Located at the southwest corner of Brandywine Road and Kirby Road, the development consisted of two streets extending west from Brandywine Road and contained approximately 12 houses by 1942.

By the early 1960s, the small Woodland subdivision had been surrounded by new developments. The communities of Wolverton Park, Dorchester Estates, and Ramblewood Village were all constructed between 1959 and 1961. The residents of this area depend on regional schools and retail centers located along Branch Avenue.

COMMUNITY SUMMARY SHEET

Community Name: Jenkins Corners

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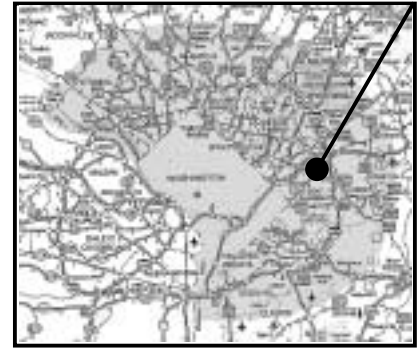
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Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Kentland
City/County: Prince George's
Transportation Association: Automobile: Landover Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Kentland is located east of the District of Columbia in Prince George's County. The community is bounded on the north by Landover Road, on the east by Martin Luther King, Jr. Highway, on the south by Columbia Park, and on the west by the Kentland Community Park. The community of Kentland was constructed on land owned in the mid 19th century by Charles White, a farmer and iron founder from Baltimore. In the mid 20th century this land was dramatically changed to provide housing for thousands of returning World War II veterans.

After World War II, the undeveloped land along the newly constructed Martin Luther King, Jr. Highway (formerly George Palmer Highway) and along Landover Road was ideal for development due to its proximity and easy access to the District of Columbia. Kentland was developed on the south side of Landover Road in the late 1940s and contains several subdivisions and phases of construction. Construction began with Kent Village, an 810-unit apartment complex and one of the earliest complexes in the surrounding area. Construction of apartment complexes in Kentland was followed by the building of single-family detached houses in Kent Village. A number of two- and three-family dwellings were constructed during the 1950s in Kentland and Kent Village. In general, the multi-family buildings are brick and frame with two stories without a basement. Also built in the 1950s was a subdivision of rowhouses named Kentwood. The Kent Village Shopping Center was

COMMUNITY SUMMARY SHEET

Community Name: Kentland

Narrative (continued):

constructed adjacent to the Kent Village Apartments by 1957 and the adjacent Dodge Park Shopping Center was constructed in the early 1960s.

Other community features include a fire station and parks. The Kentland Community Park Center located at the west end of the neighborhood was created from the former Bearverdam Country Club. Residents rely on Glenarden's Municipal Center for meeting space and on schools in neighboring communities.

Bibliography:

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

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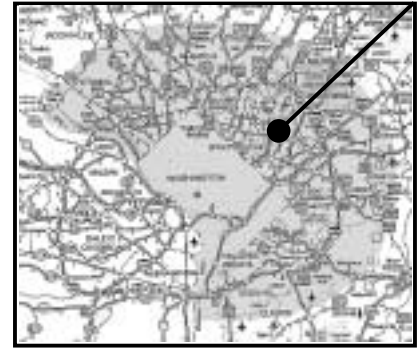
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Lakeland

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1892, 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Lakeland is located within the City of College Park, north of Washington, D.C., in Prince George's County, Maryland. Lakeland was developed beginning in 1892 around the B & O Railroad, which runs through the eastern portion of the community. The Branchville and Calvert Road depots were located approximately one mile to the north and south, respectively. Lakeland was created by Edwin Newman. Newman improved the original 238 acres located to the west of the railroad between the Paint Branch and Indian Creek with gas lights, curbs, gutters, wooden sidewalks and dirt streets laid out in a grid pattern. Newman also built a number of the original homes, a small town hall, and a general store. The area was originally envisioned as a resort-type community around Lake Artemisia (Denny 1997, 118). However, due to the flood-prone, low-lying topography, the neighborhood attracted a lower-income population than the surrounding neighborhoods of College Park and Berwyn Heights, and Lakeland became an area for African-American settlement. The single-family residences built consisted of modest 1- and 2-story frame houses, often with shingle siding. Around the turn of the century, the Baltimore Gold Fish Company built five artificial lakes in the area to spawn goldfish and rare species of fish, which were then shipped elsewhere. The African-American population had increased significantly around 1900, and a one-room school was built in 1903. The school soon was too small, and a new school was built in 1925. Most of the land (68%) remains undeveloped, despite more homes being built following the development of the City & Suburban Electric Railway through the area after the turn of the century. The area was incorporated as part of College Park in 1945 (*Neighborhoods* 1974, 97).

COMMUNITY SUMMARY SHEET

Community Name: Lakeland

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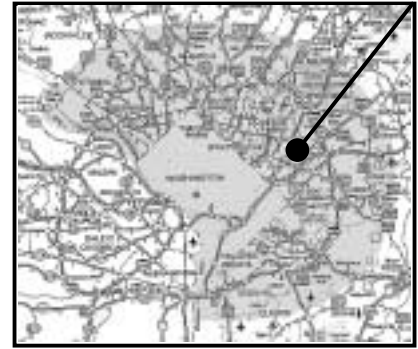
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Landover Hills

City/County: Prince George's

Transportation Association: Automobile: Annapolis Road (Defense Highway MD 450)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Landover Hills is located north of the District of Columbia in Prince George's County. In 1940, the community was developed by Monroe and Dorothy Warren on approximately 148 acres of farm and forested land between Annapolis Road (Defense Highway MD450) and the Pennsylvania Railroad line. The Warrens laid out a curvilinear pattern of roads and constructed model homes priced between \$3000 and \$4000. By 1943, the section of Landover Hills between Annapolis Road and Taylor Avenue had been completed and houses were under construction south of Taylor Avenue. The town was incorporated in 1945, in an effort to improve road conditions and community safety. In 1945, the police and fire departments organized.

By the mid to late 1940s the Landover Hills subdivision was joined by the adjacent developments of Radiant Valley, Landover Knolls, Landover Estates, and Bellemead. The housing stock of these developments consists of developer-built brick and frame buildings in the ranch and cottage forms. Increased population and the opening of the Capital Beltway in 1964, resulted in the construction of numerous apartment buildings and complexes along Annapolis Road. Approximately 2000 units had been constructed by 1970.

Commercial development in the Landover Hills area extends along Annapolis Road. In 1948 the Landover Hills Shopping Center was built and included Chandler's Drugs and Cole's Supermarket. Other stores soon followed. The community includes a small park, though the Landover Hills Elementary School closed in 1983. The town's students must travel to schools in adjacent communities.

COMMUNITY SUMMARY SHEET

Community Name: Landover Hills

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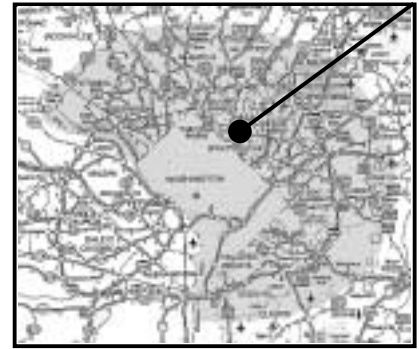
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Langley Park

City/County: Prince George's

Transportation Association: Automobile: New Hampshire Avenue, University Boulevard, and Riggs Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Langley Park is located north of the District of Columbia in Prince George's County. The community is bounded on the north by the Northwest Branch of the Anacostia River, on the east by Riggs Road, on the south by University Boulevard, and on the west by New Hampshire Avenue. The area developed in the late 1940s through the 1960s along the extended route of New Hampshire Avenue, which provided easy access into the District by automobile. Also, the construction of new water and sewer lines through the area during the same period made the land desirable for development.

Most development in the area prior to the development of Langley Park was in the form of garden apartment complexes. Between 1949 and 1955, the population of the Langley Park area increased from a few residents to over 5000. This growth is largely due to the construction of multi-family units, with this area having the highest population density per acre than anywhere else in Prince George's County in 1955. In contrast, the single-family Langley Park development opened in the early 1950s with the construction of one-story brick ranches along a curvilinear pattern of streets. The construction of apartment complexes continued around the Langley Park subdivision throughout the 1960s and 1970s.

COMMUNITY SUMMARY SHEET

Community Name: Langley Park

Narrative (continued):

In the 1950s and 1960s, several shopping centers were constructed at the intersection of New Hampshire Avenue and University Boulevard. The Langley Park Shopping Center was the largest shopping facility of its kind in the County in 1959. Langley Park does not contain any community buildings and must relies on adjacent neighborhoods for public services and meeting space. The subdivision, however, is adjacent to two schools, the Langley Park and McCormick Elementary Schools.

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Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Lanham

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad; Automobile: Annapolis Road (Defense Highway, MD 450)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Lanham is located northeast of the District of Columbia in Prince George's County. The name applies to a geographic region of several 20th-century developments constructed around the Lanham station of the Washington Branch of the Baltimore and Potomac Railroad. The railroad's main branch into Washington opened in July 1872, with stations established at Glenn Dale, Seabrook, and Lanham, among others. A small cluster of late-19th- to early 20th-century houses were constructed around the station on Lanham Station Road. This north-south road extends from the station to Whitfield Chapel Road, along which are houses dating from 1900 to the present-day.

Within walking distance to the north of the Lanham station developed the late-19th-century subdivision of Hynesboro Park. Named after Colonel Hynes who settled on the land after the Civil War, the development was first utilized as a "summer colony" for city residents, then evolved into a year-round community. Adjacent to this development, Princess Gardens was platted in 1903. Houses on this tract were placed on large lots of one to three acres that retained the rural character of the community. A third community that developed around the Lanham station in the early 20th century was Greenwood. Located on a wedge-shaped piece of land between the railroad line and Annapolis Road (Defense Highway MD 450), the developers of Greenwood promoted the development as close to Washington with a "city" water supply, since Lanham had an early water system based on wells.

COMMUNITY SUMMARY SHEET

Community Name: Lanham

Narrative: (continued)

The Lanham area quickly developed after World War II with the construction of several subdivisions along Whitfield Chapel Road south of the railroad line. These developments include Lanham Acres, Lanham Heights, Cunningham Acres, Westgate Woods, and Whitfield Knolls. One apartment community, Whitfield Towne Apartments, was constructed adjacent to the early Lanham subdivision in 1965. The complex consists of eight buildings containing 330 units. The housing types in the Lanham area span from large frame residences to developer-built modern ranches and cottages.

