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

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

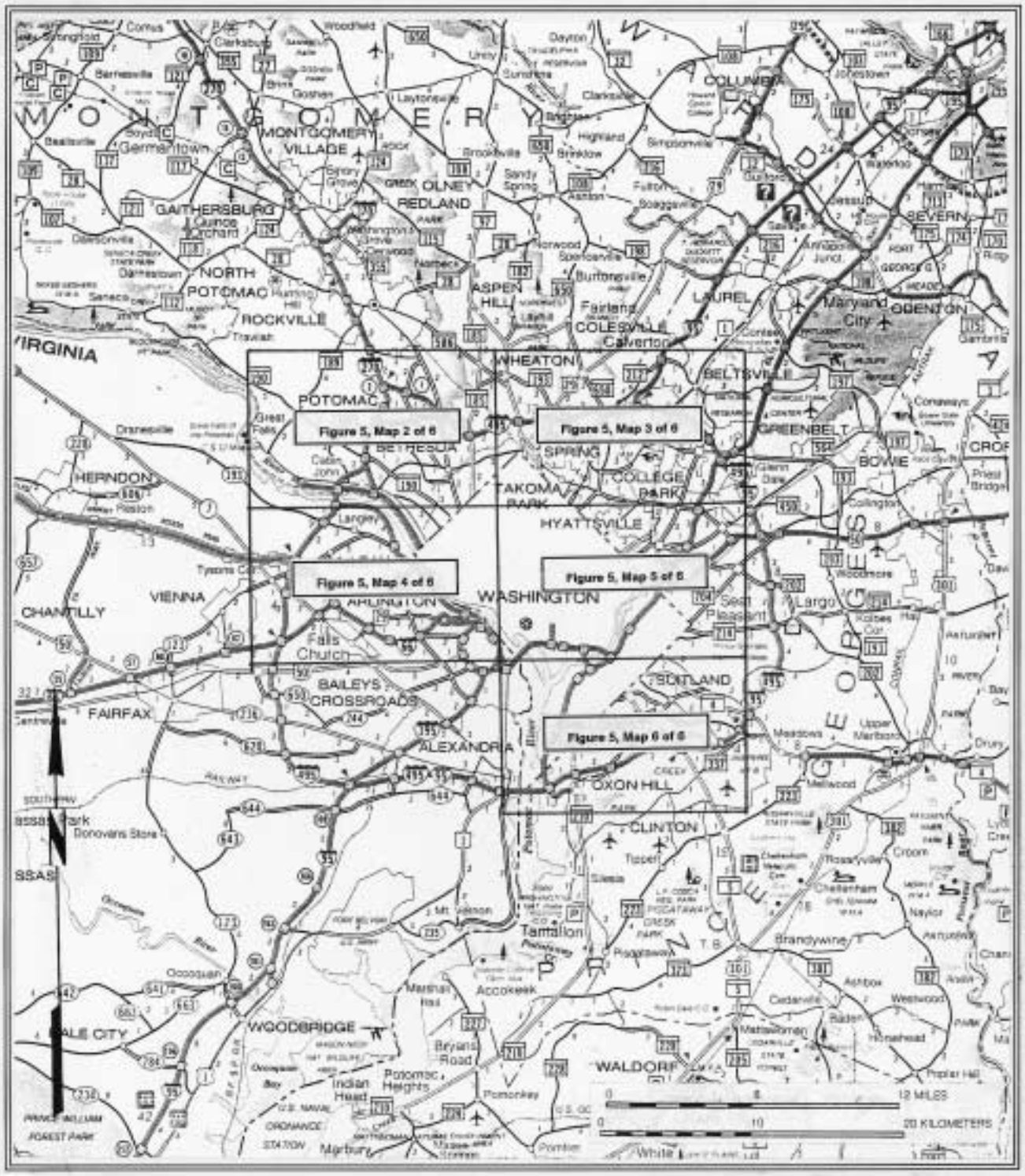
Suburban growth in Montgomery County largely occurred in two periods. The first area of growth developed along the corridor of the Metropolitan Branch of the B & O Railroad in the late 1880s. This growth was confined to small communities close to the line but fairly distant from each other. The second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

