

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 "country 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,

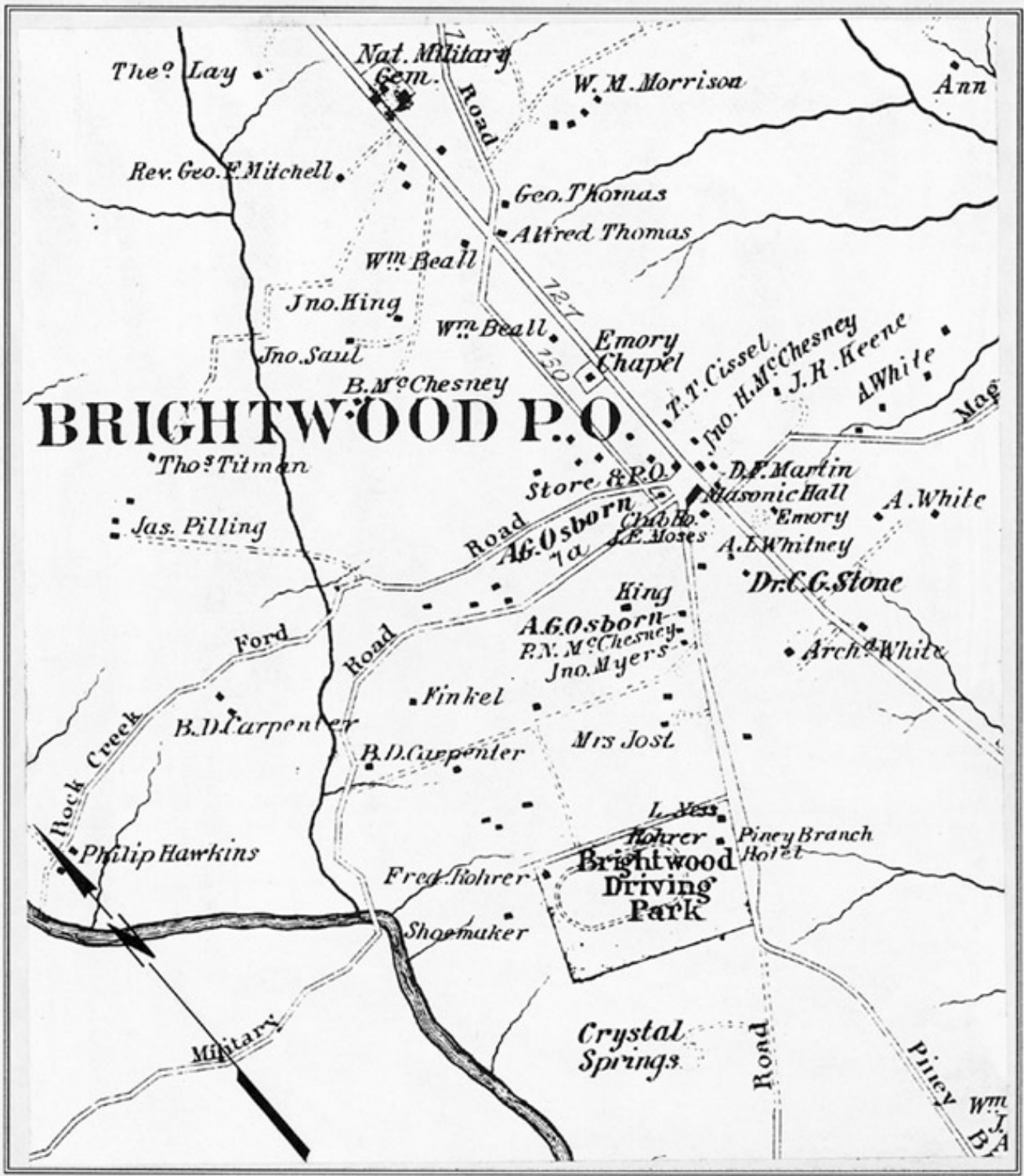
Brightwood was an undeveloped tract. Its settlement pattern extended in a linear fashion along the 7th Street Turnpike and consisted of three clusters of growth. The clusters included a crossroads settlement, a recreational center consisting of a racetrack, hotel and tavern, and a settlement including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