Other land uses in the Lanham area include the Lanham Shopping Center on Annapolis Road and the Whitfield Chapel Road on Whitfield Chapel Road.

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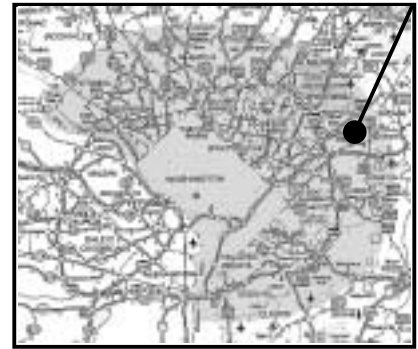
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Lincoln

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Lincoln is located east of the District of Columbia in Prince George's County. The community is bounded on the north by Glenn Dale, on the east by undeveloped land, on the south by Buena Vista, and on the west by Glenwood Park. The community was platted in 1908 by the Lincoln Land and Improvement Company and Thomas J. Calloway, an African-American businessman from the District of Columbia. Located adjacent to the Washington, Baltimore and Annapolis Electric Railroad, the community was envisioned as a vacation retreat and garden suburb for African-Americans. The construction of the Washington, Baltimore and Annapolis Electric Railroad through rural Prince George's County prompted a wave of growth along the length of its line. In particular, two other African-American communities, Glenarden and Fairmount Heights, were developing along the streetcar line during the first decades of the 20th century.

The Lincoln Land and Improvement Company planned for the Lincoln and Chautauqua sections of Buena Vista. The original plan for the Lincoln community included a crescent-shaped street adjacent to the rail line providing a ceremonial entrance into the community. The streets of the town radiate outward from the circle. The Chautauqua section included a large grid pattern subdivision located north of Lincoln. The streets of the Chautauqua section were ploughed-out and graded, though the construction of houses did not occur. The Lincoln development was somewhat more successful with many dwellings constructed in the 1910s and 1920s on large lots. During the 1960s and 1970s, many of these lots were re-subdivided for infill construction.

COMMUNITY SUMMARY SHEET

Community Name: Lincoln

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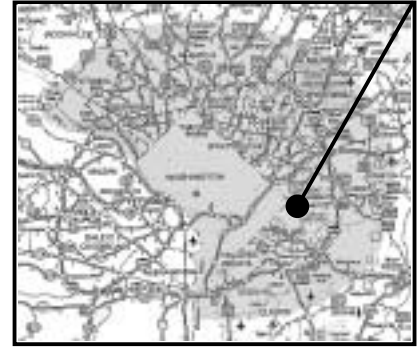
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Maryland Park

City/County: Prince George's

Transportation Association: Railroad: Chesapeake Beach Railroad;
Streetcar: Washington, Baltimore and Annapolis Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Maryland Park is a part of the incorporated Town of Seat Pleasant. It is located in Prince George's County adjacent to the eastern corner of the District of Columbia. Based on available information, including historic maps, Maryland Park was developed in the first half of the 20th century. According to the 1878 Hopkins map of Prince George's County, Maryland Park was developed on land owned by John Wiessner. Wiessner was responsible for the platting of the Mount Wiessner subdivision near Fairmount Heights in 1909 and had a residence on this land. Development of Maryland Park does not appear on maps until 1914.

The USGS map of Washington and Vicinity shows several roads and residences. The main road is 65th Avenue (now Maryland Park Drive). This road begins at the junction of the Washington, Baltimore and Annapolis Electric Railway and Chesapeake Beach Railroad in the District of Columbia and extends southwest to Central Avenue. Off of this main road are short dead-end residential streets. Six streets extend to the north of Maryland Park Drive and three extend south. On the north side of Maryland Park Drive, the residential streets end at the tracks for the Chesapeake Beach Railroad. Approximately 65 structures appear along these streets. By 1914, the developed streets include (from north to south) present-day Dade Street, Coolidge Street, Crown Street, Burgundy Street, Baltic Street, Athena Street, and the side streets Yacht Street and Yost Street.

COMMUNITY SUMMARY SHEET

Community Name: Maryland Park

Narrative: (continued)

The engine house, principal yard, and shop buildings of the Chesapeake Beach Railroad were located in Maryland Park after the construction of the line in 1898. The buildings were located in a wedge of land between the railroad tracks, Maryland Park Drive and Central Avenue.

In 1917, approximately 90 structures are present in Maryland Park including one church. By 1936, the community expanded to include two additional streets, Davey Street and Eagle Street. Present-day Early Street was laid-out by 1942. Between 1936 and 1942, the Maryland Park High School was constructed. The school was used until 1972, when it was deemed no longer serviceable. A drastic change occurred in the 1970s and 1980s when Central Avenue and the METRO blue line were located through the center of the community to connect with East Capitol Street.

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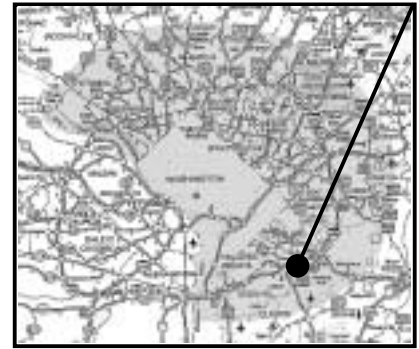
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Morningside

City/County: Prince George's

Transportation Association: Automobile: Suitland Road, Suitland Parkway and Allentown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Morningside is located southeast of the District of Columbia in Prince George's County. It is bounded on the north by the Suitland Parkway, on the east by Forestville Road, on the south by the Capital Beltway (I-495), and on the west by Suitland Road. Development was attracted to this area in the 1940s and 1950s, due to the construction of Andrews Air Force Base in the early 1940s, and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s, promoted additional growth.

Morningside was developed by Morgan Wayson and Randolph Hopkins on a 100-200 acre farm owned by the Thomas family. Wayson and Randolph purchased the property in 1938 and 1939, then constructed 100 low-cost houses in 1940. After a three-year pause in construction, an additional 200 houses were constructed. The development consists of nearly identical Cape Cod houses on a curvilinear street pattern. Street flooding and sewerage problems prompted the community to incorporate in 1949. In 1954, the Washington Suburban Sanitary Commission constructed water and sewer lines through town and the Morningside Elementary School was built. The following year Suitland Road was paved through Morningside. The rest of the town's streets would not be paved until in 1979, when a street improvement campaign paved all the streets and installed new storm drains, gutters and sidewalks.

The first municipal building was a structure in the same style and form as the houses, though the interior had a single room. This building was used until a new municipal center was constructed in 1978. The first fire station was constructed in 1945, after a fire in the community took the lives of three residents. In 1995,

COMMUNITY SUMMARY SHEET

Community Name: Morningside

Narrative (continued):

Morningside annexed a tract of land containing two strip shopping centers and several houses. Until the annexation, the only commercial facility in Morningside was a liquor store.

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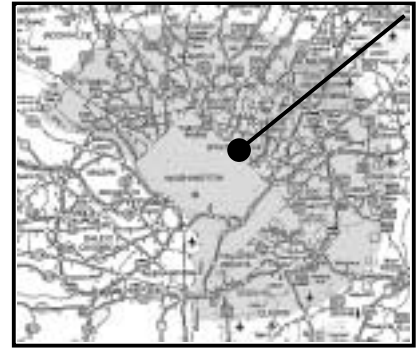
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Mount Rainier

City/County: Prince George's

Transportation Association: Trolley: City and Suburban Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1910

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Mount Rainier is located adjacent to the northeast boundary of the District of Columbia in Prince George's County. It is also adjacent to the communities of Brentwood and Hyattsville. Subdivision plans for Mount Rainier were first developed in the early 1890s by Lieutenant James Estcourt Sawyer. Building lots were platted, streets laid out, and trees planted; however, no lots were sold during the Sawyer ownership despite the extension of the City and Suburban Electric Railway through the subdivision in 1897. Sawyer sold the Mount Rainier subdivision in 1903 to a group of local investors who retained much of the original layout. The street pattern of the community is influenced by the grid pattern established in the adjacent District of Columbia. However, the street grid is broken by a few diagonal and curvilinear roads that pre-date the community's settlement and follow the general topography of the area.

Eight other subdivisions were platted adjacent to the original Mount Rainier subdivision during the first decade of the 19th century. By 1910, the number of houses constructed numbered 163. Most of these residences were located close to the streetcar station in an area that also developed into a commercial center. The town was incorporated in 1910, after the population numbered over 1000. The town began a number of improvements in 1919, including the installation of a water and sewer system and the paving of streets, sidewalks, and gutters. By 1929, the town had added police and fire protection to its services.

COMMUNITY SUMMARY SHEET

Community Name: Mount Rainier

Narrative: (continued)

The size of the average building lot throughout the community was between 40 and 50 feet wide and 120 to 150 feet deep. Most houses had a setback of 15 to 20 feet from the front of the lot. The average lot costed between \$375 to \$600, making the subdivision affordable for middle-class buyers. Common housing types constructed within Mount Rainier include residences influenced by the Queen-Anne style, I-houses, Four-squares, Bungalows, Sears Mail-order houses, and vernacular forms with hipped roofs, gable-front-and-wing plans, and flat-fronts. By the 1930s, the town had expanded to its corporate limits, and most construction activity focused on infill construction of houses on empty lots.

Coinciding with a surge of Federal employees during the 1930s, numerous brick apartment buildings were built. The construction of apartment buildings continued in Mount Rainier into the 1950s. The design of early apartment buildings in Mount Rainier was influenced by the Colonial Revival and Neo-Classical styles, while later apartment structures were influenced by the International style. After World War II, numerous garden-style apartment complexes were constructed on the north and west sides of the community.

Commercial buildings in Mount Rainier have historically been centered at the streetcar station and along the Rhode Island Avenue (the path of the streetcar line). The earliest commercial buildings were two-story flat-front buildings containing commercial space on the first floor with residential space above. In the 1930s, larger mixed-use buildings were constructed along with rows of one-story storefronts. Other non-residential buildings include a gas station, theater, lodge, and churches. Mount Rainier has five 20th-century churches constructed in styles influenced by the Neo-Classical, Gothic and Romanesque Revivals.

