

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.

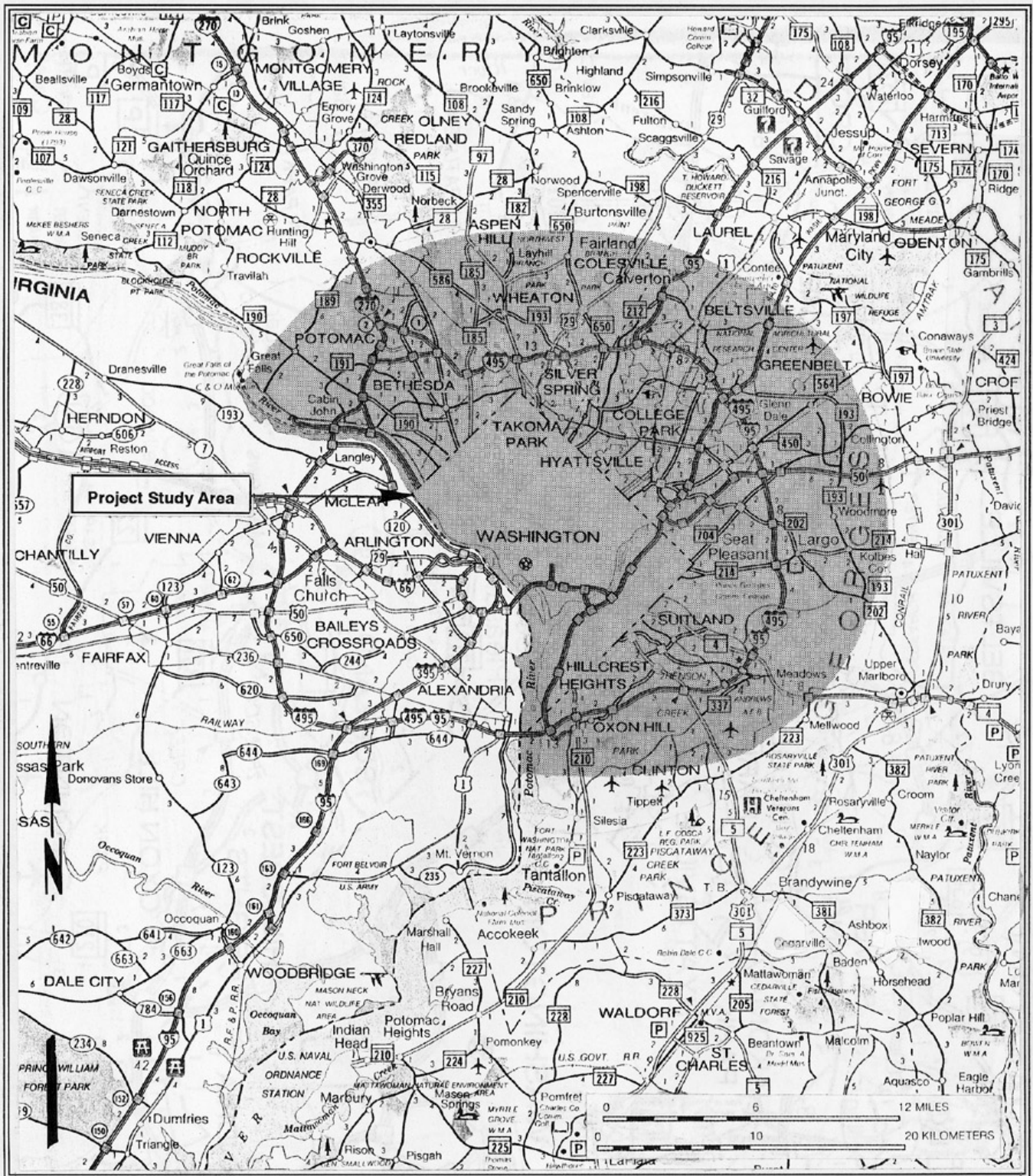
Chapter C of the historic context includes a study of development patterns in the suburbs and the architecture of the suburbs. Development patterns have been examined, both for their characteristics and for the influences that shaped them. These influences include modes of transportation that contributed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