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 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)

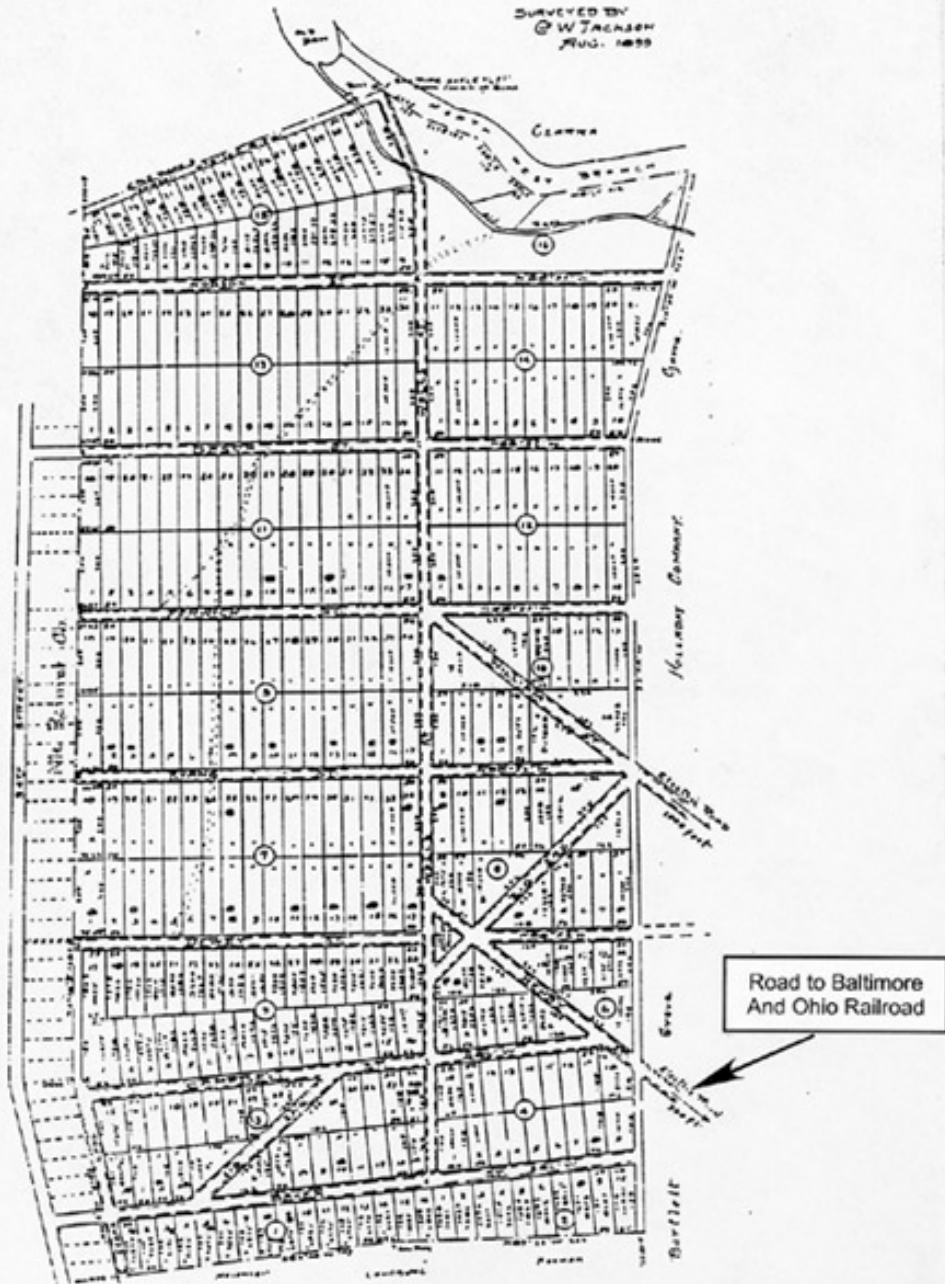
The planned suburban neighborhoods of the second period (1870-1930) are characterized by a grid pattern of streets. The settlements are located along more than one mode of transportation. The Washington Branch of the Baltimore & Potomac Railroad and the Metropolitan Branch of the Baltimore & Ohio Railroad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

KCI Technologies, Inc.