The population of Mount Rainier reached a peak of nearly 11,000 inhabitants in the 1950s, due largely to the construction of apartment complexes. Since 1950, the population has decreased. By 1970, the number of residents had dropped by almost 2500. Since that time, development in Mount Rainier has been confined to the few remaining parcels and lots within the existing community. A large portion of the community was listed on the National Register of Historic Places on September 7, 1990.

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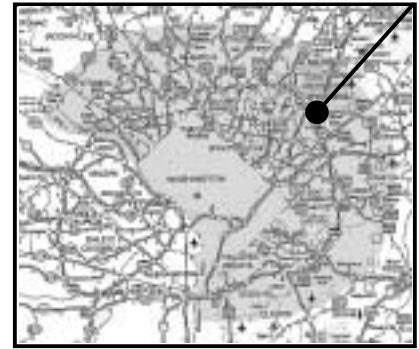
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COMMUNITY SUMMARY SHEET

Community Name: New Carrollton

City/County: Prince George's

Transportation Association: Automobile: Annapolis Road (MD 450), Baltimore-Washington Parkway, Capital Beltway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1953

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

New Carrollton is located north of the District of Columbia in Prince George's County. The community is bounded on the north by Good Luck Road, on the east by the Capital Beltway (I-495), on the south by the right-of-way of the Pennsylvania Railroad line, and on the west by the Wildercroft subdivision.

Albert W. Turner, president of the Modern Construction Company and the developer of Lewis Heights and Hollywood, purchased a tract of land at the intersection of Annapolis Road (MD Route 450) and Riverdale Road in the early 1950s. The developers were granted a charter of incorporation prior to the construction of any houses. The first houses were constructed and sold in the City of Carrollton in 1956. By 1963, all 1800 houses in the first section of Carrollton had been sold. In addition to houses, the community contained two elementary schools, a junior high school, a swimming pool, playgrounds, and a shopping complex by 1963. The building of apartment complexes from late 1950s through the 1960s was spurred by the construction of the Baltimore-Washington Parkway in 1954 and the Capital Beltway in 1965.

Additional acreage was purchased in 1957 and developed land was annexed in 1964. In 1966, the name of the city was changed to New Carrollton to avoid confusion with two other Carrolltons in the state. A commercial center was planned at the intersection of Annapolis Road and Riverdale Road in 1969. A hotel was constructed in 1969, followed by the Carrollton Mall Shopping Center in 1973. A major addition to the commercial land use in New Carrollton was the construction of the Internal Revenue Service headquarters in 1996.

COMMUNITY SUMMARY SHEET

Community Name: New Carrollton

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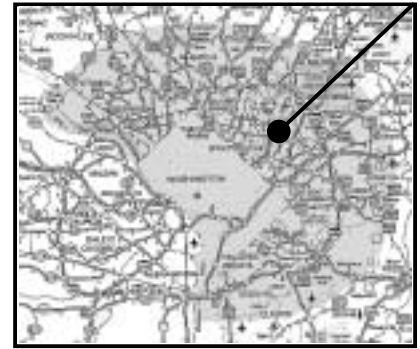
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COMMUNITY SUMMARY SHEET

Community Name: North Brentwood

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1891, 1924

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of North Brentwood is located north of Washington, D.C., and is surrounded by the communities of Hyattsville, Brentwood, and Cottage City. The Town of North Brentwood was incorporated in 1924, and was the first African-American municipality in Prince George's County.

The town was developed beginning in the 1890s around the Highland Station of the Washington Branch of the B & O Railroad and the Columbia & Maryland Electric Railway (which became the City & Suburban Electric Railway in 1898) which ran along Highland Avenue. Brentwood was created by Wallace A. Bartlett, a Civil War veteran, former foreman for the Government Printing Office, Patent Office examiner and inventor originally from Warsaw, New York. Captain Bartlett lived in Washington, D.C. until 1887, when he purchased 206 acres of farmland from Benjamin Holliday, which abutted the Highland subdivision. Bartlett built a farmhouse for his family on the land and, with two partners, J. Lee Adams and Samuel J. Mills, formed the Holladay Land and Improvement Company. In 1891, the Company platted a residential subdivision called "Holladay Company's Addition to Highland" on 80 acres of the Bartlett Farm. The lots were approximately 40 feet by 100 feet, and were arranged along streets forming an irregular grid of streets. The lots in the northern part of the subdivision, which eventually would become North Brentwood were smaller and were subject to flooding from a mill race (Pearl 1992, 5-8). The first lots in the northern section were purchased in 1891 by Henry Randall, an African-American man from Anne Arundel County, who built a house on Holladay Avenue (now Rhode Island Avenue). In 1894, Randall's son, Peter Randall, constructed a house next to his father's. More family members moved into the community and built homes, and the area soon became known as Randallstown.

COMMUNITY SUMMARY SHEET

Community Name: North Brentwood

Narrative (continued):

Other African-American families soon moved to the neighborhood, including the Plummer, Wallace, and Johnson families. They built two-story front-gable frame houses, as well as free-standing rowhouses. In 1898, the City and Suburban Electric Railway was completed through Randallstown. In the early 1900s, the development of Randallstown out-paced development in the southern areas also platted by Bartlett. A school and a church were built in 1904, and the Brentwood Colored Citizens Association was formed in 1907. The association helped acquire volunteers for a fire company, fire fighting equipment, a community hall, and electric lights. The town was incorporated in 1924. During this time period, larger house types such as Four-squares began to be built, as well as some commercial buildings (Denny 1997: 279-284).

The town continued to grow after incorporation. During the 1930s and 1940s, new homes were built, mostly bungalows and brick Cape Cod houses. New streets were laid out, while the existing streets were paved, extended, and renamed (Pearl 199, 61).

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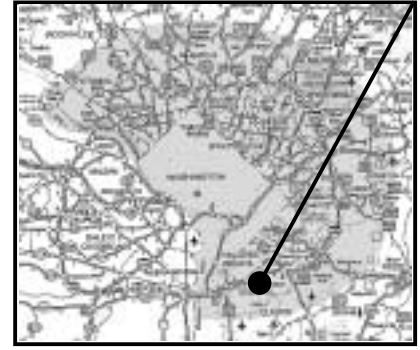
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COMMUNITY SUMMARY SHEET

Community Name: Oxon Hill

City/County: Prince George's

Transportation Association: Automobile: Indian Head Highway (MD 210), Livingston Road, Brinkley Road, and Oxon Hill Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Oxon Hill is located south of the District of Columbia in Prince George's County. Oxon Hill is the name of geographic area containing numerous subdivisions developed during the 20th century. The area is roughly bounded on the north by the Capital Beltway (I-495), on the east by Rosecroft Drive, on the south by Henson Creek, and on the west by the Potomac River.

The Oxon Hill area was first settled in the 1600, with the establishment of the St. Elizabeth farm. In 1695, the land came into the ownership of Colonel John Addison who constructed a manor house on the property. Addison, being a graduate of Oxford University and acknowledging the tradition of calling graduates of the university "Oxonians," he applied the name Oxon Hill to his estate. By the 19th century, the area was still quite rural with only two small crossroads developments at the intersection of major transportation routes. Two such crossroads that appear by the late 19th century include Grimesville (later Phelps Corner) and Gilmans Corner. The settlements included churches, a few residences, and stores. By 1917, the Oxon Hill School was constructed to service the rural communities and surrounding farms. In 1929, the Oxon Hill manor house was destroyed by fire and replaced by a Georgian Revival structure. The property became a public park after the 1970s.

COMMUNITY SUMMARY SHEET

Community Name: Oxon Hill

Narrative (continued):

Intensive development of the Oxon Hill area did not begin until the 1940s and 1950s. The construction of the Indian Head Highway (MD 210) by the Federal government during World War II directed a path of development south from the District of Columbia. The main east-west routes of Oxon Hill Road and Livingston Road provided access to the north-south Indian Head Highway from numerous developments platted in the 1940s and 1950s. The construction of a trunk sewer line along the highway in the 1950s resulted in the developments of Southlawn, Kerby Hills, River Ridge Estates, and Livingston Oaks. Other development, such as Potomac Vista and Fort Foote Village, took advantage of the Potomac River waterfront. Further to the west, another 1950s subdivision called Rosecroft Park was constructed adjacent the 1940s Rosecroft Race Track.

The construction of the Broad Creek-Henson Creek trunk sewer line in the 1960s extended development east from the Indian Head Highway. The time of construction for the sewer line coincided with the nearly construction of the Capital Beltway (I-495) and a growing preference for apartment living. The construction of the Wilson Bridge Apartments and Wilson Towers coincided with the construction of the Beltway in 1964. Other apartment complexes included the Riverside Plaza, Portobello Apartments, and Brinkley House Apartments. The additional development and rise in population resulted in the construction of schools and shopping centers throughout the second half of the 20th century.

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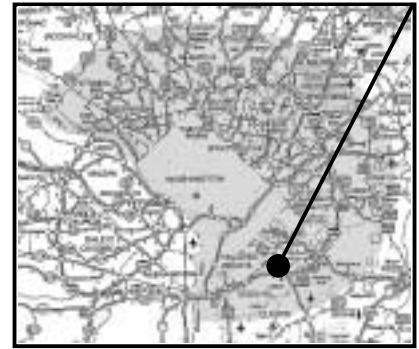
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COMMUNITY SUMMARY SHEET

Community Name: Parkland

City/County: Prince George's

Transportation Association: Automobile: Marlboro Pike, Silver Hill Road, and Pennsylvania Avenue (MD 4)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Parkland is located southeast of the District of Columbia in Prince George's County. The community is bounded on the north by District Heights, on the east by the Berkshire subdivision, on the south by Pennsylvania Avenue (MD 4), and on the west by Old Silver Hill Road.