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

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

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

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



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

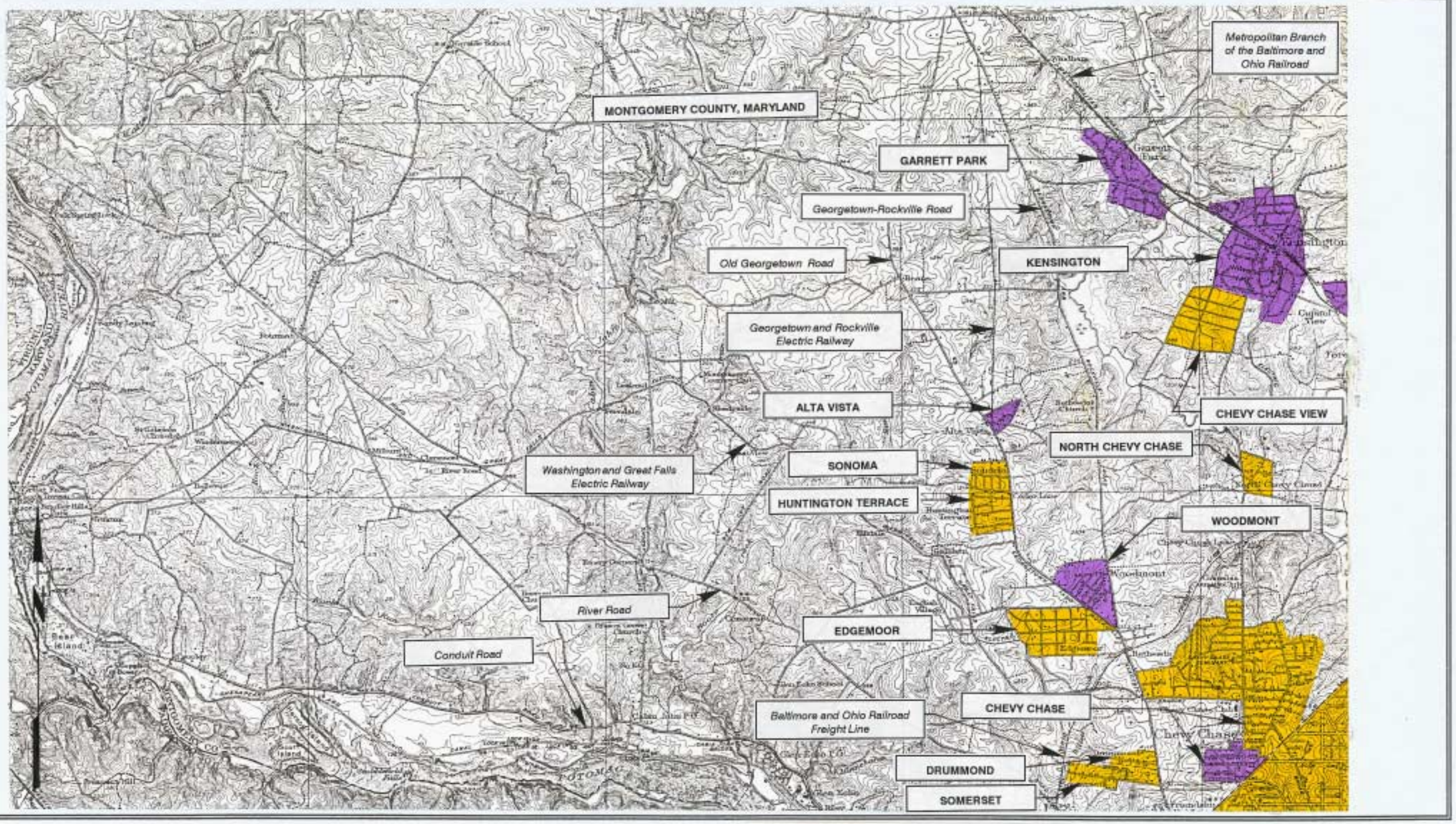
Montgomery and Prince George's Counties
Suburbanization Historic Context
and Survey Methodology

KCI Technologies, Inc.