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.

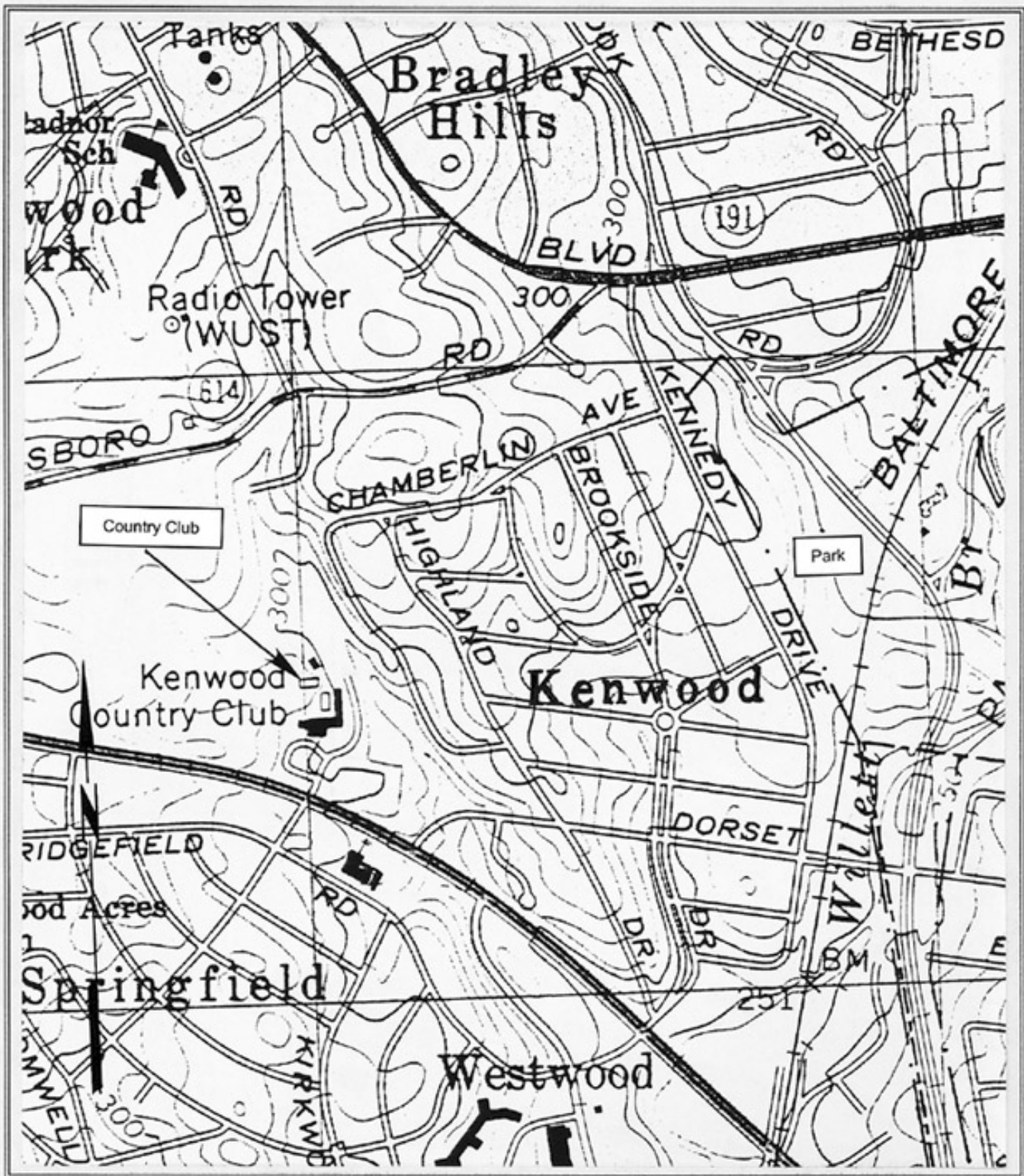
In the twentieth century, several planned developments were established along new electric streetcar lines, new roads and boulevards, and around the periphery of earlier developments. Often the street plan of these developments combined both the curvilinear and grid pattern designs. The rhythmic rows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