Despite the lack of public utilities and no public transportation into the District of Columbia, several communities were established along Marlboro Pike in the early 20th century, including Parkland, Forestville, and District Heights. Parkland was developed by William A. Hitt on land purchased from Nannie Purdy in 1919. The first subdivision of Parkland was platted in 1925. The plat consisted of a triangular tract of land at the intersection of Suitland Road (now Old Silver Hill Road) and Marlboro Pike. Two new streets were platted named Maryland Avenue (now Parkland Drive) and Addison Road. Maryland Avenue was laid out along an existing farm lane. The 50-foot-wide lots fronted on all streets. In 1936, Hitt platted an addition to Parkland consisting of one street, Kentucky Avenue, connecting present-day Old Silver Hill Road with present-day Parkland Drive. By 1942, the community contained approximately 80 houses. Subsequent development of Parkland consisted of building on vacant lots along the existing roadways. The growing south end of the community was cut-off from the rest of the community in the early 1960s by the construction of Pennsylvania Avenue (MD 4). This area contained the Detwiller School and a development named Taylor Gardens. The surrounding Parkland area underwent significant changes in the second half of the 20th century, beginning with the widening of Marlboro Pike in the 1960s and followed by considerable commercial and industrial development. The community contains the Spaulding Branch of the Prince George's County Library System.

COMMUNITY SUMMARY SHEET

Community Name: Parkland

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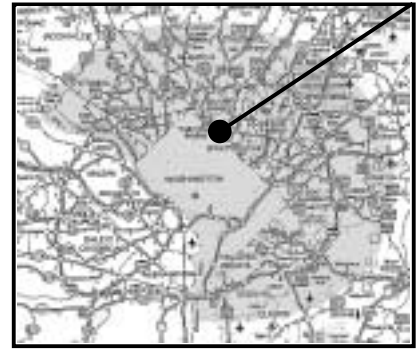
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Queens Chapel Manor

City/County: Prince George's

Transportation Association: Automobile: Ager Road and Queens Chapel Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Queens Chapel Manor is located in Prince George's County, north of the District of Columbia boundary in an area known as West Hyattsville. The community is located in the northwest corner of the intersection of Queens Chapel Road and Ager Road. The subdivision was incorporated into Hyattsville in 1945.

During the early 20th century, development in the Hyattsville area was focused along the Baltimore and Ohio Railroad and the streetcar line of the City and Suburban Railway. Land to the west of this core was largely undeveloped and rural in character. In the 1930s, development spread west from the early core of Hyattsville and subdivisions such as Queens Chapel Manor, Castle Manor, Avondale and Green Meadows appeared. Developers of these subdivisions promoted the area's convenient access into the city and its established utilities supply.

Construction of the Queens Chapel Manor subdivision began in the early 1940s. By 1942, the subdivision contained eight streets forming a typical street plan for the period. The streets formed a grid pattern broken by curvilinear streets. As the community extended to the northeast during the 1940s and 1950s, the street pattern became increasingly curvilinear. The early housing stock constructed between 1941 and 1943 consisted of single-family small brick residences of 792 square feet. The size of the average house increased to 1170 square feet during the second period of

COMMUNITY SUMMARY SHEET

Community Name: Queens Chapel Manor

Narative (continued):

construction between 1946 and 1949. In the early 1950s, houses were constructed between 910-1200 square feet. The last distinctive period of construction at the northeast end of the community occurred between 1964 and 1966, resulting in houses of 1216 square feet.

On the 1942 USGS Quadrangle Map of *Washington and Vicinity*, an airport is labeled directly south of the subdivision. The Queens Chapel Airport was replaced by a drive-in theater between 1942 and 1957. This is the present location of the West Hyattsville METRO station. The Orem Junior High School was constructed at the north end of Queens Chapel Manor between 1957 and 1965. Commercial activity in Queens Chapel Manor included the Queens Chapel Shopping Center at Hamilton Road and Queens Chapel Road. Additional commercial development occurred adjacent to the north end of the community in 1963 in the form of three high-rises known as the New Town Center Federal Building.

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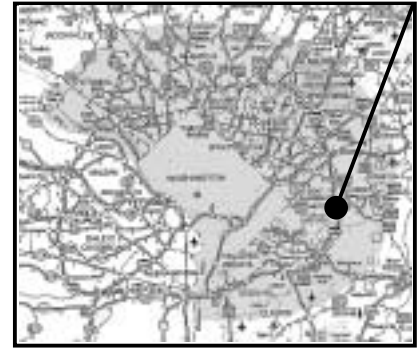
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COMMUNITY SUMMARY SHEET

Community Name: Randolph Village
City/County: Prince George's
Transportation Association: Automobile: Central Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Randolph Village is located east of the District of Columbia in Prince George's County. The community is bounded on the north by the Meadows of Manor Farm subdivision, on the east by Bright Seat Road, on the south by Central Avenue, and on the west by Summerfield Boulevard. Randolph Village was platted by Katherine and Edwin Spaulding in 1939 on land purchased from James Eslin in 1906 on the north side of Central Avenue. The 1939 subdivision plat consisted of lots fronting on Central Avenue and along two new streets parallel to Central Avenue. The west end of the subdivision had streets intersecting at 45 degree angles to the rest of the gridded streets. By 1941, when two blocks were re-subdivided by the Spauldings, several houses have been already been constructed on the lots fronting Central Avenue. Since the subdivision was not provided with public water or sewer lines, the 14,000-square-foot building lots were large enough to accommodate septic systems. In 1946 the land was sold to Henry Norair, acting as the Norair Corporation. Norair also owned land to the north of the subdivision. In 1947, the Norair Corporation submitted a plat for a minor re-subdivision of four lots, while a re-subdivision plat of 1953, redesigned the west end of the subdivision eliminating the angular streets and extending the existing grid of roads. By 1957, the community contained approximately 30 houses with the majority of those fronting on Central Avenue. Only 10 additional houses were constructed by 1965, and many of the originally planned roads were never laid out. This small community depends on neighboring towns for public services, shopping, and recreation.

COMMUNITY SUMMARY SHEET

Community Name: Randolph Village

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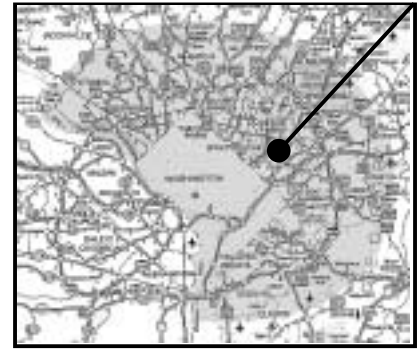
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COMMUNITY SUMMARY SHEET

Community Name: Riverdale Heights
City/County: Prince George's
Transportation Association: Automobile: Edmonston Avenue (now Kenilworth Avenue)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Riverdale Heights is located north of the District of Columbia in Prince George's County. The subdivision is bounded on the north by Greenbelt Park, on the east by the Baltimore-Washington Parkway, on the south by the East West Highway, and on the west by Riverdale. The subdivision of Riverdale Heights was developed between the late 1920s and early 1960s.

Development of this tract was spurred by its location along or close to major roadways. Suburban homebuyers in this period were purchasing automobiles and utilizing bus lines in increasing numbers, therefore, proximity to major road networks was a major enticement. Riverdale Heights is located along Edmonston Avenue, a north-south route later rebuilt as Kenilworth Avenue. This road gave residents access to Bladenburg and the Bladenburg Road into the District of Columbia. The prosperity of adjacent Riverdale and nearby Hyattsville were also factors in the development of Riverdale Heights.

By 1942, the Riverside Heights subdivision contained a fragmented grid pattern of streets and approximately 200 residences. The common building types constructed were modest brick and frame cottages and ranchers. Most of the residences in the subdivision were developer-built.

Scattered commercial properties are located along Edmonston and Kenilworth Avenues. However, the center of commercial activity is clustered around the Riverdale Plaza, just south of the community. Riverdale Heights has no recreation facilities, though the middle school in adjacent Riverdale Hills has recreational facilities.

COMMUNITY SUMMARY SHEET

Community Name: Riverdale Heights

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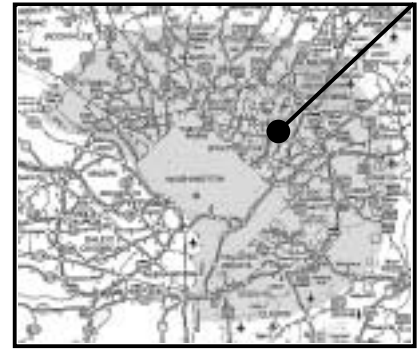
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COMMUNITY SUMMARY SHEET

Community Name: Riverdale

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad; Streetcar: City and Suburban Electric Railway ; Automobile: US Route 1



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1920

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Riverdale is located north of the District of Columbia in Prince George's County. The community is bounded on the north by College Park, on the east by Riverdale Heights, and the south by Edmonston, and on the west by University Park and Hyattsville. The town was developed by the Riverdale Park Company beginning in 1889 along the Washington Branch of the Baltimore and Ohio Railroad Company. The town was incorporated in 1920.

In 1800, Henri Joseph purchased 800 acres of land north of Blandensburg and began construction of the mansion known as Riversdale. Joseph deeded the house and land to his son-in-law George Calvert in 1804. The house and land remained in the Calvert family for three generations until sold to John Fox, president of the Riverdale Park Company in 1887. A grid pattern of streets were laid out along both sides of the Washington Line of the Baltimore and Ohio Railroad. The streets were named after presidents and other notable politicians. The community's location along the rail line and close proximity to the Baltimore-Washington Turnpike (US Route 1) made the subdivision attractive to Federal employees in Washington. Access to the city became even easier after the extension of the City and Suburban Electric Railroad through Riverdale in 1899.

Although the lot owner could construct their own house, beginning in 1891, the manager of the Riverdale Park Company was constructing four to five speculative houses each year. The company also constructed a schoolhouse in 1895. By 1900, the community contained approximately 60 houses, a church, school, railroad station, and two stores. Additional development took place between 1915 and 1925 on the west side of US

COMMUNITY SUMMARY SHEET

Community Name: Riverdale

Narrative (continued):

Route 1. Electric street lights were added in 1922, and water mains were installed in 1923. A volunteer fire department organized and constructed a station in 1924. The station was later enlarged to house the municipal offices until a new municipal facility was built in 1982. By 1929, the Riverdale Park Company was less active in construction activities and deeded several small parks and land unsuitable for development to the town.

The housing stock of Riverdale reflects its many phases of development. Victorian-era and Craftsman-style houses on large lots were constructed between 1890 and 1920, while Bungalows and wood-frame cottages on small lots were built between 1920 and 1945. After World War II a construction boom added 400 Cape Cod-style houses and ranchers.