Figure 5, Map 1 of 6
Map Key

Source: Maryland Department of Transportation
State Highway Map

Scale: 1: 380,160



LEGEND

TAKOMA PARK — Municipalities

Takoma Park — Neighborhoods

Capital Beltway — Transportation Routes

Areas of Suburban Development, 1886-1904

Areas of Suburban Development, 1905-1917

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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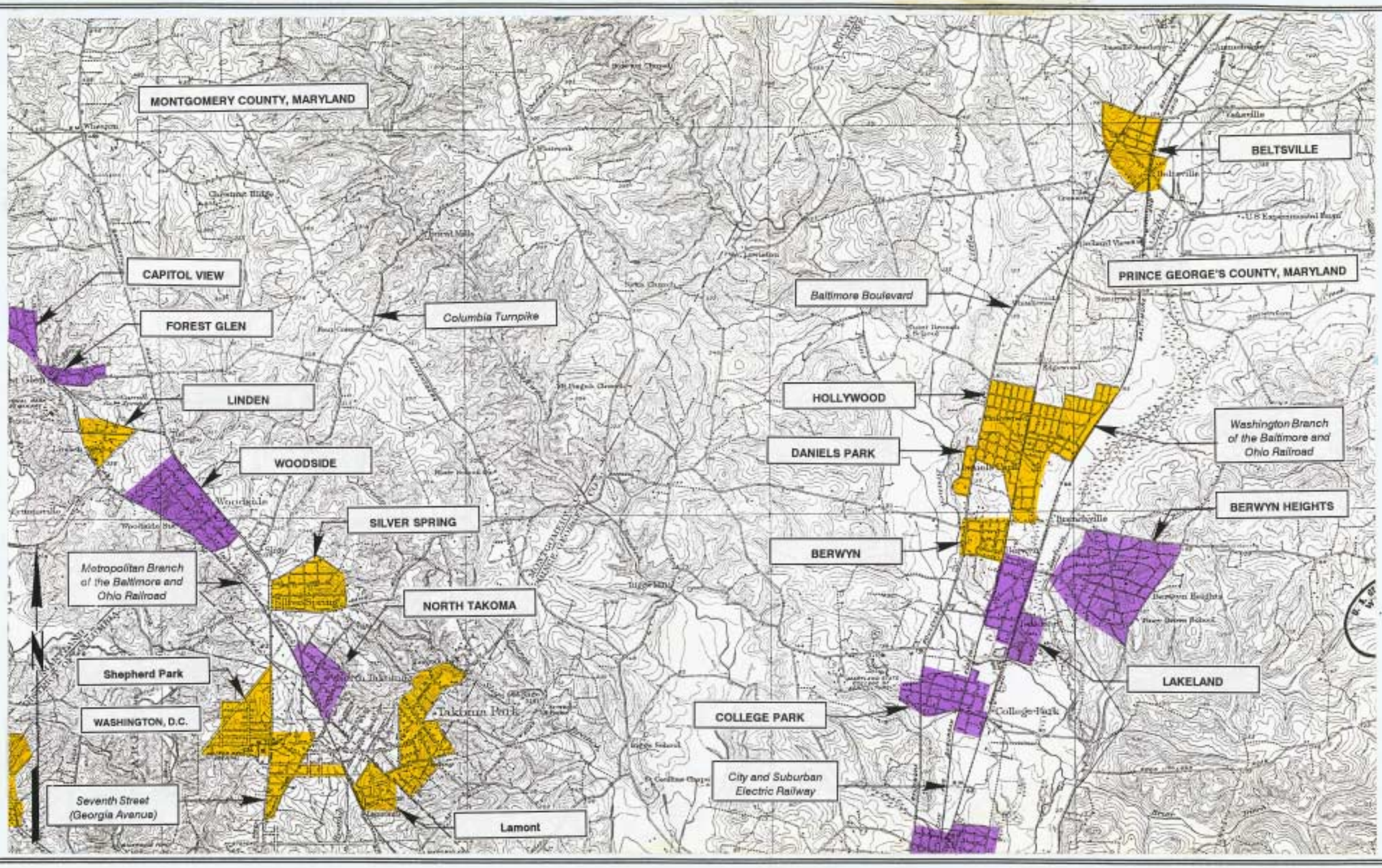
Figure 5, Map 2 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

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



LEGEND

TAKOMA PARK — Municipalities

Tenleytown — Neighborhoods

Capital Beltway — Transportation Routes

Areas of Suburban Development, 1886-1904

Areas of Suburban Development, 1905-1917

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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

