

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).

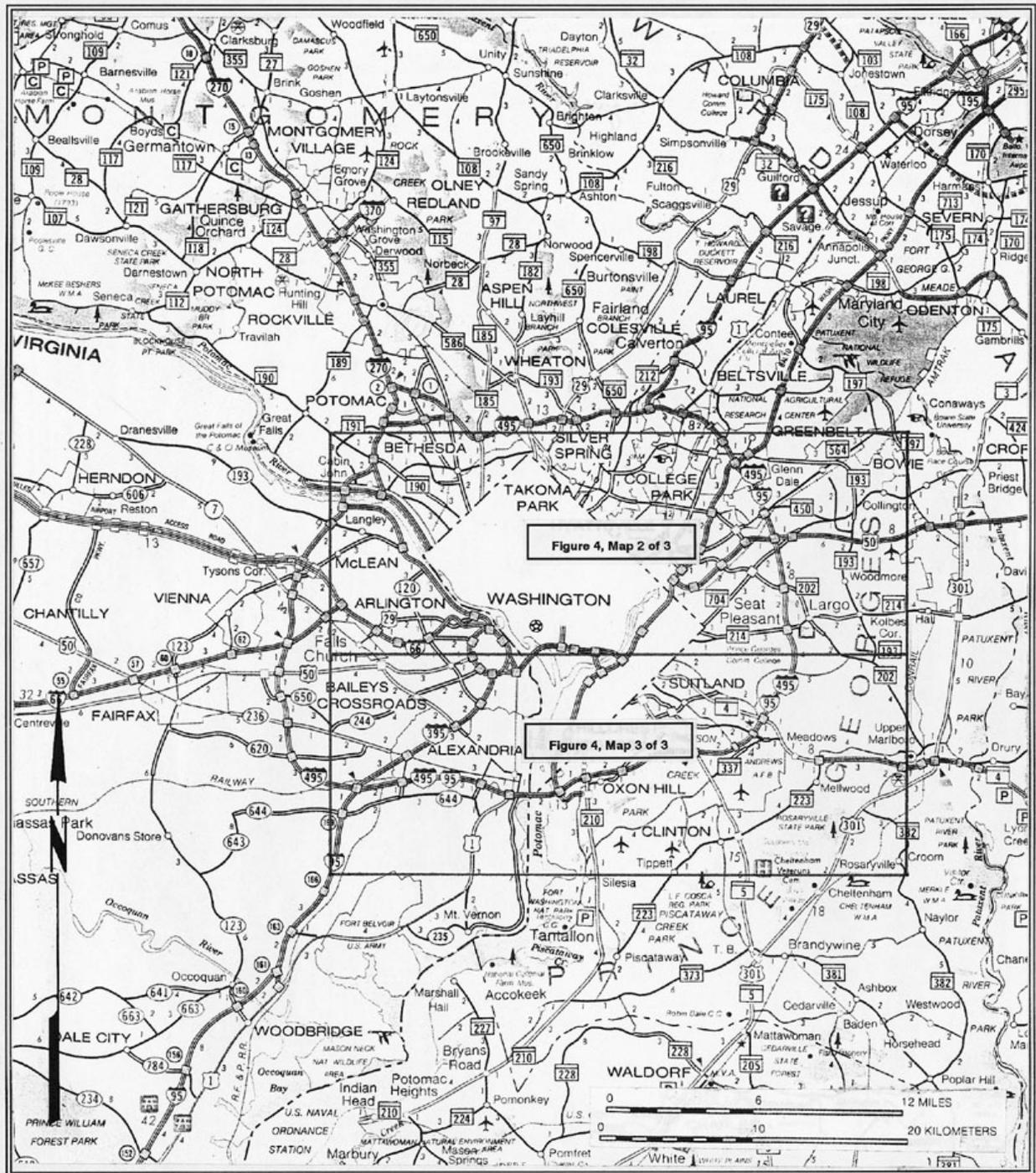
In addition to those who arrived in Washington as a direct result of the Civil War, immigrant populations were also attracted to the city. As part of the national trend, many Germans arrived to the city shortly before the war and established a strong mercantile base in the downtown. Irish immigrants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

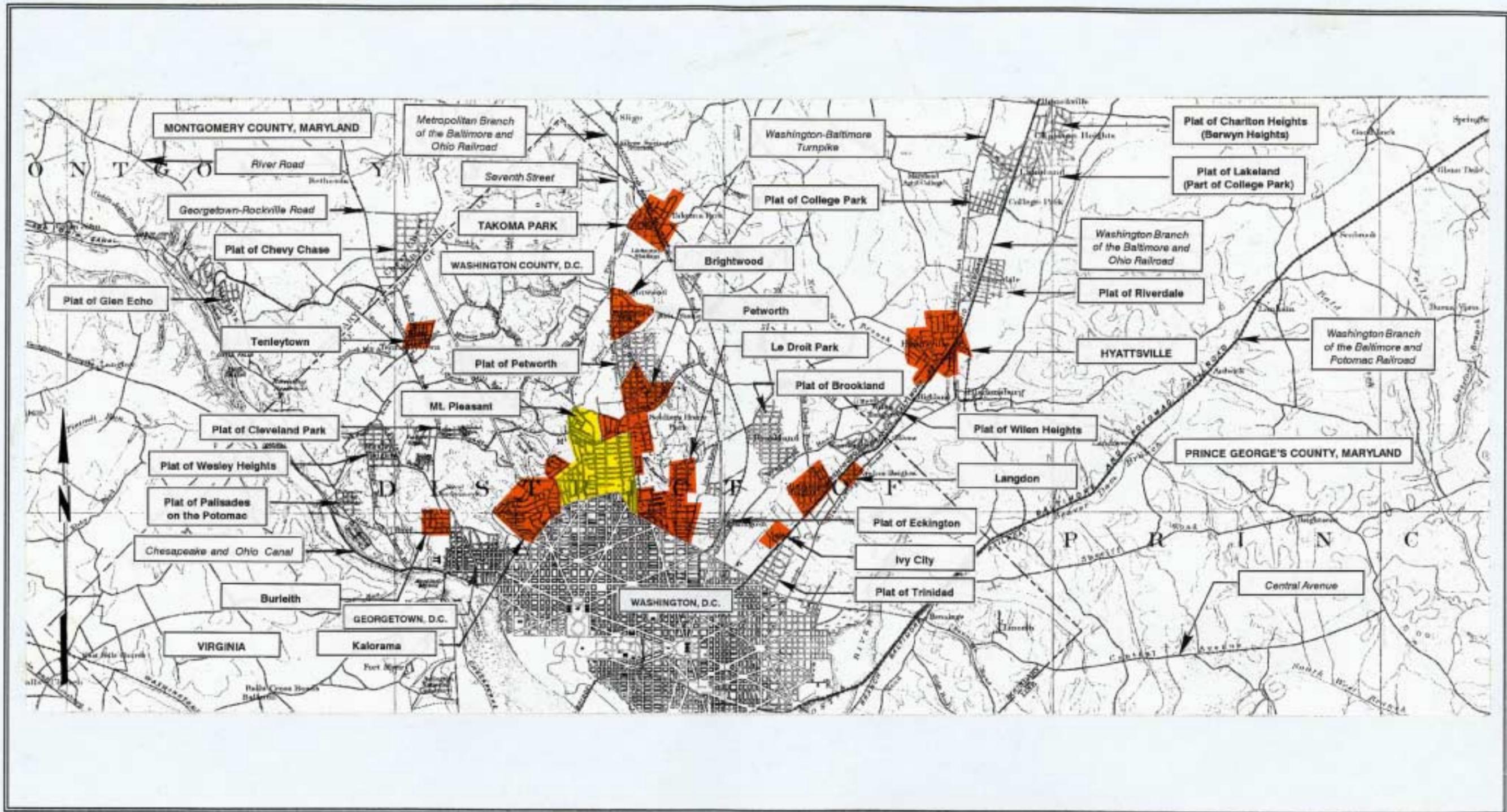
In general, suburban development took place several years later in Montgomery County than it did in Prince George's County. There were a few small railroad towns in Prince George's County in the 1860s, and suburbanization in Montgomery County did not begin until the 1880s. But when development did occur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

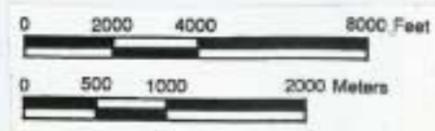


**I-495/I-95 Capital Beltway Corridor
Transportation Study**
 Montgomery and Prince George's Counties
 Suburbanization Historic Context
 and Survey Methodology
KCI Technologies, Inc.

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

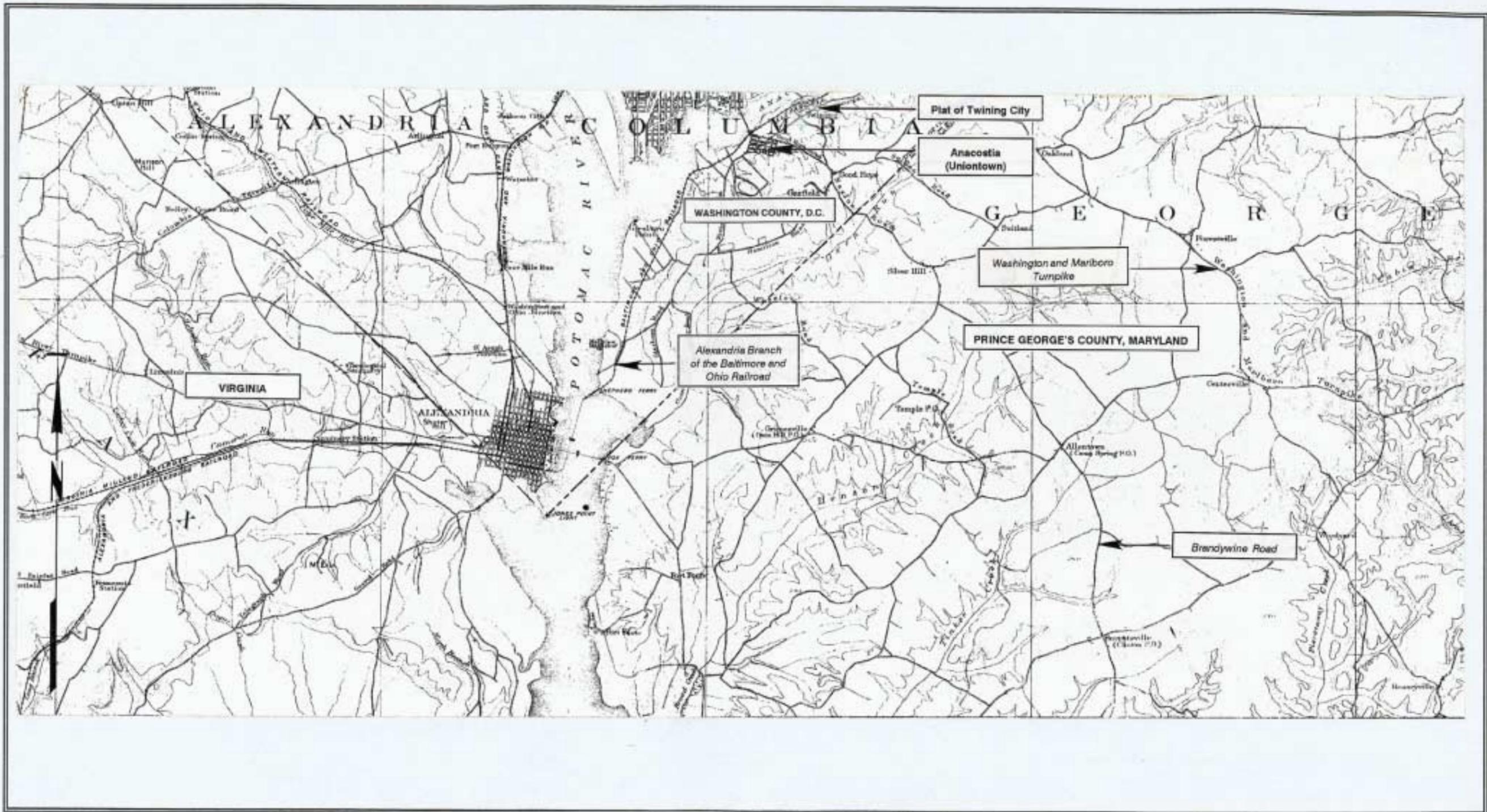


TAKOMA PARK	Municipalities		Areas of Suburban Development, 1856-1870
Tenleytown	Neighborhoods		Areas of Suburban Development, 1871-1885
Capital Beltway	Transportation Routes		

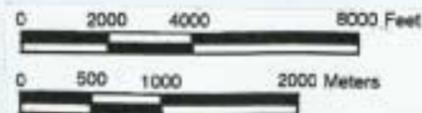


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Figure 4, Map 2 of 3
 Map of the Washington, D.C. Area, 1885
 United States Geological Survey
 Washington and Vicinity Topographic Map
 Scale: 1 inch = 4000 Feet
 1 cm = 480 Meters



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