Another large residential project in Riverdale was the Calvert Homes. This complex was constructed for workers in nearby defense industries. Located just south of College Park between US Route 1 and Edmonston Avenue, the complex consisted of one- and two-bedroom units on concrete slabs. This community was annexed into Riverdale in 1945, then closed and torn down in 1954.

Commercial properties are located at the intersection of the former streetcar line and Queensbury Road, and along US Route 1. The east side of the town is occupied by shopping center development along Kenilworth Avenue, primarily Riverdale Plaza. The town also has several parks and one school. The current school replaced an earlier school on the same site in 1978.

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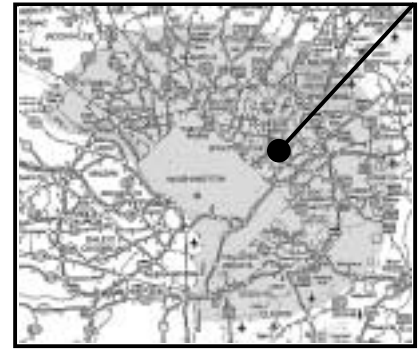
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Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Roger's Heights

City/County: Prince George's

Transportation Association: Automobile: Edmonston Avenue (now Kenilworth Avenue)



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938-1952

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Rogers Heights is located north of the District of Columbia in Prince George's County. The subdivision is bounded on the north by 1950s-era subdivisions, on the south and east by Bladensburg, and on the west by Edmonston. Named after one of the former owners of the land tract, Rogers Heights was developed between 1938 and 1952.

Two factors contributed largely to the selection of this tract for development. First, the subdivision was located along or close to major roadways. Suburban homebuyers in this period were purchasing automobiles and utilizing bus lines in increasing numbers, therefore, proximity to major road networks was a major enticement. Rogers Heights is located along Edmonston Avenue, a north-south route later rebuilt as Kenilworth Avenue. This road gave residents access to Bladensburg and the Bladensburg Road into the District of Columbia. Residents could also travel west on Decatur Street to the growing center of Hyattsville or access US Route 1. The second factor in the settlement of Rogers Heights was the availability of public sewer lines from Bladensburg.

By 1942, the Rogers Heights subdivision contained ten residential blocks and approximately 200 residences. The streets were laid out in a grid pattern with three roads extending east from Edmonston Avenue intersected by five north-south streets. Roads constructed between 1942 and 1957 to the east of the earlier blocks were slightly more curvilinear. The common building type constructed was the modest brick and frame ranch.

COMMUNITY SUMMARY SHEET

Community Name: Rogers Heights

Narrative: (continued)

Scattered commercial properties are located along Edmonston and Kenilworth Avenues. However, most of the retail facilities are clustered around the Riverdale Plaza, in nearby Riverdale. Rogers Heights has no recreation facilities or schools and must rely on adjacent communities for such services.

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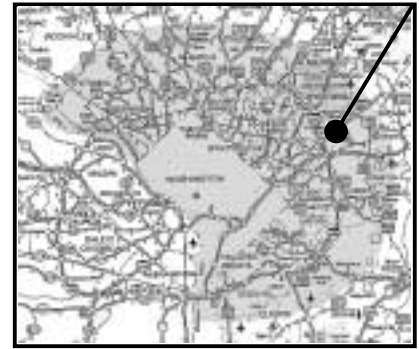
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COMMUNITY SUMMARY SHEET

Community Name: Seabrook

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Seabrook is located northeast of the District of Columbia in Prince George's County. The community developed in direct relationship with the Washington Branch of the Baltimore and Potomac Railroad. The railroad's main branch into Washington opened in July 1872, with stations established at Glenn Dale, Seabrook, and Lanham, among others. Thomas Seabrook, an engineer for the railroad, purchased 500 acres of land in 1871 around the location of a planned station for the purpose of creating a retreat community. By 1880, a station building and three Gothic cottages had been built, followed by commercial buildings and a schoolhouse. By 1914, the community remained small with just a few buildings located at the intersection of Seabrook Road with the Baltimore and Potomac Railroad. By 1957, the community has grown to include approximately 185 houses along 10 streets. The streets were arranged in a grid pattern roughly parallel to the railroad line. The community extended from present-day Good Luck Road south to Annapolis Road. Residential development continued on vacant lots within the community throughout the 20th century, while commercial development focussed along the main roads. Commercial strip development is located along Annapolis Road and Lanham-Severn Road. The railroad station and early commercial buildings are no longer extant, though the old schoolhouse and a few of the early dwellings survive.

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COMMUNITY SUMMARY SHEET

Community Name: Seabrook

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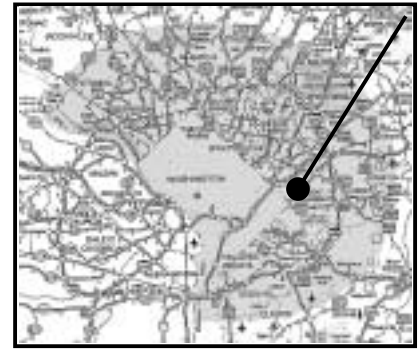
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COMMUNITY SUMMARY SHEET

Community Name: Seat Pleasant

City/County: Prince George's

Transportation Association: Railroad: Chesapeake Beach Railroad;
Streetcar: Columbia Railway Company, and the Washington,
Baltimore and Annapolis Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1931

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Town of Seat Pleasant is located in Prince George's County, adjacent to the eastern corner of the District of Columbia. The community was first platted for development in 1873, though extensive development did not occur until after the extension of the Washington, Baltimore and Annapolis Electric Railroad through the subdivision in 1908. The center of the community formed along Martin Luther King, Jr. Highway, F Street, and Addison Street. The town was incorporated in 1931.

The Seat Pleasant was developed on the dairy farm of Joseph Gregory, the farm of the Hill family, and the land of building contractor Francis Carmody, among others. In 1873, some of the land along Addison Road was subdivided into small farms and rural home sites known as Jackson's Subdivision. However, other modes of transportation had a greater impact on development in Seat Pleasant. In 1898, the Chesapeake Beach Railroad furnished a commuter service into the city in addition to excursions to the Chesapeake Bay resort area. The Columbia Railway Company operated a streetcar system that extended through Northeast Washington and terminated in Seat Pleasant at Eastern Avenue, near what is today Martin Luther King, Jr. Highway. Finally, the Washington, Baltimore and Annapolis Electric Railway passed through Seat Pleasant in 1908.

COMMUNITY SUMMARY SHEET

Community Name: Seat Pleasant

Narrative: (continued)

Seat Pleasant did not obtain its name until 1906. Prior to that year, it had been known as Chesapeake Junction. In May 1906, citizens met to consider the incorporation of their community, selected the name it bears today, and requested that a post office be established under that name.

Subdivisions were soon created, such as Seat Pleasant, Seat Pleasant Heights, Oakmont, Palmer's, Boyer's Addition, and Pleasant Hills. By 1915, two churches had been organized, and a fire department had been founded. The introduction of street lighting followed in 1918. By the community's incorporation in 1931, Seat Pleasant had a population of over 200 families, a brick school, a water company, and some sewer connections to Washington's sanitary system. The residential development of this period is characterized by Victorian-era houses and bungalows on narrow lots.

Residential construction continued through the second half of the twentieth century. After World War II, three low to moderate-income subdivisions were created on Joseph Gregory's land for returning veterans. These developments were followed by the Gregory Estates apartments in 1949 and other low-income residential developments. The right-of-way of the former Washington, Baltimore and Annapolis Electric Railway was utilized in the early 1940s for the George Palmer Highway, later renamed the Martin Luther King, Jr. Highway. During the 1960s, the African-American population of Seat Pleasant began to increase, in what had previously been an all-white community.

The fire department and municipal offices were moved to new structures on Addison Road in the mid-1960s. The METRO system was constructed in the 1980s, providing a station just outside of Seat Pleasant on Addison Road. As a result, the Addison Plaza Shopping Center was constructed on land behind the fire station and municipal building. Centrally located within the town, Goodwin Park is a community recreation facility located on Addison Road next to the former Greendale Elementary School.

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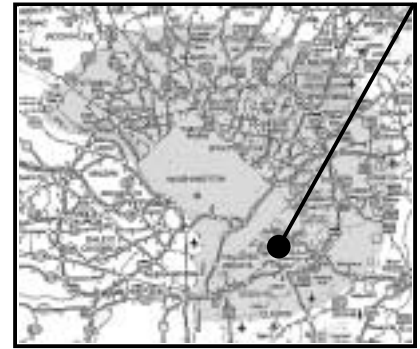
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COMMUNITY SUMMARY SHEET

Community Name: Suitland

City/County: Prince George's

Transportation Association: Automobile: Suitland Road, Silver Hill Road, Suitland Parkway, Pennsylvania Avenue (MD Route 4)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Suitland is located to the east of the District of Columbia in Prince George's County. It evolved from a rural crossroads settlement in the 19th century to a region of modern subdivisions and Federal facilities in the 20th century.

The region gained the name Suitland after the construction of a store and post office on land adjacent to S. Taylor Suit's farm of the same name. By 1878, the store and post office formed the nucleus of a small crossroads community located at the intersection of a rural lane extending west from Suit's farm (Suitland Road) and the road to Silver Hill (Silver Hill Road). The crossroads also contained a Methodist Episcopal Church and a few residences.

By 1917, Suitland Road had been extended east beyond the Suitland farm to Marlboro Pike. Along this road, east of the Silver Hill Road intersection a subdivision called Suitland Park was platted. The subdivision consisted of 45 lots between two and 11 acres in size. In the 1930s, the demand for housing close to the District of Columbia was increasing. Most of the residential subdivision in the 1930s focussed on the west side of Silver Hill Road, where water and sewer lines reached first. Despite the initial lack of utilities, many of the large parcels within Suitland Park were re-subdivided for greater density. Small subdivisions named Navy Day and Crozier Gardens were constructed in the southeast and northwest quadrants of the Suitland Road - Silver Hill Road intersection, respectively. These developments contained modest frame cottages and bungalow-style houses.