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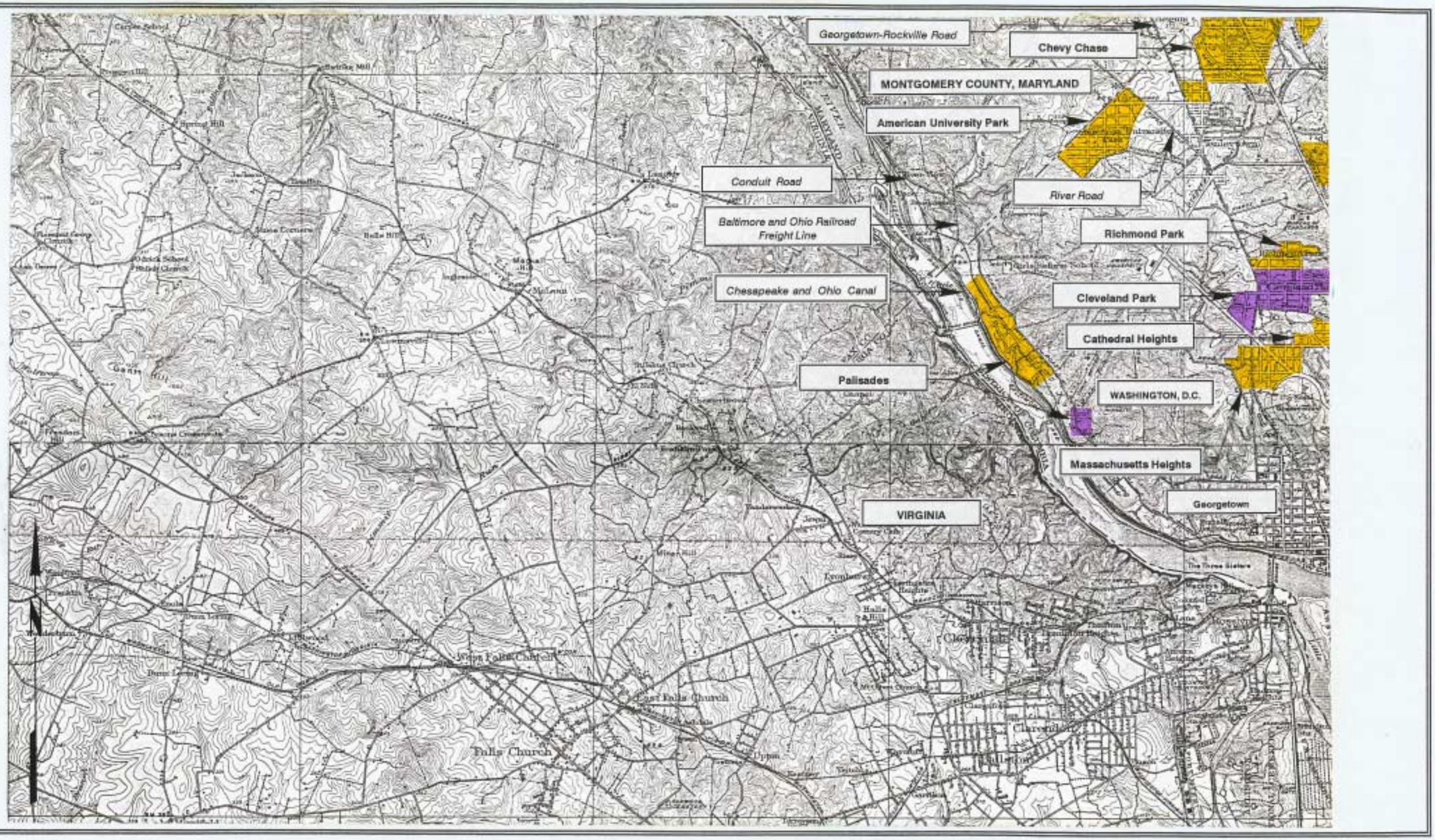
Figure 5, Map 3 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

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



LEGEND

TAKOMA PARK — Municipalities

Tenleytown — Neighborhoods

Capital Beltway — Transportation Routes

Areas of Suburban Development, 1886-1904

Areas of Suburban Development, 1905-1917

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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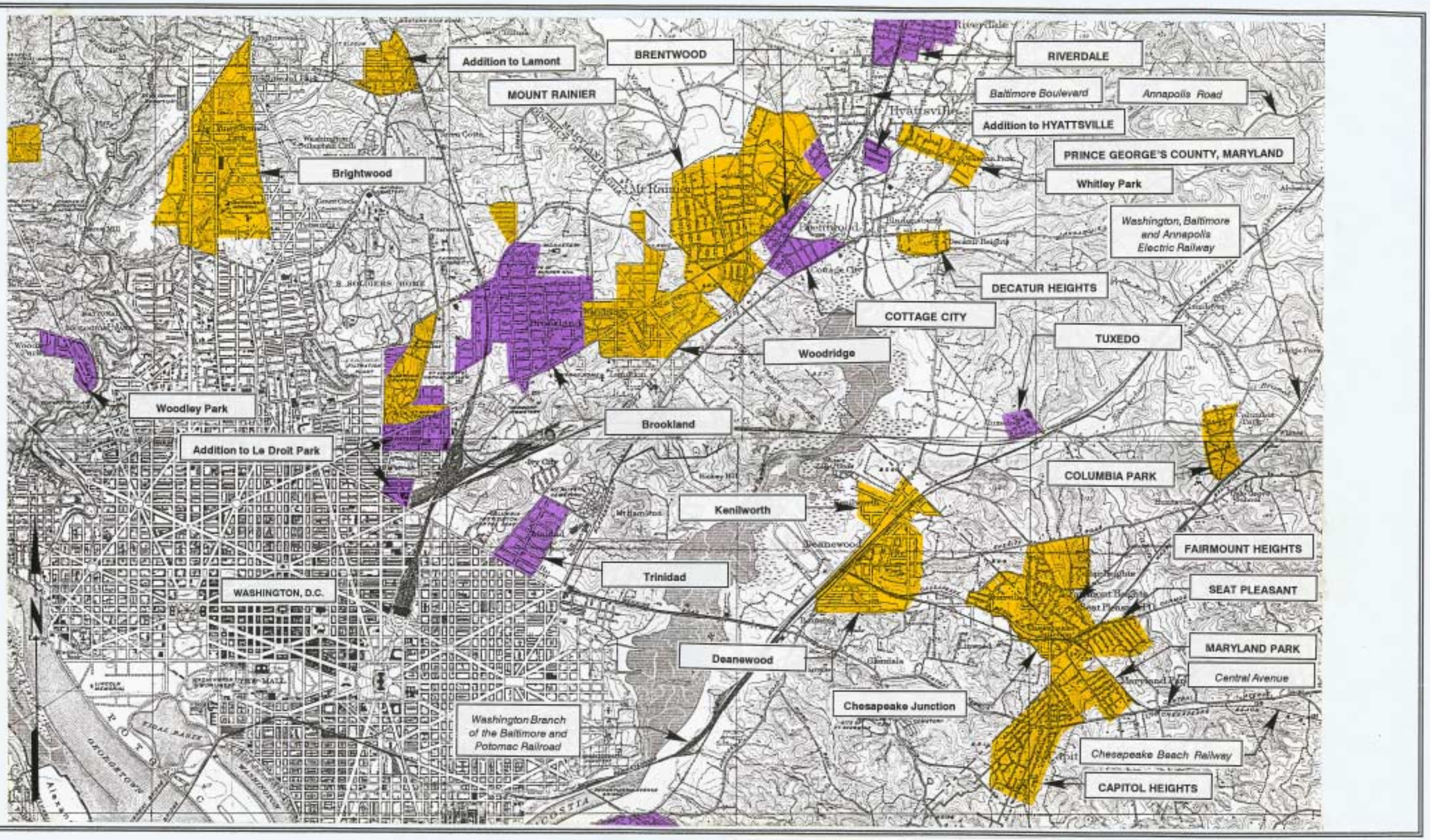
Figure 5, Map 4 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

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



LEGEND

TAKOMA PARK — Municipalities

Takoma Park — Neighborhoods

Capital Beltway — Transportation Routes

Areas of Suburban Development, 1886-1904

Areas of Suburban Development, 1905-1917

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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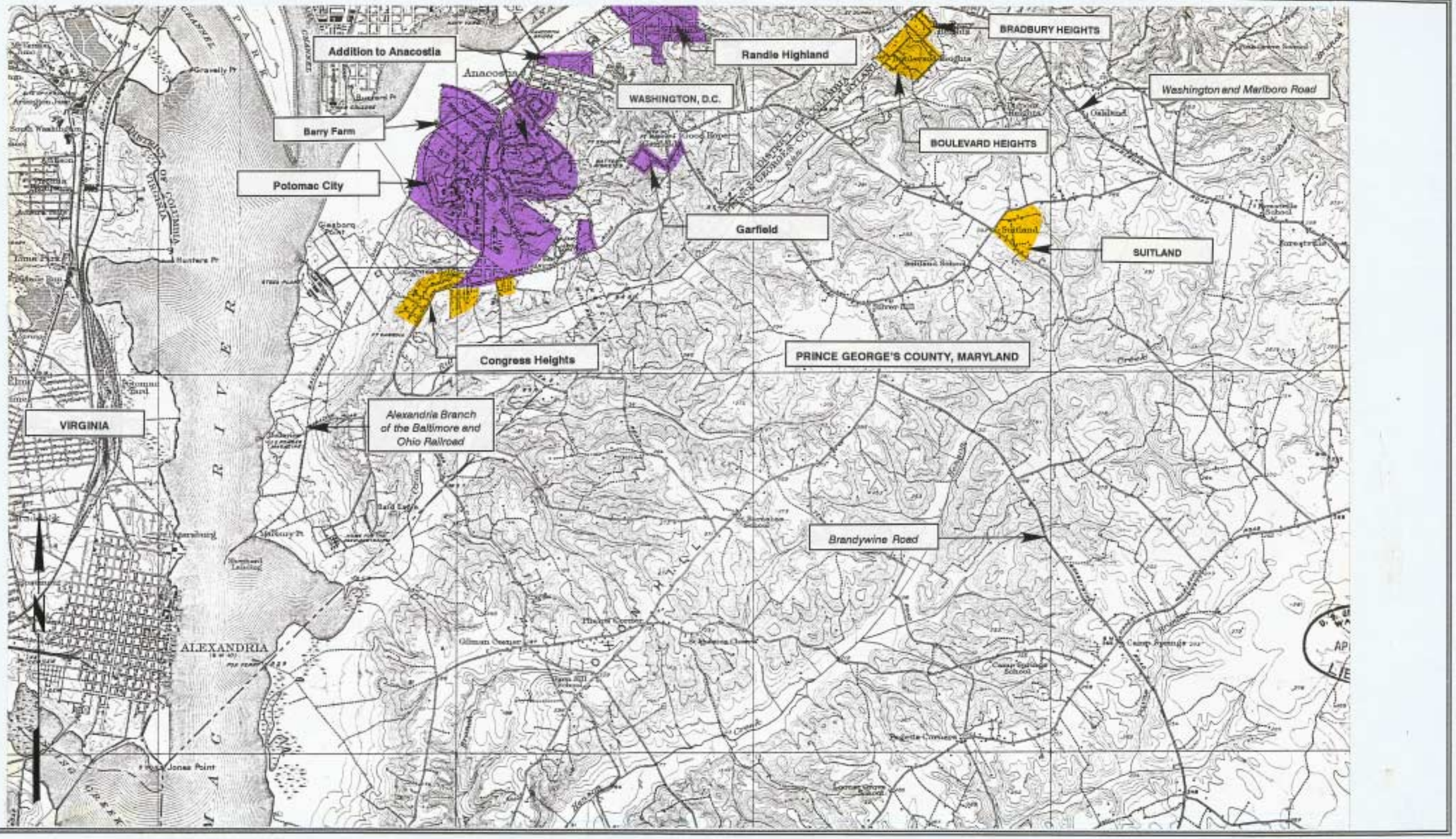
Figure 5, Map 5 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

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



LEGEND

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

0 2000 4000 8000 Feet

0 500 1000 2000 Meters

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

Montgomery and Prince George's Counties
Suburbanization Historic Context
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Figure 5, Map 6 of 6
Map of the Washington, D.C. Area, 1917

United States Geological Survey
Washington and Vicinity Topographic Map

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

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

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

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

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

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

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