COMMUNITY SUMMARY SHEET

Community Name: Suitland

Narrative (continued):

The 1940s brought the most change to the Suitland area. The Federal government purchased 200 acres at the southwest quadrant of Suitland Road and Silver Hill Road. Upon this tract was constructed a complex of warehouses and storage buildings for the Department of the Census. In 1942, during a period of decentralization of the Federal government, the offices of the Census Bureau were moved to this location. The Census Bureau was followed by the U.S. Navy Oceanographic Office and the U.S. Navy Photo Interpretation Center. Federal government facilities in the area also included Andrews Air Force Base. In the 1940s, the Suitland Parkway was constructed.

In response to housing needs, nine acres of the Crozier Gardens development were re-subdivided into the Suitland Manor Apartments in the mid-1940s, while the Parkway Terrace Apartments were constructed in the late-1940s. The Suitland Manor Apartments are 2-story brick structures with common entrances providing access to four apartments. Construction within existing and new communities continued through the 1950s and 1960s with single-family, multi-family and apartment buildings. The building of apartment complexes was most rapid during the 1960s due to the proximity of Suitland to the District of Columbia, a surge in the popularity of garden-style apartments, influx of young couples, and influx of military personnel at Andrews Air Force Base during the Vietnam War. The extension of Pennsylvania Avenue through Suitland in the 1960s also spurred development. By 1970, apartment buildings comprised 80 percent of residential units in the Suitland area. A number of facilities have been constructed in the Suitland area during the 20th century to service the need of its residents, including several schools, a library, a nursing home, a post office, state police headquarters, and an electric utility station.

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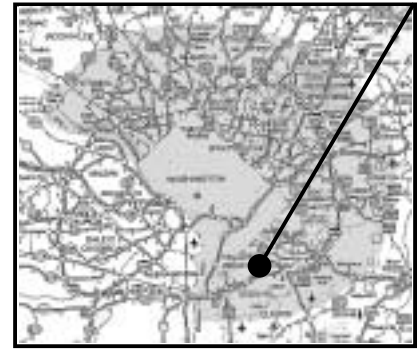
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COMMUNITY SUMMARY SHEET

Community Name: Temple Hills

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5),
Temple Hill Road, and St. Barnabas Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Temple Hills is located southeast of the District of Columbia in Prince George's County. It is bounded on the north by St. Barnabas Road, on the east by Henderson Road and Henson Creek, on the south by Brinkley Road, and on the west by the Capital Beltway (I-495) and Brinkley Overlook.

The first settlement in this area was the late-19th-century gristmill at the intersection of Temple Road (now Temple Hill Road) and Henson Creek. The Temple Post Office was established at this location between 1878 and 1886. The area remained rural with few residences in 1917. By 1942, the name of Temple Road had been changed to Temple Hill Road and a residential subdivision was under construction at the intersection of St. Barnabas Road, Hagan Road, and Temple Hill Road. Housing within the Temple Hills development was characterized by developer-built single-family houses of Cape Cod, ranch and split-level designs. Additional development occurred further south on Temple Hills Road (now adjacent to the Capital Beltway) later in the 1940s. Development of this rural area in the 1940s was spurred by the establishment of Andrews Air Force Base in nearby Camp Springs and proximity to both the District of Columbia via Branch Avenue and Federal centers in Suitland. The completion of water and sewer lines in the area in the late 1950s and early 1960s fostered additional growth.

By 1965, the Temple Hills community contained three schools (Temple Hills School, Samuel Chase School, and School of Hope) and several additional subdivisions, including Temple Hills Park, Waggaman Heights, and Broadview.

COMMUNITY SUMMARY SHEET

Community Name: Temple Hills

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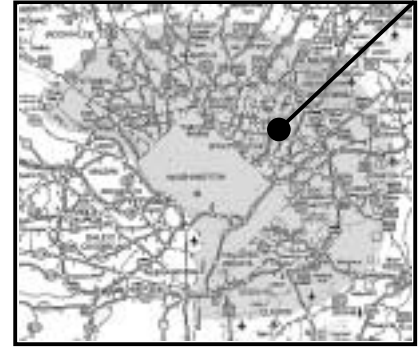
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COMMUNITY SUMMARY SHEET

Community Name: Tuxedo

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the Baltimore & Potomac Railroad (Pennsylvania Railroad)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

According to information available from historic maps, scattered settlement in Tuxedo appeared along the Baltimore & Potomac Railroad (later the Pennsylvania Railroad) by 1886. The community is bounded on the north by the Town of Cheverly, on the south and east by the John Hanson Highway (US Route 50), and on the west by the B&O Railroad line. The settlement slowly developed along three blocks adjacent to the rail line. By 1917, the community contained approximately 20 houses, one church, and one school. Tuxedo grew to include two additional blocks and a total of approximately 50 residences and a new school by 1942.

Tuxedo has remained unincorporated, but shares services with the incorporated town of Cheverly, which was developed in the early 20th century. The second school constructed in Tuxedo was called the Cheverly-Tuxedo School and opened in 1923. This school and another facility in Cheverly remained in operation until 1991. Since that time, the Cheverly-Tuxedo School has functioned as a specialty education center. Another facility shared with Cheverly was the volunteer fire department. The Tuxedo-Cheverly Fire Station was constructed in 1930. This building has since been enlarged and is now operated by Prince George's County.

Most of the land in and around Tuxedo has become industrial due to its proximity with the railroad line, the John Hanson Highway (US Route 50), and Baltimore-Washington Parkway (I-295).

COMMUNITY SUMMARY SHEET

Community Name: Tuxedo

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Denny, George D., Jr. *Proud Past, Promising Future: Cities and Towns in Prince George's County*. Brentwood, Maryland: Tuxedo Press, 1997.

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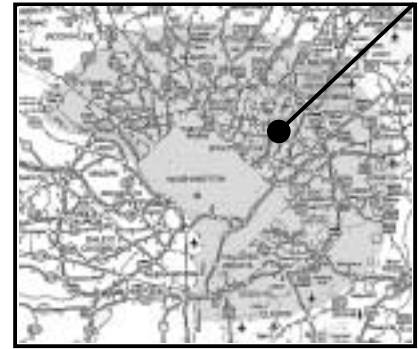
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United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: University Park
City/County: Prince George's
Transportation Association: Automobile: Baltimore Avenue (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

University Park is located north of the District of Columbia, in Prince George's County. The town is bounded on the north by College Heights Estates, on the east by Baltimore Avenue (US Route 1), on the south by East West Highway, and on the west by Adelphi Road.

University Park was developed on land owned by the Deakins family since the mid-1700s. A house known as Deakins Hall or Bloomfield was constructed on the land in the 1820s or 1830s. The farm left the Deakins family ownership in 1923 when purchased by the University Park Company. The extension of water and sewer lines into area at that time prompted the subdivision of the Deakins tract. The developers promised a community of single-family homes without the intrusion of commercial facilities. Restrictive covenants were placed on the deeds and all house plans had to be approved by the developers. Homebuyers were attracted to University Park due to its high elevation and lush vegetation. The developers also agreed to provide streetlights and trash removal for a 10-year period, and constructed a school in the mid-1920s.

After the period of services provided by the development company expired in 1933, the citizens formed a community association to continue trash removal and street maintenance. By 1936, the responsibility of providing services for the growing subdivision proved too large for the community association and University Park was incorporated in 1936. By 1940, the community had grown to 293 houses. The size of the town nearly doubled between 1940 and 1950, with the construction of another 255 houses. Houses constructed during these periods include brick and wood-frame Bungalow-style and revival-style structures. The last building boom occurred in the late 1950s with the construction of 300 brick ranches.

COMMUNITY SUMMARY SHEET

Community Name: University Park

Narrative (continued):

Community facilities include a police department, started in 1965, a school, and a community park. The two-room company school built in the mid-1920s was converted to a residence after the county constructed a new school building in 1928. The county school remained in use, with subsequent additions, until replaced in 1978 with a modern facility. The town park was purchased in 1941, though its development was postponed by World War II. It was designed and developed in the early 1950s to include a sunken garden, trails, playground, tennis courts, and picnic area. The town remains without commercial properties.

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Denny, George D., Jr. *Proud Past, Promising Future: Cities and Towns in Prince George's County*. Brentwood, Maryland: Tuxedo Press, 1997.

M-NCPPC. *Historic Sites and Districts Plan, Prince George's County, Maryland*. Upper Marlboro: M-NCPPC, 1992.

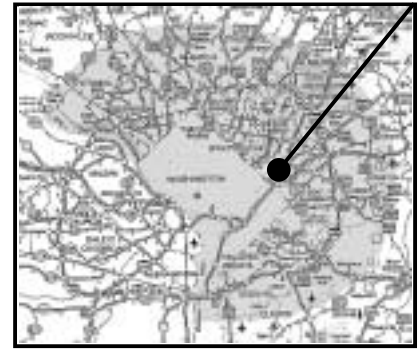
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Villa Heights

City/County: Prince George's

Transportation Association: Automobile: Landover Road and Annapolis Road (Defense Highway)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Villa Heights is located on a wedge of land between the Baltimore-Washington Parkway, Annapolis Road and Landover Road in Prince George's County. The community is located north of Cheverly, south and east of Bladensburg, and west of Landover Hills. Development in this area increased after plans for sewerage lines were authorized in 1927. In the 1930s, a fragmented grid of streets was laid out and lots sold for the construction of houses. Many of these houses were constructed in the late 1930s and early 1940s. By 1942, Villa Heights contained approximately 75 houses. Residential construction continued through the 1960s with additional residential blocks added to the west side of the original subdivision. Since the responsibility of constructing houses was left to the lot owners, the housing stock varies in style, construction material, and building siting. The most common residential form is a modest one-story single-family brick house. The residents of Villa Heights have relied on adjacent communities for facilities and services such as schools, libraries, parks, and retail outlets.

Bibliography:

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

United States Geological Survey. *Washington and Vicinity Topographic Map (7.5-minute).* 1917.

United States Geological Survey. *Map of Prince George's County (7.5-minute).* 1927.

COMMUNITY SUMMARY SHEET

Community Name: Villa Heights

Bibliography (continued):

United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1957.

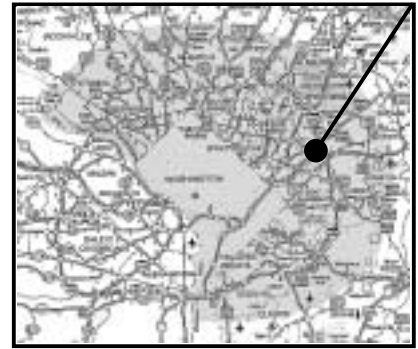
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: West Lanham Hills

City/County: Prince George's

Transportation Association: Automobile: Annapolis Road (Defense Highway, MD 450)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

West Lanham Hills is located north of the District of Columbia in Prince George's County. The neighborhood is bounded by the communities of New Carrollton and Landover Hills, as well as Annapolis Road (Defense Highway MD 450), the Capital Beltway (I-495), Veterans Parkway (MD 410), and the Pennsylvania Railroad line. In the early 1940s several communities were under construction along the Annapolis Road due to the access it allowed into the District of Columbia. These other communities included Landover Hills, Radiant Valley, Landover Knolls, Landover Estates, and Bellemead.

West Lanham Hills was constructed on farmland located between Annapolis Road and the Pennsylvania Railroad. The streets of the subdivision were laid out in a grid pattern near Annapolis Road, becoming more curvilinear to the south and east. By 1942, the community was well established with approximately 180 houses. A school was constructed within the subdivision by 1957, followed by a fire station constructed in the years between 1965 and 1979. The housing stock of the development consists of developer-built brick and frame buildings in the rancher and cottage forms. Increased population and the opening of the Capital Beltway in 1964, resulted in the construction of numerous apartment buildings and complexes along Annapolis Road. Approximately 2000 apartment units had been constructed by 1970.

Commercial development in the area extends along Annapolis Road and includes the Defense Shopping Center and the West Lanham Hills Shopping Center. The community also includes the West Lanham Hills Neighborhood Park. The West Lanham Hills School has since closed, therefore, the town's students must travel to schools in adjacent communities.

COMMUNITY SUMMARY SHEET

Community Name: West Lanham Hills

Bibliography:

Denny, George D., Jr. *Proud Past, Promising Future: Cities and Towns in Prince George's County*. Brentwood, Maryland: Tuxedo Press, 1997.

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

United States Geological Survey. *Washington and Vicinity Topographic Map (7.5-minute)*. 1942.

United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1957.

United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Westphalia

City/County: Prince George's

Transportation Association: Automobile: Marlboro Pike and Westphalia Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Westphalia is the name of a rural residential area located east of the District of Columbia in Prince George's County. The neighborhood is located east of the Capital Beltway (I-495) and north of Marlboro Pike. Westphalia was the name applied to a 500-acre farm estate owned by the Burgess family in the 17th century on the north side of present-day Westphalia Road.

The area remained agricultural in use until the end of World War II. Despite a housing crisis and the rapid development of surrounding communities, Westphalia remained rural in character. When two small subdivisions were constructed during the 1940s, homeowners depended on private wells and septic systems, despite unsuitable soil conditions for the use of septic systems. Both Chester Grove and Little Washington were constructed in the 1940s. Chester Grove is located on the north side of Westphalia Road and consists of a curvilinear street pattern, while Little Washington is a grid of streets located at the intersection of D'Arcy and Sansbury Roads. Together the two communities total 150 residences. The Chester Grove community has a variety of housing styles and construction dates reflecting the practice of selling unimproved lots for the owners to construct their own houses. In contrast, Little Washington is more homogeneous in style and construction date. A third subdivision, Westphalia Estates, was constructed in the early 1960s. A total of 75 brick ranch and split-level style houses were constructed in this subdivision.

COMMUNITY SUMMARY SHEET

Community Name: Westphalia

Narrative (continued):

The Westphalia area contains one school, the Arrowhead Elementary School, on Sansbury Road near the Little Washington community. The community also contains the Westphalia Neighborhood Park, established on the north side of Westphalia Road. Another use in the neighborhood by the 1970s included the 20-acre site of the Institute for Carpenters and Joiners at the intersection of Westphalia Road and Mellwood Road. Also located along Mellwood Road is the German Orphanage Home on a 68-acre farmsite. The private organization was founded in the District of Columbia in 1879 and moved to its present location in the 1950s.

Bibliography:

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

United States Geological Survey. *Washington and Vicinity Topographic Map (7.5-minute)*. 1917.

United States Geological Survey. *Map of Prince George's County (7.5-minute)*. 1927.

United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1957.

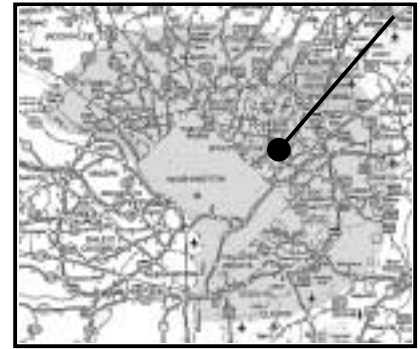
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Whiteley

City/County: Prince George's

Transportation Association: Streetcar: Washington, Spa Spring and Greta Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Based upon available information, including historic maps, Whiteley was first settled by 1914. Located north of the District of Columbia in Prince George's County, the neighborhood is bounded on the north and east by Rogers Heights, on the south by Bladensburg, and on the west by Kenilworth Avenue (MD 210) and Edmonston. On the 1914 USGS *Map of Prince George's County*, Whiteley appears as a few scattered houses at the intersection of Edmonston Road and Decatur Street. The Washington, Spa Spring and Greta Railway followed the alignment of Edmonston Road. Decatur Street extends east from Hyattsville through Edmonston and crosses the Northeast Branch of the Anacostia River before terminating approximately 700 feet east of Edmonston Road. It is around this terminus that Whiteley developed.

This area is labeled on a 1917 map as Wasena Park and consists of three dead-end roads, including Decatur Street, extending southeast from Edmonston Road. Approximately 10 structures are located along the three streets in 1917. No additional development had occurred along these streets by 1936. However, between 1936 and 1942 approximately 65 structures had been built and a fourth street had been added. The streets share the same names and alignments as roads within the adjacent community of Edmonston, though they were never joined and are now separated by Kenilworth Avenue (MD 210). The streets within Whiteley are named, from north to south, Decatur Street, Chesapeake Road, Crittenden Street and Buchanan Street.

COMMUNITY SUMMARY SHEET

Community Name: Whiteley

Narrative: (continued)

The community name of Whiteley appears for the first time on the 1957 USGS Quadrangle map. By 1957, the subdivision of Rogers Heights had surrounded Whiteley to the north and south and Chesapeake Road was extended to connect with Rogers Heights. Between 1957 and 1965, Buchanan Street was extended into Bladensburg. The community has not expanded in size since 1965.

Bibliography:

Denny, George D., Jr. *Proud Past, Promising Future: Cities and Towns in Prince George's County*. Brentwood, Maryland: Tuxedo Press, 1997.

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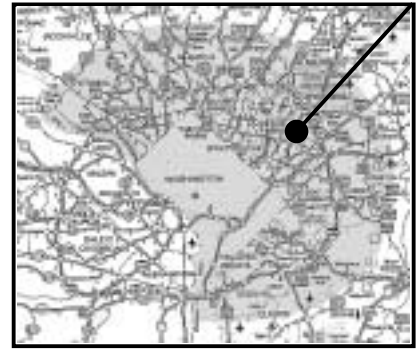
COMMUNITY SUMMARY SHEET

Community Name: Wildercroft

City/County: Prince George's

Transportation Association:
Baltimore-Washington Parkway

Automobile: Riverdale Road,



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Wildercroft is located north of the District of Columbia in Prince George's County. The community is bounded on the north by Good Luck Road, on the east by New Carrollton, on the south by Riverdale Road, and on the west by the Baltimore-Washington Parkway.

Wildercroft was subdivided in the early 20th century on land extending between Good Luck Road and Riverdale Road. Scattered residences were constructed on large lots without the service of water or sewer lines. By 1917, only six residences had been constructed along present-day Auburn Avenue. Between 1917 and 1944, residential construction had spread to the east and west of Auburn Avenue along present-day 3rd Street, Oakland Avenue, and Chestnut Avenue. The community had approximately 55 residences, a church, and a school. After the completion of the Baltimore-Washington Parkway along the west side of Wildercroft, many of the larger residential lots were re-subdivided into smaller lots for additional housing. The southern portion of the Wildercroft subdivision along Riverdale Road was developed for several garden apartment complexes in the 1960s. The Prince Georgetown Apartments were constructed in 1963, followed by the Fernwood Gardens and Chestnut Ridge in 1966. Residents rely on nearby communities for public services, education facilities, and retail establishments.

COMMUNITY SUMMARY SHEET

Community Name: Wildercroft

Bibliography:

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

United States Geological Survey. *Washington and Vicinity Topographic Map (7.5-minute)*. 1917.

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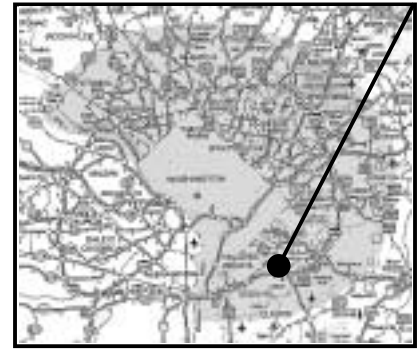
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965,
Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Woods Corner

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woods Corner is located south of the District of Columbia in Prince George's County. The community evolved from a crossroads settlement at the intersection of Branch Avenue (MD 5) and Auth Road to a small subdivision by the 1950s. Development was attracted to this area in the 1940s and 1950s, due to the construction of Andrews Air Force Base in Camps Springs, and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s, promoted additional growth.

The name of Woods Corner was first applied to the crossroads settlement in 1942. Prior to this time only a few scattered buildings were located along the length of Branch Avenue and at its unmarked intersection with Auth Road. By 1942, four streets had been laid out in a grid pattern north of Auth Road and west of Branch Avenue. Approximately 12 houses existed along those streets at that time. In 1956, the community contained approximately 35 houses and had extended west to connect with the subdivision of Broadview. The land between the two communities was used as a gravel pit. The two communities were further separated by the construction of the Capital Beltway through the gravel pit in 1964. By 1965, the community of Woods Corner was located in the northwest quadrant of the Capital Beltway – Branch Avenue (MD 5) interchange and included approximately 80 houses.

Community facilities, such as schools, are located in adjacent communities and retail facilities include numerous shopping centers constructed along Branch Avenue (MD 5) during the second half of the 20th century.

COMMUNITY SUMMARY SHEET

Community Name: Woods Corner

Bibliography:

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

United States Geological Survey. *Washington and Vicinity Topographic Map (7.5-minute)*. 1942.

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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 II

Prepared for:
Maryland Department of Transportation
State Highway Administration

Prepared by:
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Hunt Valley, Maryland 21030

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APPENDIX D: COMMUNITY HISTORIES

Community Histories were prepared for each community identified during the survey of the Capital Beltway. These histories are brief and are meant to help place each community within the suburbanization context developed under the I-495/I-95 Capital Beltway Corridor Transportation Study.

The histories were prepared as an initial planning tool. Their narratives are based on very preliminary secondary research into published histories, historic maps, and tax records. These narratives provide a very general understanding of the history of the Capital Beltway communities and helped to prioritize and organize the intensive survey which followed the initial survey of the project area. Because they are essentially a planning tool, their narratives are not expected to be comprehensive in nature. They provide a general overview for initial comparative purposes. Furthermore, because they are based on secondary research, they will need to be verified in the field.

The Community History forms were specifically developed for this project. They include

- the name of the community and the county in which it is located
- the mode of transportation associated with the community
- a map which places the community within the project area
- checklists time periods, property types, and themes relevant to the project area
- a narrative history of the community
- a bibliography of resources consulted

The Community Histories are organized alphabetically within Montgomery and Prince George's Counties. Two summaries were also developed for communities within the District of Columbia. In some cases, summaries are provided for entire areas that are known by a single generic name, but which are comprised of several neighborhoods and developments. An example of this is Capitol Heights.

A table compiled from the information in the summaries follows this introduction. The table allows the reader to develop a general overview of the development of the Capital Beltway by comparing the various columns of information.

COMMUNITIES	CHRON/ DEVELOP. PERIODS				RESIDENTIAL PROPERTY TYPES			NON-RESIDENTIAL PROPERTY TYPES				ASSOCIATED INTERNATIONAL/ NATIONAL TRENDS				ASSOCIATED LOCAL/ REGIONAL TRENDS									
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	
DISTRICT OF COLUMBIA																									
Colonial Village				X			X																	X	X
Shepherd Park			X	X	X	X		X	X	X				X	X		X	X		X	X			X	X
MONTGOMERY COUNTY, MARYLAND																									
Alta Vista			X	X		X	X																	X	X
Bannockburn Heights			X	X							X				X										X
Battery Park			X	X		X	X	X		X					X										X
Bethesda		X	X	X		X	X	X	X	X				X	X		X	X		X	X		X	X	X
Bradley Hills			X	X			X																	X	X
Bradley Hills Grove				X						X						X				X				X	X
Bradmoor				X			X																X		X
Burnt Mills				X				X	X	X							X								X
Burnt Mill Hills				X											X										X
Cabin John			X	X	X	X		X	X	X									X						X
Capitol View Park			X	X		X	X			X															X
Chevy Chase			X	X		X	X			X	X			X	X		X	X			X			X	X
Chevy Chase Terrace			X	X		X									X										X
Chevy Chase View			X	X		X					X				X										X
Crestview			X	X											X										X
Drummond			X	X		X					X				X		X	X						X	X
Edgemoor			X	X			X	X		X															X
Fairway Hills			X	X						X					X										X
Forest Glen			X	X		X	X	X		X															X
Forest Grove				X			X								X										X
Four Corners		X	X	X				X		X					X									X	X
Friendship Heights			X	X			X	X	X	X				X							X				X
Garrett Park			X	X		X	X	X		X					X									X	X
Glen Cove			X	X							X				X										X
Glen Echo			X	X		X		X		X															X
Glen Echo Heights			X	X		X					X				X			X						X	X
Glen Haven				X																			X		X
Green Acres				X						X	X				X										X
Greenwich Forest				X		X	X								X										X
Hillandale				X				X	X	X					X		X				X				
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	

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	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	Not Applicable	Elite Suburbs/Picturesque Movement	Early Suburb planning	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	
MONTGOMERY COUNTY, MARYLAND (cont.)																										
Huntington Terrace			X	X																						X
Indian Spring Terrace			X	X																						X
Indian Spring Village				X																						X
Kemp Mill				X				X	X	X								X				X				X
Ken-Gar			X	X	X			X																		X
Kensington			X	X		X		X	X				X						X						X	X
Kenwood			X	X		X	X												X							X
Linden			X	X		X		X	X				X													X
Locust Hill				X					X																	X
Luxmanor				X					X	X									X						X	X
Montgomery Hills			X	X				X		X																X
North Bethesda Grove				X					X										X							X
Northbrook Estates				X																			X			X
North Chevy Chase			X	X		X	X		X				X						X	X				X		X
North Takoma			X	X															X						X	X
Northwood Park				X								X														X
Oakmont			X																							X
Rock Creek Forest				X					X	X																X
Rock Creek Hills				X																					X	X
Silver Spring	X	X	X		X			X	X	X			X						X	X			X		X	X
Somerset			X	X		X														X					X	X
Sonoma			X								X															X
Takoma Park			X	X		X	X	X		X									X				X		X	X
Twinbrook				X			X	X	X																	X
Viers Mill Village				X			X	X		X																X
Westgate				X					X	X																X
Westmoreland Hills				X																						X
Wheaton			X	X	X	X	X	X	X												X				X	X
White Oak				X				X		X													X			X
Woodmont			X	X		X		X	X	X			X													X
Woodmoor				X				X		X																X
Woodside			X	X		X	X		X																X	X
Woodside Park			X	X					X																	X
	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	Not Applicable	Elite Suburbs/Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode		

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	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	Not Applicable	Elite Suburbs/Picturesque Movement	Early Suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode
PRINCE GEORGE'S COUNTY, MARYLAND																								
Andrews Manor				X	X	X	X	X	X								X				X			X
Avondale				X	X	X	X	X	X						X	X		X						X
Barnaby Manor				X				X	X													X		X
Beltsville	X	X	X	X	X	X			X			X					X					X	X	X
Berwyn			X	X	X	X	X	X				X					X							X
Berwyn Heights			X	X	X	X	X	X	X			X		X		X		X	X			X	X	X
Bladensburg	X	X	X	X	X	X	X	X	X			X		X		X						X		X
Boulevard Heights			X	X	X	X					X			X		X			X	X	X			
Bowie			X		X	X	X	X	X			X					X					X		X
Bradbury Heights			X	X	X	X	X					X			X		X		X	X	X			
Brentwood			X	X	X				X			X			X		X					X	X	X
Broadview			X			X			X								X		X			X		X
Camp Springs		X	X	X	X	X	X	X	X			X					X					X		X
Capitol Heights			X	X	X		X	X				X		X		X		X					X	X
Carmody Hills			X	X	X	X			X			X		X		X		X					X	X
Castle Manor			X			X					X				X		X		X				X	X
Cheverly			X	X	X	X	X	X	X			X	X		X		X							X
Chillum			X	X	X	X	X	X							X	X			X	X	X			X
College Park			X	X	X		X	X																X
Colmar Manor			X	X	X		X	X						X					X					X
Columbia Park			X	X	X		X		X			X			X					X				X
Cottage City			X	X	X	X	X	X				X		X		X							X	X
Daniels Park			X	X	X		X	X				X												X
Decatur Heights			X	X	X		X	X				X		X		X		X					X	X
District Heights			X	X	X	X	X	X						X		X		X				X		X
Edmonston			X	X	X	X	X	X	X			X		X		X		X					X	X
Fairmount Heights			X	X	X	X		X	X			X		X		X			X				X	X
Forest Heights			X			X	X	X	X								X		X			X		X
Forestville		X	X	X	X	X	X	X				X		X		X		X				X		X
Glenarden			X	X	X	X	X	X	X					X		X		X						X
Glenn Dale			X	X	X	X	X	X	X			X		X		X								X
Greenbelt			X			X	X	X	X						X		X		X					X
Green Meadows			X			X		X	X											X				X
Highland Park			X	X	X	X		X	X			X		X		X		X						X
Hollywood			X	X	X	X	X	X				X											X	X
Hunsville/ White House Heights			X	X	X	X	X	X	X			X		X		X		X						X
	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	Not Applicable	Elite Suburbs/Picturesque Movement	Early Suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode

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PRINCE GEORGE'S COUNTY, MARYLAND (cont.)																								
Hyattsville			>	X		X		X	>		X			X	>	>	X		>				X	X
Jenkins Corner				X	X	X				X						X								X
Kentland				X		X		X	X							>			>		X			X
Lakeland			X	X		X		X	X	X		X												X
Langley Park				X		X		X	X							>					X			X
Landover Hills				X		X		X	X	X						X			X		X			X
Lanham			>	X		X		X	X		X			X		>			>		X			X
Lincoln			X	X		X			X					X		X								X
Maryland Park			>	X		X			>	X		X		X										X
Morningside				X		X		X	X	X						X			X		X			X
Mt. Rainier			>	X		X		X	X		X			X				>	X	X	X			X
New Carrollton				X		X		X	X	X						X					X			X
North Brentwood			>	X		X		X	>		X					>				X				X
Oxon Hill	X	X	X	X	X	X		X	X	X		X				X			X		X			X
Parkland			>	X		X		X	>					X		>					X			X
Queens Chapel Manor				X		X					X				X	X			X				X	X
Randolph Village				X		X					>					>					X			X
Riverdale			X	X		X		X	X	X		X		X		X		X	X		X			X
Riverdale Heights			>	X		X		X		X				X		>							X	X
Roger's Heights				X		X		X						X		X							X	X
Seabrook			>	X		X		X	>	X		X		X		>								X
Seat Pleasant			X	X		X		X	X		X			X		X			X					X
Suitland			>	X	X	X		X	>	X		X		X		>			>		X			X
Temple Hills			X	X	X	X		X	X	X						X			X		X			X
Tuxedo			>	X		X		X	>		X													X
University Park			X	X		X		X	X					X		X							X	X
Villa Heights			>	X		X					>			X		>								X
West Lanham Hills				X		X		X	X	X						X			X		X			X
Westphalia				X		X		X		X						>			>					X
Whitely			X	X		X								X		X								X
Wildercroft			>	X		X					>			X		>								X
Woods Corner				X	X	X		X								X			X		X			X
	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	Not Applicable	Early Suburbs/Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode