

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Chevy Chase Section 8B Inventory Number: M:35-13
 Address: 4303 - 4511 Elm Street, 4211 - 4227 Oakridge Lan City: Chevy Chase Zip Code: 20815
 County: Montgomery USGS Topographic Map: Washington West
 Owner: Multiple Is the property being evaluated a district? yes
 Tax Parcel Number: Multiple Tax Map Number: HN32 Tax Account ID Number: Multiple
 Project: Purple Line, Bethesda to Silver Spring Segment Agency: Maryland Transit Administration
 Site visit by MHT staff: no yes Name: _____ Date: _____
 Is the property is located within a historic district? yes no

If the property is within a district District Inventory Number: _____
 NR-listed district yes Eligible district yes Name of District: _____
 Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible yes no

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in:
Chevy Chase Survey District, Phase 2, MNCPPC, Silver Spring, Draft Chevy Chase Historic District National Register
 Nomination Form (MNCPPC)

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*
 The subject area is comprised of the 4200 and 4300 blocks of Elm Street and the 4200 block of Oakridge Lane. It is in the Village of Chevy Chase and is part of the small Chevy Chase 8B subdivision..

In the 1990s, an architectural survey of the Chevy Chase area was completed. An outgrowth of the two-phased survey was a draft National Register nomination for the "Chevy Chase Historic District." According to the draft nomination form:

"Chevy Chase, Maryland is a premier example of a late 19th-century streetcar suburb that evolved to respond to the automobile age in the first decades of the 20th century. It ranks as one of the finest suburbs in the state, and, indeed, in the nation. Behind its tree-lined streets, uniform setbacks, impressive residences, and integral public amenities, was a comprehensive plan spearheaded by Francis G. Newlands and his Chevy Chase Land Company. Envisioned in the early 1890s as a multi-phased, long-term project, it would take twenty-five years before the Land Company actually saw a profit on its extraordinary investment. The scale of the Land Company's vision and undertaking, coupled with the cohesiveness and integrity of the suburb from community planning, landscape, and architectural perspectives, make Chevy Chase, Maryland a highly unique and valuable resource, both within the county and the state."

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
MHT Comments <i>Post-CCLC development; integrity compromised. Outside NR eligible district.</i>	
<i>Andrew Lewis</i> Reviewer, Office of Preservation Services	<i>11/07/02</i> Date
<i>[Signature]</i> Reviewer, NR Program	<i>1/7/03</i> Date

200203850

M: 3513

The National Register Nomination form ends the period of significance of Chevy Chase in 1941. It is significant under Criterion A (suburban planning, social history), B (Frances Newlands) and C (embodies distinctive characteristics of a streetcar-turned automobile suburb for the middle and upper classes and for its examples of period architecture). Included in the proposed district boundary are areas that maintain a strong relationship to the Chevy Chase Land Company and the Connecticut Avenue corridor.

After Newlands died, a shift in the company's land development policies occurred. Rather than having the land held by the Company developed primarily by the company, land was sold to other developers who platted and developed the land. According to the Draft National Register nomination form, "the later, 1920s sections of Chevy Chase are not representative of the Company's early suburban ideals, and are therefore not included in the current historic district's boundaries. For the same reason, neither are the subdivisions platted by other developers after the 1917 period."

The area of the Town of Chevy Chase that is within the Area of Potential Effect (APE) of the proposed project is in Section 8B and Tarrytown subdivisions, Elm Street and Oakridge Lane. The area abuts the Georgetown Branch railroad line and is not included in the proposed historic district. Platted and developed sometime between 1924 and 1931, these streets were historically accessed off Wisconsin Avenue. They were not included in the proposed National Register boundary of the Chevy Chase Historic District because they are not associated with the Chevy Chase Land Company, were not platted by 1917 and are not accessed from the Connecticut Avenue corridor, significant criteria outlined in the draft nomination. The areas had been surveyed in the Chevy Chase Phase II survey, which along with the earlier Phase I survey, provided the basis for the proposed National Register boundary. These areas were intentionally omitted from the proposed district boundary because they did not meet the criteria of significance for the proposed district.

The two streets in the project APE that were originally part of the Section 8B subdivision are Elm Street and Oakridge Lane. Elm street originally connected to Wisconsin Avenue in Bethesda, but in recent years a building was built on Wisconsin Avenue frontage, incorporating the former Elm Street right of way and truncating the street at 44th Street. The two streets are fully residential on the north (railroad line) side. On the opposite side, one block of Elm Street is non-residential, a city recreation area. The houses are on small lots and the streets are lined with mature trees and yards filled with landscaping. The residences were all built in the 1920s and are shown on the 1931 Montgomery County Atlas. On the 4300 through 4500 blocks of Elm Street and the 4200 block of Oakridge Lane, the architectural styles represented are Colonial and Tudor Revival. Most of the houses are two stories in height and are faced in stucco, brick and modern synthetic siding. Roofs are primarily gabled and sheathed in asphalt shingles. Although several have modern siding, the vast majority of the houses retain integrity and would be considered contributing in a district, but none are individually eligible.

During the 1920s, about 80 subdivision plats were filed in Montgomery County; 17 of these were additions to or re-subdivisions of the land in the Chevy Chase historic survey areas. More than 1,000 houses were constructed during this decade in greater Chevy Chase.

The subject area on Elm Street and Oakridge Lane, the north portion of the Section 8B subdivision, is an area that developed after the core of Chevy Chase was developed by the Chevy Chase Land Company. This small subdivision is not significant in the development of Chevy Chase. The area contains about 50 of the 1,000 houses built during the 1920s. Architecturally, the area contains examples of Colonial and Tudor Revival architecture, commonly seen throughout Chevy Chase. The setting of this area has been somewhat compromised by the city recreation area on Elm Street and the modern commercial development to the north and west, which is now visually part of the area's setting. The residence on the far west end of Elm Street has been

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

MHT Comments

Reviewer, Office of Preservation Services

Date

Reviewer, NR Program

Date

NR-ELIGIBILITY REVIEW FORM

Chevy Chase Section 8B

Page 3

M:3573

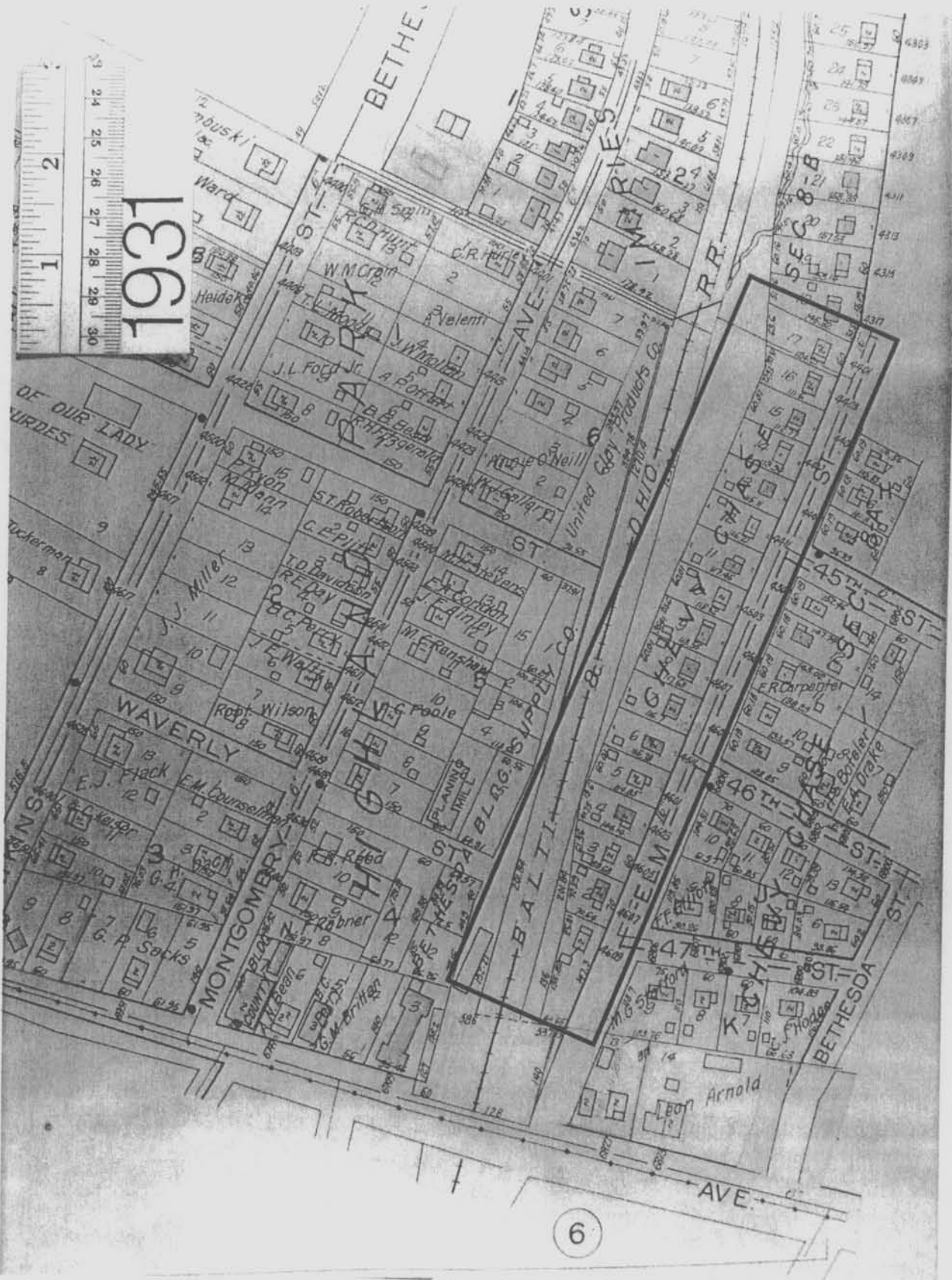
radically altered and several of the houses have modern siding that erodes their historic architectural integrity.

Prepared by: Margaret Slater, Parsons Brinckerhoff

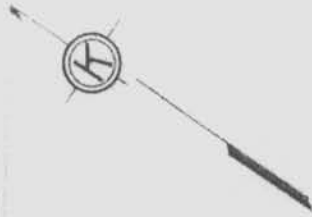
Date Prepared: 9/4/2002



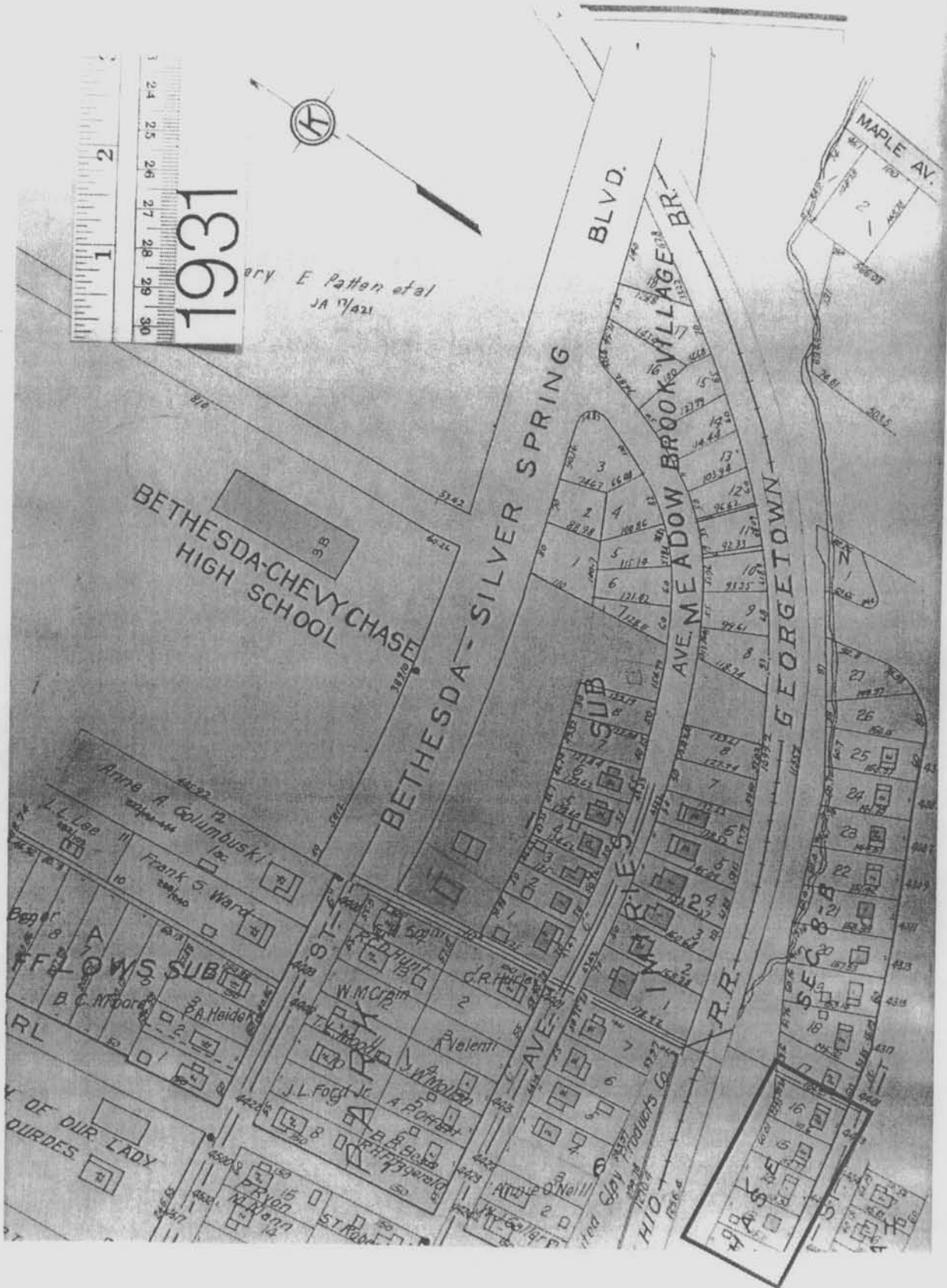
1931



6



ary E Patten et al
JA 7/421



BETHESDA-CHEVYCHASE
HIGH SCHOOL

BETHESDA-SILVER SPRING
BLVD.

BLVD.

MEADOW BROOK VILLAGE BR

AVE. GEORGETOWN

MAPLE AV.

Frank S Ward
W.M. Gram
J.L. Fogel Jr
A. P. Foster
B. B. Hines
M. J. Mann
ST. MARY'S
OF OUR LADY
GOURDES

SUP
R.R.

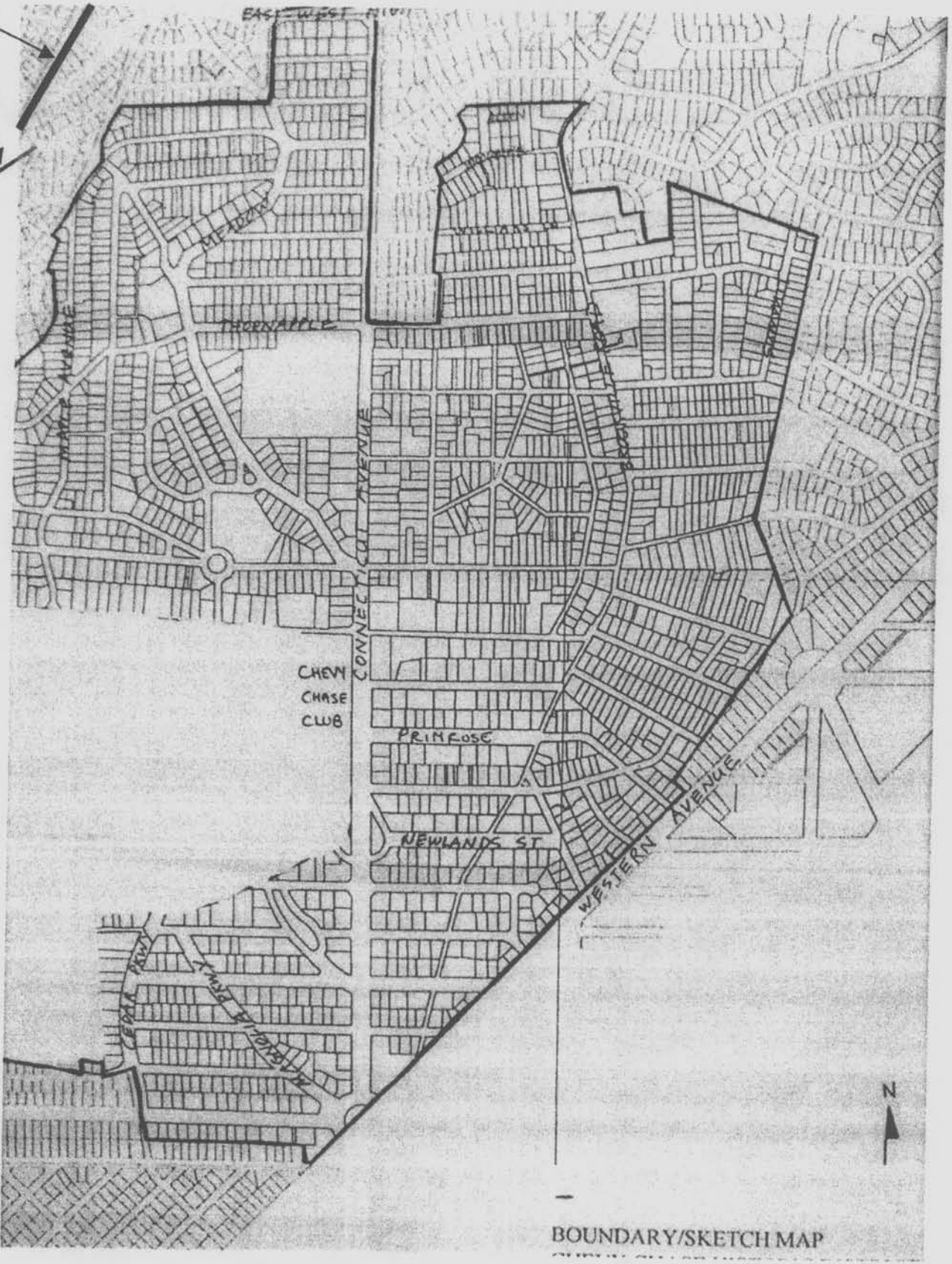
R.R.

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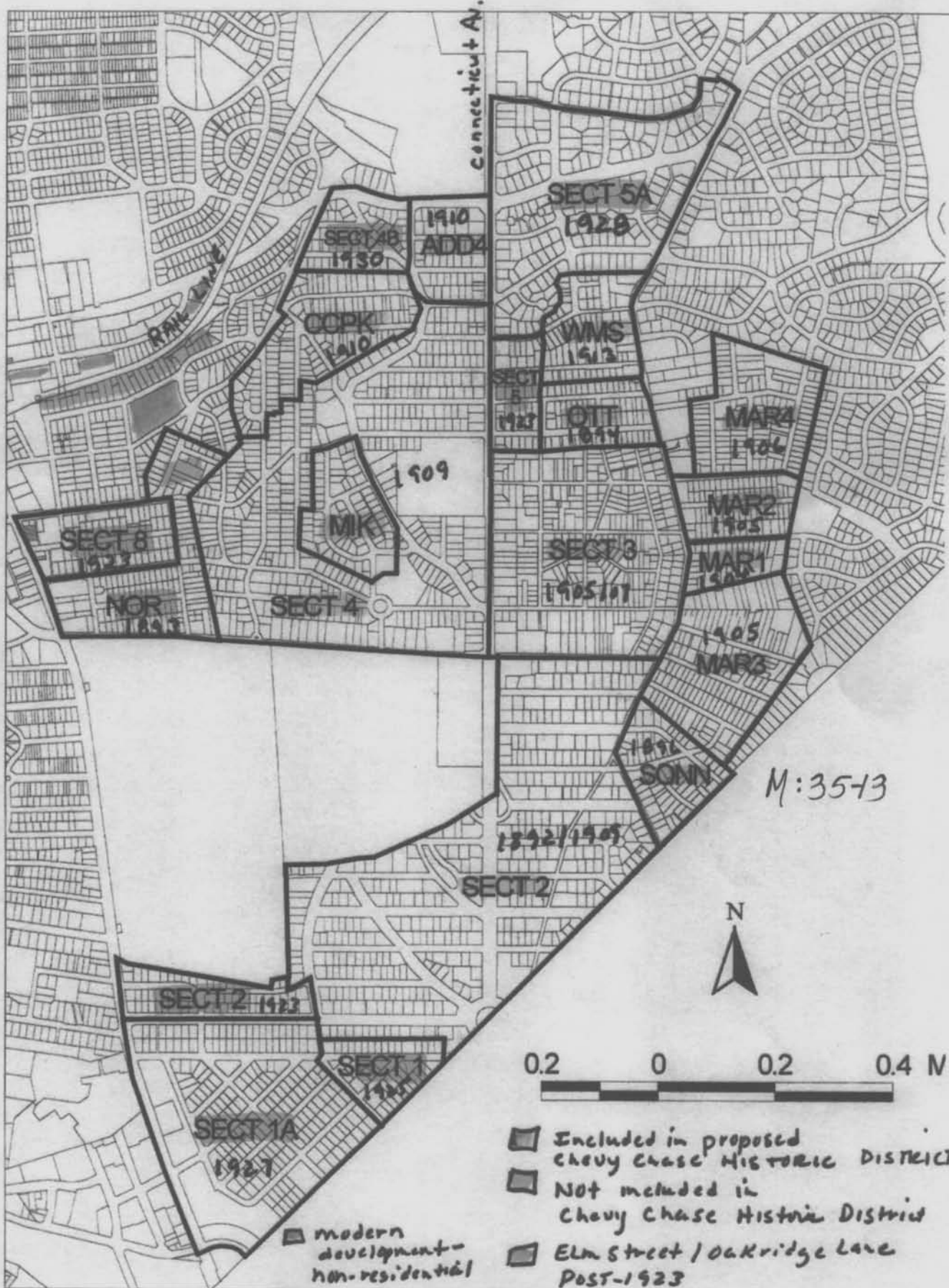
GLY

PRODUCTS CO

Proposed
Purple
Oakridge
Elm St.



From: Chevy Chase: A Home Suburb for the Nation's Capital
 "Subdivisions that compose the Core of Chevy Chase today"





Chevy Chase, Section 8b and Tarrytown Subdivisions
 Elm Street and Oakridge Street
 Washington West, USGS Quadrangle

M: 35-13

M: 35-13

Chevy Chase, Addition 8B, Elm Street, OakRidge





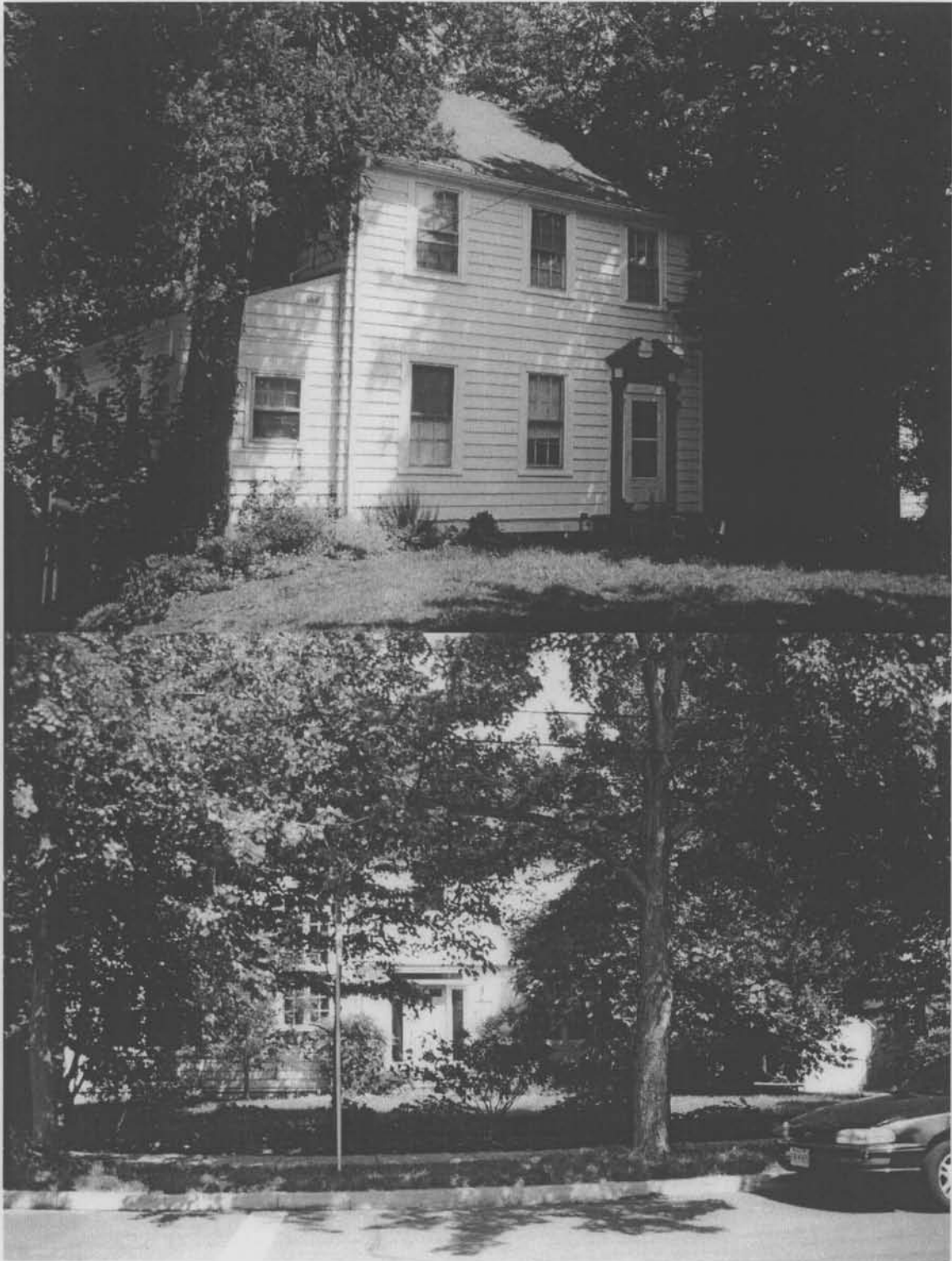
M:35-13

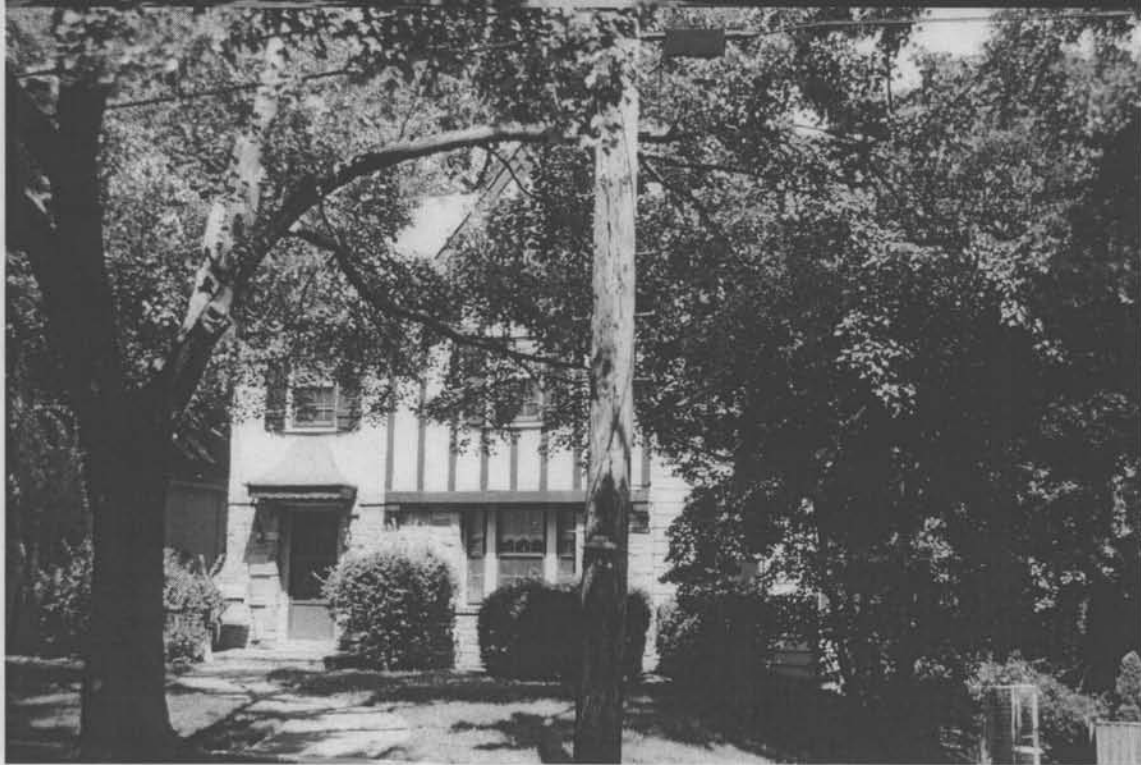


M:35-13



M: 35-13







M:35-13



M: 35-13



M: 35-13



**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: Chevy Chase Survey District Inventory Number: M: 35-13
 Address: Multiple properties City: Chevy Chase Zip Code: _____
 County: Montgomery County USGS Topographic Map: Washington West
 Owner: Multiple Owners
 Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A
 Project: MD 186 from Bradley Lane to Shepard Street Agency: State Highway Administration(SHA)
 Site visit by SHA Staff: no yes Name: Liz Buxton Date: Jan 9, 2002
 Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G None
 Is the property located within a historic district? no yes Name of district: _____
 Is district listed? No yes Determined eligible? no yes District Inventory Number: _____
 Documentation on the property/district is presented in: MHT Inventory Form, SHA project review and compliance files

Description of Property and Eligibility Determination: (Use continuation sheet if necessary and attach map and photo)

The Chevy Chase Village Survey District was surveyed by M-NCPPC in 1996 as part of a CLG grant. Both a MHIP and NRHP form were prepared as part of the project; however, the Chevy Chase Survey District was not formally put on the National Register and no DOE form is on file at the MHT.

The Chevy Chase Village Historic District is Montgomery County's first and most influential streetcar suburb planned and developed between 1892 and 1930. Having the county's highest concentration of outstanding architect-designed houses, the Chevy Chase Village Survey District represents one of the most intact and important examples of suburban planning built prior to WW II in the area. No changes or alterations have occurred since the 1996 survey that would diminish the integrity of the district or affect the characteristics of the district that qualify it for inclusion in the NRHP.

Per a conversation with Andrew Lewis, this DOE form has been prepared to officially determine the Chevy Chase Village Survey District as eligible for the National Register of Historic Places under criteria A and C. (See MHIP/NRHP documentation in MHT files).

Prepared by: Liz Buxton

Date Prepared: Jan. 28, 2002

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
<u>Andrew Lewis</u> Reviewer, Office of Preservation Services	<u>03/01/02</u> Date
<u>[Signature]</u> Reviewer, NR program	<u>3/19/02</u> Date

200200561



MI 35-13

6810 Brookville Rd

Mont. Co

L. Buxton

PHD SHPO

Jan 2002

Looking West

1/1



M: 35-13

6802 Brookville

Mont. Co.

L. Bixton

Jan. 2002

MID SHPO

Looking W.

1/1



M: 35-13

6806 Axtville Rd

Mont. Co

L. Bixton

Jan 2002

Mid SAPO

Looking W

1/1



MD: 35-13

6812 Brookville

Mont. Co.

L. Buxton

Jan 2002

MD SHPO

looking w

1/1



m: 35-13

3818 Brookville

Mont. Co.

L. Suxton

Jan 2002

MD SHPD

Looking W

1/1



M: 35-13

3816 Brookville

Mont. Co.

L. Buxton

Jan 2002

MD SHPD

Looking W

1/1



M: 35-13

6820 Brookville

Mont. Co.

L Buxton

Jan 2002

MD SHPO

Looking West

1/1



M: 35-13

3814 Briskville

Mont. Co

L. Buxton

Jan 2002

MD SH PD

Looking W.

1/1



M: 35.13

6808 Brookville

Mont. Co.

L. Buxton

Jan 2002

IND SHPO

Looking West

1/1



m: 35-13

6704 Brookville

Mont. Co.

Li Buxton

Jan. 2002

NO SHPO

Looking West

e/c



MD 55-3

6-100 Brookville

Mont. Co. MD

L. Buxton

MD SHPO

Jan 2002

Looking West

1/1



VI: 35-13

3701 Bradley lane
mont. CO.

L. Buxton

Jan 2002

MD SHPO

Looking NW

1/1



M:35-13

6804 Breakville Rd

Mont County

1. Buxton

Jan 2002

MD SHPD

Looking West

1/1



M: 35-13

3601 Raymond St (at
Brookville Rd)

C. 1921

Mont Co.

L. Glax-on

MD SHPD

Jan 2002

Looking NW

41



M: 35-13

lot 8 - Raymond St and Brookville

Mont Co.

L. Buxton

MD SHPO

Jan 2002

Looking SW from Raymond St

1/2



M: 35-13

lot 8 Raymond St. and Brookville
mont. Co

L. Buxton

IND 5H120

Jan 2002

Looking SW

2/2

M:35-13

CAPSULE SUMMARY
Chevy Chase Village Survey District

The Chevy Chase Village Survey Historic District is Montgomery County's first and most influential streetcar suburb planned and developed between 1892 and 1930. Chevy Chase Village was the most visionary investment in Montgomery County real estate in the late nineteenth century and early twentieth century. Conceived during a regional real estate boom, this subdivision represented the Chevy Chase Land Company's prototype for a planned suburb that set the tone for early twentieth century neighborhoods throughout northwest Washington and southern Montgomery County. Architecturally, this district contains the county's highest concentration of outstanding architect-designed suburban houses rendered in post-Victorian Academic eclectic styles of the period 1890-1930. Together the surviving plan and architecture of the Chevy Chase Village Survey District represents one of the most intact and important examples of suburban planning and architectural expression built in the region before World War II.

**Maryland Historical Trust
State Historic Sites Inventory Form**

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. M-35/13

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Chevy Chase Village Survey District

and/or common

2. Location

street & number Roughly bounded by the D.C. line, Bradley Lane,
Brookeville Road and Cedar Parkway not for publication

city, town Chevy Chase vicinity of congressional district 08

state MD county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name See attached lists

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse liber

street & number 51 Monroe Street folio

city, town Rockville state MD

6. Representation in Existing Historical Surveys

title Locational Atlas and Index of Historic Sites in Montgomery County

date 1976 federal state county local

depository for survey records M-NCPPC

city, town Silver Spring state MD

7. Description

Survey No. M-35/13

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE ATTACHED SHEETS

Continuation Sheet
M: 35/13
Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.1

The Chevy Chase Village Survey District that is considered eligible for the Maryland Register of Historic Properties and National Register of Historic Places comprises 322 houses and their ancillary outbuildings within the corporate limits of the Village of Chevy Chase. The district is roughly bounded by Cedar Parkway on the west, Bradley Lane on the north, and the grounds of the Chevy Chase Club golf course on the north and west, the District of Columbia boundary (Western Avenue and Chevy Chase Circle) on the south and Brookville Road on the east. The topography of the Village is relatively flat or gently undulating reflecting its appeal in the eighteenth and nineteenth century as prime farmland. With the greater Chevy Chase area lying between the Rock Creek Valley and Little Falls watersheds, the Village Survey District is on a land table above the fall line and west of the adjacent Rock Creek Valley.

Today the Chevy Chase Village landscape is characterized by its dense plantings of stately old trees, a largely intact 1892 street plan in the Village's core radiating out from Chevy Chase Circle and Connecticut Avenue, and the remarkably eclectic architectural fabric of 322 standing structures predominantly built between 1892 and 1930. A defining characteristic of the historic setting of the Chevy Chase Village Survey District is the naturalistic landscape devised by the Chevy Chase Land Company and enhanced by the Village managers since the 1920s. Landscape architect Nathan F. Barrett, hired in 1892, directed planting in the neighborhood for more than a year including trees, hedges, and banks of boxwood. Barrett's street tree list included Elm, Pin Oak, Sycamore, Maple, Tulip Poplar, White and Black Oak, Locust, Dogwood, and Judas trees. He also supervised elaborate plantings of Japanese boxwood in common areas, only one of which is still extant between Grafton Street and Magnolia Parkway. There are many Basswood, Red and Willow Oaks, Sweetgum, Black Locust, Sugar Maple, Tulip Poplar, and American Elm trees in the Village that are more than fifty years of age.

The trees of Chevy Chase Village are a key component of the historic setting of the survey district. Many of the mature trees can be characterized as massive (75 feet and over) and impressive in spring, summer, and fall. After decades of patient cultivation, majestic tall Tulip Poplars, massive Sycamores, symmetrical vase-shaped American Elm trees, and rounded, wide-spreading Oaks, planted on the lawn set backs and roadsides, have created a remarkable park-like setting that has been considered a distinctive characteristic of Chevy Chase Village since the 1920s.

Over the years diseased and damaged trees have been replaced with Red and Silver Maples, Eastern White Pines, Norway Maples, Pin Oaks, Black Locusts, Linden and numerous other species used as compatible trees to sustain the dramatic canopies for the roads and houses. Understories of flowering dogwoods and crepe myrtles and individually designed shrub and garden plantings combine to create a romantic wooded setting for the predominantly large scale and high style Academic Eclectic houses that form the core of the Village and define its architectural character.

Continuation Sheet
M: 35/13
Chevy Chase Village Survey Historic Distric
Section 7: Description
Page 7.2

The major streets of Chevy Chase Village, first platted in 1892, are oriented to the east and west of Connecticut Avenue, which was the route of the streetcar line. Within a short walk of Connecticut Avenue's trolley stops, east/west cross streets laid out in a grid pattern (Grafton, Hesketh, Irving, Kirke, Lenox, Melrose, Newlands, Oxford, Primrose, and Quincy) contain an outstanding concentration of large scale Colonial Revival, Arts and Crafts, Tudor Revival, and Mediterranean style architecture built between 1892 and 1930. An 1892 real estate map of Section 2 shows that the Chevy Chase Land Company also intended a north/south road network arranged around a formal Baroque axis leading north from Chevy Chase Circle up Connecticut Avenue. A series of curved and heavily tree-lined parkways with the sylvan names of Linden, Laurel, Magnolia, Cypress, and Cedar flanked each side of this axis. Linden and Cypress Parkways were not built.

By 1909 Section 2 was re-subdivided and 64.643 acres had been leased and later sold to the Chevy Chase Club. This eliminated from the community's plan a large area in the northwest sector of the original 1892 plat. The remaining proposed plan and alignments are largely intact although many of the original street names honoring American states and cities were changed to their modern British-sounding titles. Today the curvilinear roads of Cedar, Magnolia, and Laurel Parkways and Brookville Road traverse this rectilinear plan creating shorter blocks with a number of landmark buildings in a variety of early 20th century popular eclectic revival styles.

The Village Survey District contains the highest concentration of houses that define the emergence of Chevy Chase as a streetcar suburb and the beginnings of its accommodation of the automobile beginning about 1910. Cedar Parkway and Brookville Road on the west and east sides of this core area create strong historic and visual boundaries that correlate with the Chevy Chase Land Company's holdings or timing of lot sales. Most of the area west of Cedar Parkway and to the east of Brookville Road was sparsely developed before 1930. Furthermore, these areas reflect a different philosophy of neighborhood development wherein building density increases, house design becomes more repetitious, and the houses' scale and ornament are more modest and less distinctive.

These areas south of Grafton Street, west of Cedar Parkway, and east of Brookville Road (largely Sections 1, 1-A, 6, and 7) were largely developed between 1930 and 1960. Architecturally and historically, these buildings (326) represent a later period in Chevy Chase Village's development after the onset of the Great Depression. Sections 1 and 1A include many speculatively built 1930s Georgian Revival or post 1945 one-and-one-half or two-story Cape Cod, Dutch Colonial, Georgian Revival, Ranch, and Contemporary Style houses. A similar pattern of development emerged in Sections 2, 6, and 7 on the east side of Brookville Road.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.3

One of the remarkable aspects of the historic core of Chevy Chase Village, built up before 1930, is its open park-like character, large scale architecture, and small numbers of intrusive modern buildings. Partly, this was the result of the Chevy Chase Land Company's tight architectural controls and prohibitions against rowhouses and commercial development. Houses in the Chevy Chase Village Survey District reflect the generous scale of Academic Eclecticism in American suburban domestic architecture before 1930 and the popularity of colonial "English" associations in their design. Although romantic Arts and Crafts and Tudor Revival houses were also popular before 1930, the Village's dominant architectural imagery is Neo-classical. Whether mingled with the English Queen Anne to produce the Free Classic and Shingle styles or substyles of the Colonial Revival movement into the 1950s, the architectural composition and forms of the Village are predominantly symmetrical, restrained, and traditional. Modern buildings erected after 1960 are usually contextual. In fact, several new Postmodern residences, including 2 West Newlands and sophisticated later remodelings or additions to older houses, such as 2 Magnolia Parkway and 17 West Irving invite comparisons to their historic counterparts.

The Village area between Cedar Parkway and Brookville Road contains the most significant concentration of architecturally and historically important houses built between 1892 and 1930. These streetscapes of Cedar, Magnolia, and Laurel Parkways, and of Hesketh, Irving, Kirke, Lenox, Melrose, Newlands, Oxford, Primrose, and Quincy Streets, and of the southern half of Brookville Road are what have established Chevy Chase's reputation as Montgomery County's premier neighborhood. All of the houses are detached and setback at least 25 feet from the streets on individually landscaped lots. Many of the streets are broad and heavily planted with border trees that create a dramatic canopy in spring, summer, and fall. There are also small parks off Laurel Parkway, Newlands Street, and between Laurel Parkway and West Kirke that soften and add variety to the rectilinear street plan. Chevy Chase Circle forms the neighborhood's southern gateway and features a sandstone circular fountain. Congress authorized construction of this ornamental basin (75 feet diameter) on land just inside the District of Columbia, which was dedicated in 1932 in memory of Francis G. Newlands.

The overall appearance of the survey district's streetscapes have changed little in the past fifty years. However, one major alteration has been the loss of the streetcar line that ran down the center of Connecticut Avenue. Instead of a transportation system that once bisected and formed the transportation spine of the east and west halves of a largely pedestrian-oriented neighborhood, modern Connecticut Avenue has evolved into a major six-lane highway that physically divides the two areas.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.4

Pivotal Buildings

Institutional Buildings

Chevy Chase Club Complex (1911;1926)

6100 Connecticut Avenue

Principal Architects: Henri Di Sibour (1911); Waddy Wood (1926); Keyes, Lethbridge, and Condon (1962); Mills, Petticord, and Mills (1970).

The Chevy Chase Club buildings occupy an area on the west side of Connecticut Avenue stretching four blocks, from Bradley Lane at the north to West Newlands Street at the south. The present main clubhouse is the original building designed by Henri de Sibour and constructed in 1911. The Georgian Revival style structure consisted of a 2½-story side gable main block flanked by two-story front gable wings. In 1914, a Neoclassical porte cochere was added to the main Connecticut Avenue facade and a year later the club extended the west porch including a distinctive semi-circular bay that doubled the open porch space on the first floor and greatly enlarged a second floor dining room. Waddy Wood made Colonial Revival extensions to the clubhouse in 1926, constructing lateral stone north and south wings. Wood also added the "Bradley House" on the south side," which was a new Colonial Revival frame addition incorporating a single beam and chimney with the numerals 1747 from the old farmhouse.

Other historic structures, some or all of which still stand, include a pyramidal roofed stable/garage (1909); gazebo (1915) marking the former trolley stop on Connecticut Avenue; and stone retaining wall (1931) along Connecticut. Major additions and alterations since 1931 include a winter sports center complex built in 1962 to the design of Keyes, Lethbridge, and Condon. This center includes a lounges on two levels, a bowling alley, and outdoor sport facilities featuring an outdoor ice rink and lighted platform or paddle tennis courts. In 1970 the club began a major building campaign that replaced the clubhouse's 1926 north wing with a new two-story matching stone addition that includes a kitchen, women and children's lockers, and a terrace grill. At this time the clubhouse was also remodeled, adding an outdoor terrace to the north of a new dining room that had been moved from the second to the first floor. The old dining room on the second level was converted into a ballroom. Today the old main clubhouse and two telescoping southern wings, although continually modified throughout the 20th century for the member's uses and convenience, still retain their distinctive traditional exterior design completed by 1931.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.5

All Saints Episcopal Church Complex (1901; 1921; c1923; 1950)

3 Chevy Chase Circle

Architects: Waddy Wood and Arthur Heaton (1901); Delos H. Smith (1926); William I. Denton (1950)

Prominently located at the gateway to Chevy Chase along the Washington, D.C. boundary, the All Saints Episcopal Church property is bordered by Oliver Street and Western Avenue on the south and southeast, Chevy Chase Circle on the east, and Grafton Street on the north. The dominant materials of this complex, largely built between 1901 and 1950, are stone walls with slate shingle roofs. The original structure, designed by Waddy Wood and Arthur Heaton, is a 1901 Gothic Revival stone chapel featuring an open bell tower and one-story enclosed entry with polygonal roof. This chapel is oriented with its eaves end aligned with Grafton Street. Between 1921 and 1926, the seating capacity of the church was doubled by expansion of the western half of the nave and completion of the chancel and sanctuary to the south. Soon thereafter, a kitchen and assembly hall addition built to the southeast. In 1949 the congregation initiated a building campaign that added classroom space, a parish house, chapel and church offices, north and south transepts, and the three-story pyramidal roofed stone tower facing Chevy Chase Circle.

Village Hall and Library (1896; pre-1941) (M: 35-13-53)

5906-5910 Connecticut Avenue

Architect: Unknown

The Village Hall is located at the center of the survey district, facing the west side of Connecticut Avenue. The main block of this horizontal, linear building is a simple hipped roof structure flanked by secondary hipped roof wings to the north and south. The dominant architectural style is Craftsman exhibited in exposed rafter tails, stucco wall finish, and paired geometric patterned windows. Colonial Revival influence is found on the main block in a keystone arch and corner quoins, and on secondary blocks with classical door openings flanked by simple pilasters. The main block and southern wing originally housed the Village library, while the north wing, which extended to the west (rear), accommodated the post office and fire apparatus. By 1941, the post office was expanded in an addition to the north.

Land Company Officers Houses

Newlands/Corby Mansion (c1893; 1911) (M: 35-13-1)

9 Chevy Chase Circle

Architects: Atributable to Lindley Johnson and Leon Dessez, c1893; Arthur Heaton, 1911-1914

The Corby Mansion is a landmark Tudor Revival residence situated on a 2-acre estate prominently facing Chevy Chase Circle and Connecticut Avenue. The main 2½ story block has

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.6

a side-gable slate roof. Two or more front gable pavilions project from both north and south facades which, combined with a variety of dormer styles and treatments give the house a picturesque, asymmetrical character. This effect is augmented by irregular fenestration that employs a wide assortment of window types--including casement, double hung sash, and fixed panes--in a variety of shapes and sizes. The first-story and west end of the second story are uncoursed stone, while the remaining majority of the house is half-timbered of smooth stucco and dark stained wood. Wide barge boards are decorated with curvilinear carving, supported by oversize braces, and topped with copper finials. The main entrance on the north facade is sheltered by a stone porte cochere.

Originally designed by Dessez and Johnson in a more subdued monochrome Tudor Revival, the house was remodelled by Heaton between 1911 and 1914 for William S. Corby. Interior features of the 22-room mansion dating from this period include a large mahogany library, 30-foot high music room with Aeolian pipe organ, and a ballroom. Other structures on the grounds designed by Arthur Heaton include the formal gateway (1915) off Connecticut Avenue, and stone garage (c1924, expanded in 1927).

The Lodge (c1892)

5804 Connecticut Avenue

Architects: Lindley Johnson and Leon Dessez

The residence known as The Lodge is located at the center of the block bounded by Chevy Chase Circle, Magnolia Parkway, East Irving Street, and Connecticut Avenue, having once occupied in its setting the entire block. Access to the present 3/4-acre property is by a winding driveway leading through a brick and iron gateway off Connecticut Avenue. The Lodge is a 2½-story three bay Prairie style house with a simple hip roof, stucco walls and full width inset porch. Massive square porch posts are continued in the east porte cochere. Through the latter, the driveway leads to a three-bay hip roof garage.

Herbert Claude House (1892)

5900 Connecticut Avenue

Architects: Lindley Johnson and Leon Dessez

A spacious Tudor Revival residence, the Claude House is located on over 1/3 of an acre facing Connecticut Avenue, north of its intersection with West Irving Street. The 2½ story side-gable house is clad in wood shingles, while a cross-gable projection centered on the main facade is decorated with half-timbered tracery. A pair of multipane horseshoe arch windows dominate the first-story sheltered by a full width pergola. An Art Deco garage is accessed off West Irving Street.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.7

Other Pivotal Residences

Houses are named after original owners. In the absence of that information, names are taken from the following sources:

Arranged in Chronological Order

*=1912 Directory

+ =1924 Blue Book

#=1931 Klinge Atlas

D. S. Porter House (1894)

9 East Lenox Street

Architect: Leon Dessez

The Porter House is typical of the eclectic type of 1890s Chevy Chase house designed by Leon Dessez. Queen Anne influence is found in the complex hipped roof form, wrap-around porch, and Queen Anne sash. Flared roofs and exposed rafter tails are typical of the Craftsman style, while classical columns and balustrades are Colonial Revival details. When compared with Dessez's drawings, the house exhibits remarkable integrity.

Lieut. Semly House (c1896)

4 Laurel Parkway

Architect: Louis D. Meline

Facing east onto Laurel Park, the Semly House is situated on nearly half-an-acre of land, located south of West Lenox Street. This substantial residence has a simple hipped roof form with a hipped roof projecting pavilion sheltering an inset entry porch. Craftsman influences are found in the use of a variety of wall finishes--stone on the first story, horizontal and vertical stickwork on the second, and shingled panels between first and second-story windows; square porch columns resting on stone bases; and multi-pane windows. A one-story semi-round porch on the south facade was recently incorporated into a two-story side and rear addition. Originally dark stained, the stickwork and shingles of the upper-story are now painted a lighter color than the stone.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.8

John L. Weaver (1899)
101 East Kirke Street
Architect: Arthur B. Heaton

Located on approximately 3/4 acre lot, the John Weaver House is diagonally situated, facing the corner of Brookville Road and East Kirke Street. The side-gable Colonial Revival house is four bays wide with entry porch in the second bay. Outstanding tracery characterizes the transom and sidelights of the main entry. The spacious lot is circumscribed by a noteworthy Colonial Revival fence with round pickets on a stone wall base that was once part of an overall garden design by landscape architect Rose I. Greeley.

Mary and Lucy Mackrille House * (c1896)
11 West Kirke Street
Architect: Unknown

This three-story hipped roof Colonial Revival residence is patterned after the type of Federal or Adam style house found in New England. Defining features characterizing this five-bay residence include 6/6 sash fenestration punctuated by a central oval window, three-bay porch with slender columns and balustrades lining the porch and main roofs. A Colonial Revival fence lining the front of this well-landscaped yard features round pickets and paneled posts with finials.

Dr. & Mrs. Charles Riborg Mann House + (1896)
6 East Lenox Street
Architect: Clarence L. Harding

The composition of this Shingle Style house has three main elements: a north-facing main block with a Four Square form, elliptical arched wrap-around porch, and three-story polygonal roof tower on the west side. Windows at the first- and third-story levels are diamond-paned while others are 1/1 sash. This house is the only documented Chevy Chase building designed by Washington architect Clarence Harding.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.9

"Dudlea" (1909)

James Dudley Morgan Residence
1 Quincy Street
Architect: Unknown

This substantial residence is located on a spacious 1 1/3 acre lot fronting Connecticut Avenue opposite the Chevy Chase Club. The five-by-four bay ell-shaped house has a hipped slate roof and stucco walls. Designed in the Colonial Revival style, the residence features three entry porches--on the front and side elevations--with classical columns and roofline and floorline balustrades. Craftsman influence is found in exposed rafter tails, a wrap-around pergola connecting front and south side porches, and hipped roof dormers lining the roof on front and south facades. A curving gravel drive leads from a stone column gateway at the Quincy Street entrance north to a 1 1/2 story stone garage/guest house at the Bradley Lane entrance.

Frances and Frederick Van Dyne House * (c1910)

12 West Kirke Street
Architect: Unknown

The Van Dyne House is a fine example of the type of free classic Colonial Revival style found in Chevy Chase during this era. The dominant feature of this side gable 2 1/2 story house is a center cross gable with overshot eave raking from the second story to the first. The center bay is embellished by a Palladian bay window surmounted by a balustrade. The house retains much of its original integrity, though a balcony above the front door has been replaced with a full width porch roof.

Anna W. Kingan House * (c. 1910)

102 East Kirke Street
Architect: Unknown

This Neoclassical style 2 1/2-story residence features a stucco exterior and a front-gabled, asphalt roof. Its most prominent feature is a colossal two-story portico framing the main front entrance. The portico's Roman Ionic columns support an entablature and gable-front pediment with a Palladian window. A projecting cornice embellished with modillions outlines the pediment. Other noteworthy features of this distinctly Neoclassical residence include a denticulated cornice, a second-story balcony balustrade, and an elliptical front entry fanlight. Surrounding the residence and its half-timbered garage is a wrought iron gate with stone gate posts. Although a dominant style for domestic building throughout the country during the first half of the twentieth century, large scale examples of dramatic colonnaded Neoclassical houses are rare in Chevy Chase.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.10

Nathaniel Mountford House I (c. 1910)

6. W. Hesketh Street

Architect: Unknown

According to the 1912 directory, Nathaniel Mountford, a milliner, resided in this high-style Dutch Colonial style, two-story residence. The main facade is dominated by a one-bay, bracketed, cross gambrel and a full-width porch embellished with Ionic columns and a bracketed cornice. Lining the front of the property is a fence with paneled posts. 6 West Hesketh is a sophisticated example of the Dutch Colonial subtype built at the height of the style's popularity in the Village between 1895 and 1915.

Charles F. Ogilby Residence (1911)

17 Primrose Street

Architect: Arthur B. Heaton

Charles F. Ogilby, a partner in the Washington-based law firm of Peelle, Ogilby and Lesh, resided in this substantial Colonial Revival Style five-bay residence designed in 1911 by Arthur B. Heaton. The main facade of this 2 1/2-story residence is dominated by a one-story portico supported by paired Ionic columns and crested with a balustrade. Entryway details include pilasters and a fanlight crowned by a pediment. Other noteworthy elements include a denticulated cornice, belt course, and three pedimented dormers. The property includes a three-bay side gable garage. The Ogilby house is a fine early example of the Colonial Revival style where the detailing tended to be exaggerated and fanciful dormers were popular.

Wideman-Springer House (1915)

18 West Lenox Street

Architects: E.W. Donn Jr.; addition by Arthur B. Heaton, 1920s.

Designed by E.W. Donn Jr. in 1915, this three-bay Colonial Revival Style, 2 1/2-story residence has retained much of its integrity though an original one-story, side porch has been enclosed. The symmetrical main facade features 6/6 sash fenestration and a pedimented door hood supported by decorative brackets. With a dramatic hooded and bracketed entry, Donn transformed a vernacular Mid-Atlantic Colonial farmhouse into an understated and elegant English Colonial Revival style building. In the 1920s, Arthur B. Heaton designed the rear addition.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.11

Nathaniel Mountford House II (c. 1925)

5903 Connecticut Avenue
Architect: Porter and Lockie

Milliner Nathaniel Mountford commissioned this substantial Tudor Revival Style 2 1/2-story residence, a notable example of the 1920s Tudor Period house in Chevy Chase Village. The residence's massive chimney, distinctive cross gables, decorative half-timbering, and casement window are all elements associated with this style's Medieval English design origins. The one-story semi-circular wing which appears to be a modern addition is original. With its casement windows, multi-pane glazing, and a half-timbered frieze, it complements the main structure and reflects the looser open planning of domestic architecture in this period. Side grading and landscaping have been used to accommodate a cobbled-circular driveway fronting East Lenox Street.

G.C. Minnegarde House (c. 1916)

8 Oxford Street
Architect: Waddy B. Wood

This two-story Renaissance Revival residence is an outstanding representative of the taste-making architect-designed Mediterranean houses promoted by the CCLC and Thomas J. Fisher Company in the 1910s in Chevy Chase Village. The main facade is accentuated by a belt course and decorative entrance detailed with a broken pediment, transom, and pilasters. One-story wings flank the main portion of the residence. An arched breezeway connects a two-bay, hipped-roof garage to one of the wings.

Fay S. Holbrook House # (1929)

25 West Kirke Street
Architect: Rodier and Kunzin
Builder: A.G. Warthen's Sons, Kensington, MD

When Rodier and Kundzin designed this residence in 1929, the architects sought to both preserve existing trees and maximize sunlight. The structure's placement and orientation on the site reflect these intentions. The compound plan of this Tudor Revival Style residence consists of a dominating 2 1/2-story front-gabled portion which intersects a 2-story hipped-roof wing. Noteworthy features include rusticated quoins and first-story French doors with elliptical lights. The house reflects the evolution of the Period house toward modern planning in the elimination of partitions between main living areas and integrating outdoor living areas into the house design. The Holbrook house has a distinctive private courtyard in the rear corner of the property.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.12

REPRESENTATIVE HOUSE STYLES

Victorian Era Houses (1890-1900)

There are few large scale Victorian era eclectic houses in Chevy Chase Village since the neighborhood grew slowly during its first decade when these styles were popular. Combination Craftsman/Shingle style houses are well-represented. Architects and builders continued to employ shingles as a principal wall cladding material on Chevy Chases houses up to World War I. The Four Square form was especially popular for many of these rustic Shingle style influenced houses in Chevy Chase Village. Representative examples of the a late nineteenth century phase of this rustic architecture include:

Queen Anne/Folk Victorian

14 West Kirke Street (Pre-1916)

This early residence is exceptional within Chevy Chase Village as a rare example of the Queen Anne/Folk Victorian Style. A steep pitched front gable roof and full-width, asymmetrical porch dominates the main facade. Bays, overhangs, and wall projections are the primary decorative elements that together with patterned wood shingles on all of the facades creates a house that is a short step to the early asymmetrical and shingled free classic Colonial Revival houses in Chevy Chase built in the 1890s.

6 East Melrose (Pre-1916)

The Four Square form of this Queen Anne/Folk Victorian residence features distinctive elements such as two second-story projecting bay windows and a detailed Neoclassical entry. The residence's most prominent feature is a one-story, ell-shaped Romanesque arched porch wrapping from the center of the main facade to the rear facade. This house is a handsome example of a Queen Anne house that successfully mixes Four Square form with dramatic bay windows, a bold arched porch, and classical details, reflecting high style experimentation in what was then a new suburban building type.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.13

Shingle

19 Grafton (Pre-1916)

Fashioned in the Shingle Style, this cross-gambrelled residence features elements such as 3/2 sash fenestration, unpainted wood shingles, and a detailed entrance with leaded glass sidelights protected by a one-story, one-bay porch. The house style was popular in Chevy Chase between 1892 and 1910. The second story is incorporated into the steeper, lower slope of the gambrel cross gables giving this large house a modest one-story appearance.

9 West Melrose (1916-1927)

This residence's easy to build Four Square form and stylish Shingle Style wall finish was highly representative of one of Chevy Chase Village's preferred rustic building types before 1910. Dominating the main facade is an elliptical-arched, wrap-around porch clad in wood shingles.

Eclectic Period Houses (1892-1930)

Adaptations of the English Colonial Revival were the most popular house style types built in Chevy Chase before 1950. This interest in symmetry and orderly classical decoration can be found in the neighborhood from its inception in 1892. There are many Academic Eclectic houses that mix Four Square and Arts and Crafts forms with Georgian or Federal influenced ornament. Probably the most common house form and style in the Chevy Chase Village Survey District is the two-story, side-gabled Georgian or Federal-influenced Colonial Revival type. These houses with one-story side wings were especially popular in the 1910s and 1920s. Another highly common house form and style in the survey district during the first two decades of the 20th century was the gambrel-roofed Dutch Colonial.

Free Classical Eclecticism

7 West Kirke (1892-1916)

This asymmetrical residence is predominantly Colonial Revival Style but its design incorporates architectural features associated with a number of period styles. Dominating the main facade is a steeply-pitched, cross-gable clad with shingling reminiscent of the Shingle Style. Tudor Revival Style influence is also evident in the half-timbered pediment of the porch that shelters the main entrance.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.14

15 East Lenox (1916-27)

Incorporating elements of both the Colonial Revival and the Shingle Styles, the design of this residence is truly reflective of the Free Classic Style. Centered on the first story of this substantial 2 1/2 story house is a pedimented porch overhang supported by slender Ionic columns. Pilastered chimney stacks with pots enhance the cross-hipped roof. The exterior walls are clad with detailed decorative shingling and a belt course spans the facades.

Georgian/Federal Revival

9 Grafton (1892-1916)

This two-story, hipped roof residence is representative of an early Colonial Revival style house in the Village and its interpretation of Georgian/Federal design elements. The inset entrance is finely detailed with an elliptical-arched fanlight and sidelights of leaded glass. Framing the entrance is a heavy cornice supported by two sets of paired, slender columns above which is a second-story Palladian window. Other details include window crowns, denticulated cornice, pedimented dormers, and a Colonial Revival style fence lining the front yard of the property.

33 West Lenox (1916-27)

Constructed in 1924, this two-story, side-gabled Georgian/Federal Revival style residence has a symmetrical front facade with a 1 1/2 story east wing. Noteworthy elements include 8/8 sash fenestration and a finely-detailed entrance with a fanlight, sidelights, pilasters, and an overhanging elliptical-arched door hood.

19 Quincy (1916-27)

Distinguishing features of this two-story, side-gabled Colonial Revival style residence include a pent roof overhanging the first-story windows and an entrance detailed with a fanlight, pilasters and front-gabled door hood supported by slender columns. Attached to the main portion of the residence is a one-story, two-bay, side-gabled garage with double leaf doors and a portico with two elliptical-arch openings.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.15

Dutch Colonial

8 Quincy Street (1892-1916)

The gambrel roof of this two-story residence typifies a conservative expression of Dutch Colonial style design as it was commonly built in Chevy Chase Village. Centered on the symmetrical main facade is a first-story projecting double-door entrance surmounted by a balustrade, which embellishes a second-story tripartite window with triple-hung sash. Paired end chimneys are also a distinctive feature of this residence.

1 East Kirke Street (1920)

In 1920 builder Harry Wardman advertised for sale this "newly completed" rambling 2 1/2 story Dutch Colonial Style residence. Three detailed arched dormer windows are located on the steeply-pitched gambrel roof with paired end chimneys. The main facade is enhanced by 8/8 sash fenestration and a porch with a segmental pediment and slender columns. Wide clapboards cover the exterior walls.

Academic Eclecticism flourished in Chevy Chase during the first three decades of the twentieth century. However, few formal Neoclassical houses were erected. A far more popular trend was to own a rambling Four Square house with applied Neoclassical ornament. The Four Square was a significant house form in Chevy Chase Village between 1900 and 1920. There are many examples of Arts and Crafts and Prairie style influenced houses built on the Four Square form and plan. The most popular romantic styles in Chevy Chase Village were the Tudor Revival and Spanish/Mediterranean styles, which had been promoted by the Chevy Chase Land Company as house prototypes in their 1892 promotional map. However, these styles never matched the popularity of the English or Dutch Colonial Revival and many of the best examples are mixtures of Neoclassical form and Mediterranean style materials, such as pantile roofs and stucco walls. The Arts and Crafts bungalow is also evident in Chevy Chase Village, but it is a minor building type in terms of its numbers and distribution in this section. There are also few Beaux Arts or French Eclectic house styles in Chevy Chase. It seems that this urbane style so popular in this period in Washington, D.C. was not considered rustic enough for suburban Chevy Chase. The best examples of this style are located close to Connecticut Avenue and usually appear in Italian Renaissance modes on the Montgomery County side of the border.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.16

Neoclassical Revival

16 West Kirke Street (1892-1916)

Dating to 1895, this Neoclassical Revival Style residence is one of the earliest houses in Chevy Chase Village and was occupied by the Ord family in 1912. Dominating the main facade of this substantial 2 1/2 story structure is a projecting, two-story gable with a colossal portico in the Ionic order. The ornate main entrance, crowned with a broken pediment and flanked by sidelights, is located in the first story of the gable. A Palladian window and balustrade are found in the second-story of the gable. An oval window with tracery is embedded in the gable's pediment.

7 E. Melrose Street (1892-1916)

The classic box--two stories high, with a full width porch, horizontal clapboarding, capped by a pyramidal roof--is well represented by this Melrose Street house. Massive, balanced, and symmetrical, the Four Square form with Colonial Revival or Neoclassical styling was one of the most popular houses erected in Chevy Chase Village between 1900 and 1925.

9 E. Irving Street (1892-1916)

Representative of a more refined version of the Neoclassical Four Square, this house featured a bold front-gabled dormer window, bay windows on the second level, and a pedimented veranda running the full length of the first-story. Four Squares like 9 East Irving represent the prevailing impulse in this period toward more restrained ornamentation and reflect the mansion-like scale that was so admired in this building type.

Arts and Crafts

17 West Kirke Street (1892-1916)

This substantial 2 1/2 story residence is a fine example of the Arts and Crafts style with its multitude of ribbon windows and exposed rafter tails. Shed dormers with casement windows enhance the side-gabled roof form. The entrance is protected with a front-gabled porch supported by square columns and enhanced with decorative braces.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.17

5 East Irving Street (1892-1916)

The design of this residence applies Arts and Crafts details onto the Four Square form. Centered on the pyramidal roof is a large pedimented dormer. The full-width, wrap-around porch, supported by square columns, has a similar pediment centered on its roof. Wide, overhanging eaves, tripartite windows, and a detailed entrance enhance the structure.

Craftsman Bungalow

34 West Kirke Street (1892-1916)

Designed in the Craftsman style, this 1 1/2 story house is the most outstanding large scale bungalow built in Chevy Chase Village in the early 20th century. The residence's full-width porch supported by square columns with battered sides and detailed with exposed rafter tails is typical Craftsman Style. The side-gabled, low-pitched roof with wide, overhanging eaves and topped with a large centered dormer enhanced with ribbon windows is distinctively associated with this style.

5 Grafton Street (1892-1916)

This house is representative of the rustic design and scale of residences built as Craftsman bungalows in the Village. The low pitched pyramidal roof, full-width front porch, and a huge, shingled dormer centered on the low-pitched roof mask what is actually a large scale residence.

Tudor Revival

3 Primrose Street (1927-1931)

This house is a representative example of the more modest scale of Tudor Revival residence built during the 1920s in Chevy Chase Village, forming a complementary background to larger scale neighbors. The main facade has a high pitched over shot roof with a single dominant gable that features a semi-hexagonal two-story bay window. Decorative half-timbering on the second floor of the side-gable main block, a large prominent chimney, and a flattened point arched doorway complete the main details that recall building traditions of the English Cotswold cottage.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.18

11 W. Lenox Street (1924)

Designed by Arthur Heaton this understated high style Tudor Period house well represents the reduced scale and reasonable accuracy produced in architect-designed Period domestic architecture in the Village during the 1920s. With its paired steeply pitched gables, a variety of wall materials, decorative timber framing on the second floor of the center gable, and an arched doorway with a heavy board-and-batten door, the house has all the needed features to evoke intended romantic associations with old English cottages.

Spanish/Mediterranean

3 E. Kirke Street (1892-1916)

A classic Four Square dressed in a Mediterranean styling, this residence well reflects the pleasing associations of this romantic design promoted by the Fisher real estate company in sales literature (Chevy Chase for Homes, 1916). The orange-red pantile roof covering, cream stucco walls, wide overhanging eaves, one-story full width porch with a orange-red pantile roof are all classic features of Spanish eclectic design.

16 Primrose Street (1916-1927)

Characteristic of a reserved expression of Spanish eclectic design in Chevy Chase Village, this side-gabled residence with parapet ends has a form that with changes in materials from pantile and stucco to slate and brick could easily be converted to a traditional Colonial Revival house. This rendition of a common building type in the Village relies on the mixture of Neoclassical and Mediterranean elements to create an image of casual formality. The bold projection of the center pedimented dormer and the accentuated segmental pedimented door surround with freestanding columns is blended with the bright orange-red pantile roof, cream stucco walls, and Italian Renaissance and casement windows to create a "Mediterranean feeling" characteristic of the Academic era in American architecture.

Modern (1945 to present)/Non-Contributing Buildings

This category includes Traditional, Ranch, Split Level, Contemporary, Shed, Neo-Colonial, Neo-Tudor, Neo-Victorian, and Post-Modern houses.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 7: Description
Page 7.19

Representative Non-Contributing Examples:

49 West Lenox Street

This house represents a rare modern Shed style intrusion in Chevy Chase Village built after World War II.

11 East Kirke Street

Highly representative of Minimal Traditional architecture found as modern infill in Chevy Chase Village streets, is this post-World War II modern temple form Neoclassical house.

2 Magnolia Parkway

This Postmodern residence was a simpler wooden bungalow that was dramatically expanded in the 1990s. The house is representative of a number of large scale contextual house designs executed in the Village in recent years that attempts to match the scale and distinctive design of community's earliest houses.

100 Primrose Street

An asymmetrical one-story house with a low pitched roof, 100 Primrose is typical of houses commonly built in the Washington suburbs in the 1950s. This house type has been used along with Minimal Traditional styles since World War II to create a complementary modern house design in Chevy Chase Village.

SURVEY DISTRICT INVENTORY

Contributing/Non-Contributing Inventory

A Geographic Information System (GIS) ARC-INFO inventory/data base provides information for all buildings in the survey district. These tables include the property's address, style of architecture/building type, date of construction, contributing/non-contributing category (status as outstanding-1, contributing-2, or non-contributing-NC property), roof shape, number of stories, principal construction materials, and a brief text box noting architect, builder or significant owner when known, and information concerning outbuildings.

8. Significance

Survey No. M-35/13

Period	Areas of Significance—Check and justify below		
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	<input type="checkbox"/> religion
			<input type="checkbox"/> science
			<input type="checkbox"/> sculpture
			<input type="checkbox"/> social/humanitarian
			<input type="checkbox"/> theater
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other (specify)

Specific dates	1892-1930	Builder/Architect	Various; see attached
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check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE ATTACHED SHEETS

Preservation Planning Data:

Geographic Organization: *Piedmont*

Chronological/Development Periods: *Industrial/Urban Dominance, 1870-1930*

Historic Period Themes: *Architecture, Community Planning*

Resource Type: *Historic District, Suburban, Residential*

SUMMARY

The Chevy Chase Village Survey Historic District is eligible for the National Register of Historic Places and the Maryland Register of Historic Properties under criteria A and C for local significance as Montgomery County's first and most influential streetcar suburb planned and developed between 1892 and 1930. Chevy Chase Village was the most visionary investment in Montgomery County real estate in the late nineteenth century and early twentieth century. Conceived during a regional real estate boom, this subdivision represented the Chevy Chase Land Company's prototype for a planned suburb that set the tone for early twentieth century neighborhoods throughout northwest Washington and southern Montgomery County. Architecturally, this district contains the county's highest concentration of outstanding architect-designed and builder vernacular suburban houses rendered in post-Victorian Academic eclectic styles of the period 1890-1930. Together the surviving plan and architecture of the Chevy Chase Village Survey District represents one of the most intact and important examples of suburban planning and architectural expression built in the region before World War II.

COMMUNITY PLANNING AND DEVELOPMENT

Background

Chevy Chase appears to be a hybrid influenced by contemporary streetcar development trends in Boston and the emergence of new country club suburbs like Tuxedo Park, New York (1888), but the vision that made the neighborhood a reality belonged to Francis G. Newlands (1848-1917). As a young lawyer Newlands went to San Francisco to practice law and while there met and married the daughter of the notorious and fabulously wealthy William Sharon. Built on fortune made from the Comstock Lode and other mining and real estate ventures, Sharon became a senator from Nevada in 1875 and soon thereafter began dabbling in the Washington real estate market with the advice and counsel of his San Francisco lawyer Curtis Hillyer. Sharon, as a member of the "California syndicate" developed land around Dupont Circle and reaped substantial profits.

Newlands became his father-in-law's executor in 1886 and continued and intensified real estate developments in California, Nevada, and the Washington area. Just before the Newlands launched the Chevy Chase Land Company venture, he had established plans for major subdivisions at his official residence in Reno, Nevada and at Burlingame Park, an 1890 country club suburb outside San Francisco advertised as the "Tuxedo Park of the West" near San Mateo, California.¹ In 1890 Newlands launched one of the most significant real estate ventures in the history of the Washington metropolitan region, buying more than 1,700 acres lying along the

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 8: Significance
Page 8.2

line of what today is Connecticut Avenue in the District of Columbia and Montgomery County. Newlands hired Edward J. Stellwagen to orchestrate the purchase of more than 30 farms and to administer the construction of the 7.5 mile electrified Rock Creek Railway and grading of Connecticut Avenue from Calvert Street in D.C. to Chevy Chase Lake two miles north of the District line. This \$1,250,000 corporate investment in the infrastructure of the region was a remarkable statement of faith in the growth and progress of the national capital area and created the foundation for regional community building on an unprecedented comprehensive scale. Chevy Chase Village then represented the magnet that would draw development out into Montgomery County and eventually form the meeting point with the expansion of residential sections of the District of Columbia. The design and construction of Chevy Chase Village was pivotal to an imaginative and bold scheme that has impacted the residential real estate markets of northwest D.C. and southern Montgomery County to the present day.

Physical Layout and Design

In 1891 Newlands assembled a team of expert engineers and designers to execute plans for Chevy Chase. The group included his chief engineer W. Kelsey Schoepf, former Assistant Engineer for the District of Columbia; Providence, Rhode Island sewer and water specialist Samuel M. Gray; Philadelphia architect Lindley Johnson; and New York Landscape Architect Nathan F. Barrett. On Schoepf's recommendation, the company employed Gray, a nationally renowned sanitation engineer, to design a complete plan for sewer and water services for the entire 1,100 acres of Chevy Chase Land Company property lying north of the District of Columbia. Johnson, a native Philadelphian educated and trained for his architectural career at the University of Pennsylvania, three years in the Atelier Moyeax at the Ecole des Beaux Arts in Paris, and one year in the office of Frank Furness, was a nationally respected practitioner considered to be an outstanding designer of residences, country clubs, and resort hotels.²

Barrett began his career in 1866 working as an apprentice in his brother's nursery propagating plants and taught himself design from books and study tours of the landscape projects of Andrew J. Downing and Olmsted and Vaux. In 1879-80 he collaborated with architect Solon S. Beman on the design of Pullman, Illinois, a famous company-built town (now a part of Chicago). By 1891 Barrett had built a national practice and was well-regarded for his town plans and unconventional landscape designs for estates in exclusive communities like Newport, R.I.; Tuxedo, N.Y.; and Seabright, N.J.³

With his group of experts, Newlands developed the design of Chevy Chase, Maryland as well as an overall development strategy for improvement of the company's land in the

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 8: Significance
Page 8.3

northwest section of Washington. The company's development principles, as recalled by Edward Hillyer, Newlands's assistant and later president of the CCLC between 1932 and 1948, were 1) accessibility, 2) efficient transportation, and 3) attractive subdivision. By accessibility Newlands essentially was referring to well built roads. Efficient transportation was synonymous with fast and reliable streetcar service. Newlands idea of an attractive subdivision had several key components: a well-designed street layout and landscape design, an ample supply of pure water, a sewer system, proper zoning, architectural control (established through a fixed minimum cost for houses), and buildings of community interest including schools, churches, and clubs.⁴

The company's commitment to "attractive subdivision" concerning street layout, landscape architecture, and residential design would be boldly displayed on an 1892 promotional map, titled "Chevy Chase Adjacent to Washington, D.C. Section 2" published by the company's sole real estate agent Thomas J. Fisher and Company. Illustrating the margins of the subdivision's largely rectilinear street plan were vignettes of six cottages conceived by Johnson as houses for the new community and sketches of Barrett's ideas concerning formal gardens and naturalistic parkways. Only two of the six buildings rendered on the map in Colonial Revival, Arts and Crafts, and English Tudor styles are extant. These buildings, intended for company officers, still stand and are an Arts and Crafts house ("The Lodge" built at 5804) and an English Tudor residence (Claude House at 5900 Connecticut Avenue).⁵

On November 22, 1892 the Plat of Section 2 with its focal point being Chevy Chase Circle was recorded with 95.5 acres for lots and 59 acres for streets and parks. Barrett's intended design for the major landscape elements for the north/south road network conveyed on this map were striking. It combined a formal Baroque axis from Chevy Chase Circle up Connecticut Avenue lined by geometrically designed barriers with a series of curved and heavily tree-lined parkways given the sylvan names of Linden, Laurel, Magnolia, Cypress, and Cedar. Formal neoclassical gardens were planned at the circle and at an intersection further north at Connecticut and Newlands Street. All the community's east/west cross streets, originally named after states or cities, such as Kansas, Houston, Omaha, and Lexington, were planned with a significant street tree canopy.⁶

Barrett's street layout and planting scheme were only partially executed because of the slow early growth of the subdivision. In 1909 the CCLC subdivided and leased 64.643 acres of Section 2 to the Chevy Chase Club who later purchased the parcel. This eliminated from the community's plan a large area in the northwest sector of the 1892 plat. The remaining proposed plan and road alignments are largely intact although many street names were changed to British titles such as Irving, Kirke, Lenox, Primrose, Melrose, and Oxford Streets.

Continuation Sheet
M: 35/13 Chevy Chase Village Survey Historic District
Section 8: Significance
Page 8.4

Another significant element of the CCLC's plans for the subdivision was a series of building restrictions that influenced the architectural development of Chevy Chase, Maryland developed by Washington architect Leon Dessez. The CCLC hired Dessez in 1892 to act as the superintending architect for the construction of the company houses designed in collaboration with Johnson. Impressed with his services, the company elected Dessez to its board of directors on December 23, 1893. Until his death in 1918, Dessez acted as the company's architect.⁷

Dessez (1858-1918), a native Washingtonian who began his architectural career as an apprentice in the office of Hornblower and Poindexter, had worked in the 1880s for the Army Corps of Engineers producing working drawings for the construction of the Washington Monument. He continued his government service as an engineering and architectural draftsman at the Navy Yard, but in 1886 opened an independent architectural office. He was well-regarded throughout his career for his knowledge of construction materials and building safety. Dessez's best known commission today is the 1891-1893 Vice-President's House (originally the Superintendent's House, United States Naval Observatory).⁸ In addition to his numerous houses, apartments, and municipal buildings in the District of Columbia, Dessez also made his mark on the capital's architecture as the District commissioners' principal adviser for Washington's 1908 building codes.

Dessez developed building restrictions for the CCLC banning row houses, apartments, stores, and business buildings in Chevy Chase Village which have been maintained to the present day. In 1892 the CCLC determined that any house built on Connecticut Avenue must cost at least \$5,000 each. Houses fronting other streets of the subdivision could not cost less than \$3,000. Newlands and his family would occupy a Tudor Revival company-built house fronting Chevy Chase Circle in Maryland built at a cost of \$32,000. This house, later remodeled and incorporated into the William S. Corby estate, is known today as the Newlands-Corby Mansion (1894;1911) at 9 Chevy Chase Circle. Attributed to Lindley Johnson and Leon Dessez with a later remodeling by Arthur Heaton, the house has been designated on the Montgomery County Master Plan for Historic Preservation (#35/13-1).

Early Civic and Recreational Amenities

Civic and recreational amenities were integral to the planned development of Chevy Chase. In keeping with Newlands's concern that the new subdivision have buildings of "community interest," a series of early efforts were made to plant educational, civic, and recreational institutions in this area. The Village Hall, 5906 Connecticut Avenue, was built by the company in 1896. The building accommodated the post office, a library established by Senator Newlands' daughters, and fire apparatus. Today this early civic building, enlarged with a compatible north end addition by 1941, houses Village administrative offices.

The Chevy Chase Club would play an early and significant role in Newlands' community building. While developing his plans for Chevy Chase, Newlands, an avid equestrian who had a passion for fox hunting, invited the Dumblane Hunt Club to use a 100-acre Goldsborough tract the CCLC had acquired in 1890. Known as "Belmont", the farm was located along what is now Western Avenue between Chevy Chase Circle and Wisconsin Avenue. The company also subsidized hunting activities with a \$1,000 advance to the club and would act as the intermediary in negotiations for securing the lease of the 1747 Bradley farmhouse and approximately 9 acres just off Connecticut Avenue in 1894 as the headquarters for the newly incorporated Chevy Chase Club. Originally the land had been part of Colonel Joseph Belt's "Chevy Chace" land grant on which he had erected the farmhouse. Later Abraham Bradley, appointed Assistant Post Master General in 1779, acquired the property in 1815. It was inherited by his son who lived in the house until his death in 1884. The club subsequently purchased the property from subsequent owners John C. Bullitt and Tiny Speed Rodgers in 1897.⁹

The charter list of Chevy Chase members included prominent lawyers, doctors, bankers, real estate brokers, and architects. Many of these men had existing affiliations with Washington's elite social organizations, especially the Metropolitan Club, whose members were interested in establishing "a country club with a hunting element" as the Dumblane Hunt was struggling at the time and close to disbanding.¹⁰ However, within a decade other recreational pursuits surpassed foxhunting as sporting interests. Golf, tennis, and other equestrian sports (steplechase horse racing and horse shows) became the most popular sports with members by the early 20th century. In 1897 the group purchased the Bradley tract to create a permanent home for Washington's first country club. By 1907 the club had 650 "resident" members, many of whom were members of Washington's social and political elite.

In 1911 the organization built a new Georgian Revival clubhouse to the design of Jules Henri di Sibour, a club member and an Ecole-trained architect who had practiced in New York before settling in Washington. A Neoclassical portico was added to the building three years later and the club commissioned Waddy Wood to expand the club complex and build Colonial Revival style lateral wing additions in 1926. In addition to a new stone south wing, Wood designed a new frame "Bradley House," which incorporated a chimney stack and heavy timber joist from the revered farmhouse that had served as the club's original headquarters at the site. The building has undergone subsequent modifications and enlargements throughout the 20th century.¹¹ However, the main H-plan fieldstone block and south wings from the 1911 and 1926 building campaigns retain their distinctive exterior design and have strong historical associations with the growth of the Chevy Chase Club and the prestige of Chevy Chase Village as they evolved together between 1911 and 1930.

The grounds of the club grew quickly, expanding with purchases of more than 64 acres from the CCLC in 1903 and just over 117 acres of the Ysidora B.M. Dodge tract in 1908 from Joseph H. Bradley, Trustee. Today the club occupies 190 acres. The club's first golf course was laid out by Village Engineer Morris Hacker primarily on CCLC land on the east side of Connecticut Avenue with starting and finishing holes crossing Connecticut Avenue and the streetcar tracks. Soon the course expanded to nine holes and a second nine was laid out on

CCLC land and the Dodge tract leased in 1898. After purchasing these leased parcels, the club commissioned legendary architect Donald J. Ross to lay out a new course in 1910. This landscape was not placed within the Village survey district boundaries because it has been expanded and substantially reconstructed to designs by Colt, MacKenzie, & Alison, Robert Trent Jones, and other golf course architects since the 1920s and the course no longer retains sufficient integrity from any specific period as a historic designed landscape.¹²

The CCLC constructed a two-story frame Colonial Revival style inn just north of Bradley Lane off Connecticut Avenue in 1893, originally named the Springs Hotel, but it soon became known as the Chevy Chase Inn (located in the Town of Chevy Chase). This hostelry, designed by Lindley Johnson with Leon Dessez as superintending architect, became the Chevy Chase College for Young Ladies (later known as the Chevy Chase Junior College) and was later remodeled in the 1920s. The 4-H Center purchased the property in the 1950s and subsequently demolished this remodeled hotel building to make way for J. C. Penney Hall in 1976.¹³

The CCLC also built a sales office at the Circle between Grafton Street and Magnolia Parkway that was used as a temporary school for the community until the E.V. Brown Elementary school opened in 1898 (located south of the Circle in the District of Columbia). In that same year a two-room school was built by the company for the school board on a Bradley Lane site in what today is the Town of Chevy Chase. The structure was used as a school until 1903 but the District of Columbia elementary school proved to be much more popular because of the reputation of its teacher, Ella Givens. After attendance at the Bradley Lane school dropped off quickly, the school was closed and sold. Today the building at 3905 Bradley Lane is a private residence.¹⁴

One of the most successful of the CCLC's attempts to establish a community institution to enhance their real estate venture was a popular summer amusement park called Chevy Chase Lake built almost two miles north of the District boundary just off Connecticut Avenue around the water impoundment created for the power plant. In 1897 the company leased a 20-acre tract surrounding the lake to Herbert Claude in 1897 for five years for use as an amusement park. Claude was a young civil engineer hired to work on the Rock Creek Railway. He later became an early Village resident, CCLC officer, and superintendent of the Maryland section of the streetcar line until his death in 1933. He continued to rent the lake property until World War I and this area developed into one of the most popular summer resorts in the Washington region. For less than 25 cents, District residents could ride out to the lake on hot summer evenings where a dance pavilion, refreshments, and rides and amusements were provided. The wooded banks and lake provided a popular park for picnics, horseback riding, and pleasure boating before the water was drained and the amusement park dismantled in 1937.¹⁵

By 1910 Chevy Chase Village, the anchor for Newlands Chevy Chase development plan, showed signs that it would evolve into a thriving community. Connecticut Avenue north of the District line had been paved with bricks and the streetcar line operated down the center of the avenue. Four curved roads (Cedar Street, Magnolia Parkway, Laurel Parkway, and Brookville Road) and nine streets (Hesketh, Irving, Lenox, Melrose, Newlands, Oxford, Primrose, Quincy,

were all graded and graveled. House construction clustered near the streetcar line that provided transportation as well as a free delivery service for Chevy Chase residents to obtain groceries and dry goods purchased in Washington, D.C. The only nearby commercial areas were the Sonneman's store at Brookville Road and Quincy Street at the eastern edge of Chevy Chase, a coal and wood supplier adjacent to the power plant just north of the neighborhood, and a real estate sales office on Chevy Chase Circle. None of these buildings are extant. The community also had two churches (All Saints' Episcopal and Chevy Chase Presbyterian [in D.C.]), a public elementary school, a private girls school, two country clubs (Columbia Country Club located on the corner of East-West Highway and Connecticut Avenue outside the survey district area opened in 1911), a post office, a fire department, and a recreational facility at Chevy Chase Lake.¹⁶

If real estate advertisements of the period can be considered an accurate measure of popular perception, then Chevy Chase Village had emerged as an established planned suburb of Washington, D.C. by the early 1920s. Advertisements noticing sales of both new and existing houses identified the area as "Old Chevy Chase, Maryland" or the "Most Exclusive Section of Chevy Chase, Maryland."¹⁷ However, this neighborhood of approximately 175 buildings would double its density over the next decade, principally with Period Houses from the 1920s.¹⁸

ARCHITECTURE

The Chevy Chase Village survey district contains the most significant concentration of late nineteenth and early twentieth century houses in Montgomery County. Many of these houses were built on large sites with the house's long axis parallel to the street. This arrangement provided the family with a front lawn and the privacy of a rear garden. This siting reflected the emergence of a new type of American suburban dwelling in the 1890s, which was treated as a country residence on a small property within a larger naturalistic setting rather than a modified city dwelling. The houses of Chevy Chase Village reflect the era's exuberant optimism, fantastic growth in American economic power, the belief in inevitable progress, and faith in science and the professional expert that reached its climax in the 1920s.¹⁹

Confident and dramatic expressions of the nation's status as a world power emerged during this period of rapid development of the American city and suburb between 1890 and 1930. In Washington, D.C. the academic planners and architects of the 1901 Senate Park Commission created the now famous City Beautiful plan for the Mall that transformed an area between the Capitol and the Potomac River from haphazard parks and a reservation occupied by a railroad depot, government buildings, and water and swamp into a grand monumental vista. Its suburban counterpart in bold comprehensive planning and progressive spirit is Chevy Chase Village. Moreover, Newlands' influence, patience, and resilience proved a catalyst for the successful implementation of both of these plans between 1902 and 1917.²⁰

Domestic architecture built between 1892 and 1930 generally defies style categorization because the buildings combine forms and ornament that is remarkably eclectic and individualistic in expression. However, houses in the Chevy Chase Village survey district whether architect-

designed or prefabricated by companies like Sears and Roebuck bear the stamp of their times in their studious approach to Academic Eclectic design. Alan Gowans has identified four attitudes present in the architects and builders of this era that separate the architecture of this period from the picturesque eclecticism that preceded it and the Modern styles that followed: "a willingness to use applied ornament; generous scale; systematically disciplined adaptation of past styles; and a generalized sort of associationism."²¹ These common characteristics and a shared self-consciousness explain how a suburb like Chevy Chase, with so many variants of the Classical, Medieval, Colonial Revival, Arts and Crafts, Mediterranean and Prairie styles, established a cohesive and distinctly conservative architectural image between 1892 and 1930.

Economic and Developmental Factors

The architecture of Chevy Chase built before 1900 reflects the suburb's slow start. Stunted by the Panic of 1893, only 27 houses had been built and occupied by 1897. Few of these houses were overtly Victorian. The earliest houses, concentrated in the area immediately surrounding the Chevy Chase Circle, were company-built residences. Johnson and Dessez can be attributed with designs for the Prairie/Arts and Crafts house known as "The Lodge" at 5804 Connecticut, the Tudor Revival Claude House at 5900 Connecticut, the Prairie style Nyman House at Connecticut and Irving (razed before 1945) and Newlands' Tudor Revival house at 9 Chevy Chase Circle. Newlands later leased his house to President McKinley's Secretary of the Treasury Lyman P. Gage as a summer retreat. Many other early houses were also used only seasonally. The CCLC houses, attributable to Johnson and Dessez, set the architectural tone for the community and closely resemble the house sketches displayed on Fisher's 1892 promotional map of Chevy Chase.²²

In an effort to stimulate interest in the sale of lots to well-to-do Chevy Chase club members during the depression in the 1890s, the CCLC employed Henry Earle, one of the incorporators of the Chevy Chase Club and paid him a commission on the sale of lots and cost of the dwellings he sold. According to Edward Hillyer, 24 houses were built between 1894 and 1896, some of which were the result of the CCLC's advancement of building loans to Earle of \$26,474.71. Representative houses from this period include Louis D. Meline's Arts and Crafts Semly House at 4 Laurel Parkway, Dessez's Arts and Crafts Porter House at 9 East Lenox, and Clarence L. Harding's Shingle Style Mann House at 6 East Lenox Street.²³

Although the 1898 Spanish American War briefly stalled sales, the Chevy Chase Land Company's fortunes improved markedly at the turn of the new century. Approximately 145 houses had been constructed in the survey district by 1916 and within that year, lots in Section 2, the area of the Village's original plat, were largely sold out. This domestic architecture erected before World War I in Section 2 (Chevy Chase Village), especially on the streets within a short walk to the circle, had a significant concentration of distinctive large scale Shingle, Colonial Revival, and Tudor style houses usually built on sizeable lots (60 feet x 125 feet or 7,500 square feet was a minimum).²⁴ Many of the houses, owned by prosperous businessmen or professionals, were conservative and largely symmetrical shingled or stuccoed Four Squares

or side-gabled rectangular Colonial Revival buildings with ample columned porches. With its maturing tree-bordered streets the neighborhood conveyed an ideal spot for privacy and refuge from the city.

World War I stalled real estate sales for several years and it would take the postwar economic recovery several years to create one of the greatest booms the American economy had experienced to that date. Throughout the 1920s Americans took their investment returns in government war bonds and began to buy new homes, automobiles, luxury items, or invested in real estate and stocks. Spurred on by advertising and new forms of credit, the majority of the population enjoyed an unparalleled standard of living.

The CCLC would benefit from this unprecedented wave of prosperity as well as the explosive growth of the federal government both during and immediately after World War I. The war had swelled the size of the federal government's work force from 39,000 to 94,000 dramatically expanding the area's middle class family population. In 1918 many of these workers remained in Washington. The 1920 census recorded that more than a third of the heads of household in Chevy Chase were military officers, federal government officials, and government workers.²⁵ Lot sales were so good in Chevy Chase by 1922 that the CCLC could not keep up with demand. Several new sections in Maryland and the District of Columbia including Section 5, Section 1, and Section 1-A in Maryland would be opened for sale between 1923 and 1927. In March 1922 the CCLC paid its first dividend since the founding of the company in 1890 and from 1918 to 1931, the company's sales of unimproved land totaled more than \$7 million (between 1922 and 1931 CCLC distributed over \$2 million to its stockholders). The peak year for these sales was 1925.²⁶

During the lean times of World War I, Thomas J. Fisher and Company, the exclusive realtor for Chevy Chase Land Company sales, released a handsome booklet, Chevy Chase for Homes (1916). This promotional brochure captured a solid middle class tone in the intended home owner profile for Chevy Chase when it was noted that the neighborhood was designed "to meet the requirements of discriminating people--but that does not necessarily mean, in our opinion, people of great wealth."²⁷ Throughout the 1920s the Fisher would aggressively advertise Chevy Chase as the "twin suburbs" referring to the CCLC's parallel development in Chevy Chase, D.C. which opened in 1909.²⁸ By 1926, at the height of the national economic prosperity, Fisher advertisements noted that "you can build a house according to your own plans" with a small amount of cash and pay for the house "monthly like rent."²⁹

Chevy Chase Village gradually evolved from a scattering of exclusive seasonal houses for the well-to-do who built large country residences on spacious lots to a solid middle-class residential district of upscale houses mixed with smaller, less costly Period houses. The onset of the Great Depression after the crash in 1929 stalled building until the mid-1930s. Streetcar service from the District to Chevy Chase on Connecticut Avenue also stopped in 1935, confirming the end of a major phase in the history of this suburb.³⁰ Although there were cohesive groups of Period houses built on Hesketh and Summerfield Streets between 1924 and 1927, the many vacant lots on the west of Cedar Parkway in Section 1A or the east of Brookville Road in Sections 2, 6, and 7 by and large reflected the hard times after 1929. By

the time builders resumed major construction projects in these areas after 1935, the trend was to turn to an earlier simpler phase of the Georgian Revival style. Later postwar World War II houses followed a move toward modern Ranch style simplicity or stripped versions of Regency, Federal, and Cape Cod styles.

Architects and House Design in Chevy Chase Village

The known architects of Chevy Chase Village largely represent a cross-section of ambitious younger Washington, D.C. practitioners who established important firms in the region between 1890 and 1930. The work of Philadelphia architect Lindley Johnson on the company's first houses appears to be an aberration as many of the prominent houses erected in the Village survey district were all designed or are attributable to architects with offices in the District of Columbia. The elder statesmen of the group was Leon Dessez, who collaborated with Johnson on the design of the Village's first houses and the Newlands residence. Other well known architects with independent practices by 1890, who worked in Chevy Chase Village before 1900 were George S. Cooper, Clarence L. Harding, and Louis D. Meline. Architects Waddy B. Wood, Edward W. Donn, Jr., Arthur B. Heaton, Porter and Lockie, and Philip M. Jullien also designed houses in Chevy Chase between 1900 and 1930. These architects represented a group of practitioners born after the Civil War who emerged as major establishment architects in the Washington metropolitan region during the early decades of the twentieth century.

Dessez was an experienced and mature architect with a busy D.C. practice when he began his work in Chevy Chase in 1892. His house designs were especially influential to the early architectural character of the Village, including the Arts and Crafts Birney House (1893) at 9 East Kirke and Porter House at 9 East Lenox (1894), along with a Neoclassical cottage for Village engineer Morris Hacker (ca. 1894) at 3 East Lenox, and his own vernacular Colonial Revival residence at 3 East Irving. There are a series of houses built in this period that may be attributable to Dessez based on the similarity of their design with documented Dessez houses erected in the Village in the 1890s, including 16 East Melrose, 7 Newlands, and 16 Magnolia Parkway. Dessez continued to shape the architectural development of the Village not only as the CCLC's architect until 1918, but also as the designer of 1905-1910 houses for patent office examiner George C. Wedderburn at 8 East Irving and probably the dramatic group of Arts and Crafts/Four Square houses at 5, 7, and 9 East Irving.

George S. Cooper (1864-1929) is known to have designed "John L. Weaver's cottage at Chevy Chase" in 1895 at a cost of \$5,000. The Washington Evening Star described the house, which is located at 16 West Melrose Street, as a building with a "thirty-two feet front, with a depth of forty feet depth" and "two stories in height, with an attic" featuring "all modern conveniences."³¹ Cooper was a District native who attended the local schools and obtained his architectural training working as an apprentice and draftsman with the Washington firms of Gray and Page, Hornblower and Marshall, and A. B. Mullett. He opened an independent office in

1886 and soon specialized in apartment design and rowhouse blocks. Cooper's only known commission in Chevy Chase is the first Weaver House, which was a rambling Colonial Revival style building.³²

Little is known about Clarence L. Harding and Louis D. Meline except that they were active in their practice in the District of Columbia in the late nineteenth century. Harding later established a successful partnership in 1904 with Frank Upman (1872-1948) who came to Washington in 1897 to head up a local office for Chicago architect Henry Ives Cobb. Harding and Upman became prominent apartment and commercial building designers in the District before World War I. It was discovered that Harding designed 6 East Lenox when the present owners found a signed architectural drawing in a wall cavity. There are several houses in the Village, including 11 East Irving and 9 West Melrose, which have strikingly similar Shingle style designs with sweeping verandas organized around a simple Four Square form and plan. Meline designed the Semly House at 4 Laurel Parkway and the Lewis House at 4 West Melrose, both of which are rustic Arts and Crafts designs that retain much of the picturesque eclecticism of the Victorian house in their varied texture, asymmetrical massing, and profusive details.

By the early twentieth century, Chevy Chase residents began to commission the rising stars in the profession to obtain tasteful and comfortable residences in a variety of Academic styles. The most prominent of this group were Waddy B. Wood (1868-1944), Edward W. Donn, Jr. (1868-1953), and Arthur Heaton (1875-1951), who rank only behind Dessez in setting the standards of house design in Chevy Chase Village before 1930. Wood and Donn were both young upstarts in the architectural profession who were active members and officers of the Washington Architectural Club and the Washington Chapter of the American Institute of Architects between 1910 and 1920.³³ In step with the City Beautiful planning ideals of the nation's capital and its civic affairs, these architects brought designs to Chevy Chase Village that complemented the emerging Beaux Arts and Neoclassical style federal core and downtown business district. Wood and Donn were also connected as partners in the firm of Wood, Donn and Deming which flourished between 1902 and 1912. This firm was responsible for numerous Beaux Arts public and commercial buildings in Washington including the monumental 1906 Union Trust Building in downtown D.C. (now First American Bank, 15th and H Streets, N.W.). Union Trust had been formed by CCLC Vice-President Edward Stellwagen and was the representative of the British bank that held the bonds of the CCLC investors.

Wood maintained an independent practice from 1892 to 1936 with the exception of a ten year business relationship with Donn and Deming. Considered a brilliant designer with an affable, albeit eccentric personality, Wood may have been Washington's most prolific twentieth century architect before 1941. Independently or with Wood and Deming, the list of commissions was substantial and included numerous houses and mansions in D.C., Virginia, and

M: 35/13 Chevy Chase Village Survey Historic District
Section 8: Significance
Page 8.12

Maryland and large corporate and government commissions in Washington, D.C. He is probably best known today for his 1915 Georgian Revival Woodrow Wilson House, now operated as a house museum by the National Trust for Historic Preservation, and the massive stripped Neoclassical style Department of Interior building completed in 1936.³⁴

In Chevy Chase Village, Wood designed two important Mediterranean style houses at 8 Oxford Street and 15 East Melrose. Both houses were built before 1916 and revived the popularity of the high style Mediterranean design that had been proposed by Lindley Johnson in his house prototypes. Houses based on Italian Renaissance, Mission, and Spanish Eclectic designs were built in Chevy Chase before Wood designed 8 Oxford and 15 East Melrose. However, the CCLC promoted the style after 1912, particularly in the booklet Chevy Chase for Homes (1916), that featured 8 Oxford Street as a prime example of the architecture that made the neighborhood a highly desirable place to live. In collaboration with Arthur Heaton, Wood also designed the All Saints Episcopal Church on Chevy Chase Circle in 1901 as a Gothic Revival country parish and later directed a 1926 Colonial Revival additions to the Chevy Chase Club.³⁵

Edward W. Donn, Jr. was the son of an architectural draftsman who had worked for Thomas U. Walter at the U.S. Capitol and became the superintending architect of Walter's design for Saint Elizabeth's Hospital in the District. Cognizant of his father's professional achievement in government service, Donn attended architecture school at the Massachusetts Institute of Technology and returned to Washington to pursue a career as a government architect. After working as a draftsman for A. Burnley Bibb and forming a short-lived partnership in the District with Walter G. Peter, he passed the civil service exam and gained an appointment as a designer in the Office of the Supervising Architect of the Treasury in 1899. At that time this agency had responsibility for all the designs of federal courthouses, post offices, and custom houses throughout the nation. In 1902 he joined Wood and civil engineer Deming in the firm of Wood, Donn and Deming and after 1912 continued working with Deming until about 1922. After this date Donn specialized in restoration architecture and worked on colonial era buildings in Virginia, including Woodlawn, Kenmore, and Wakefield.³⁶

Donn noted in his memoirs that the firm of Wood, Donn and Deming designed numerous houses in Chevy Chase but failed to list them. However, plans in the possession of the current owners of 18 West Lenox confirm Donn was the house's designer. It is also known that Donn resided at 3810 Bradley Lane. The design of this house and two others at 3706 and 3708 Bradley Lane mirror the reserved vernacular Colonial Revival design of 18 West Lenox. Donn, a close friend of the Newlands family, completed plans for a house for Mrs. Newlands at 2328 Massachusetts Avenue, N.W. and later designed the Newlands Memorial Fountain built at Chevy Chase Circle in 1932.³⁷

M: 35/13 Chevy Chase Village Survey Historic District
Section 8: Significance
Page 8.13

No roster of architects in Chevy Chase would be complete without the name of Arthur B. Heaton. A native Washingtonian, Heaton attended public schools in the District and trained for his profession through a series of apprentice drafting jobs with Smithmyer and Pelz and Hornblower and Marshall. Both firms were led by highly respected local architects who were active in professional and civic affairs and considered outstanding designers. Smithmyer and Pelz are best remembered today for their design for the Library of Congress and Hornblower and Marshall for their numerous D.C. buildings, including the Fraser (1890) and Boardman (1893) Houses in the Dupont Circle area and the Natural History Museum (1901-1911) on the Mall. In 1900 Heaton opened his own office at 902 F Street, N.W. and won a few minor house commissions before advancing his career with a year's study at the Sorbonne and a tour of Europe to study the Cathedrals of France, Spain, and Italy. This expertise may have led to his appointment in 1908 as Supervisory Architect for the Washington Cathedral, where he directed construction for 14 years.³⁸

With practical experience learned from two of Washington's leading architecture firms and European educational training, Heaton emerged in the 1910s as one of the region's most successful practitioners. Among his clients were numerous corporations, especially banks, that were seeking a conservative and stylish image from his palette of Georgian and Renaissance Revival designs. Heaton also was a prominent designer of schools and housing developments. Burleith, an innovative complex of 500 houses in northern Georgetown, was one of his most important neighborhood designs for Shannon and Luchs. As a noted automobile enthusiast, Heaton also was drawn to the architecture of the first automobile age. He would design an elaborately decorated concrete Art Deco structure for the downtown Capital Garage (1926; razed) and the Georgian Revival Park and Shop (1930) on Connecticut Avenue in the Cleveland Park area, pioneering the multi-story garage and automobile shopping center concepts in the area.³⁹

Heaton won his first commission in Chevy Chase Village in 1899, designing John L. Weaver's second house at 101 East Kirke Street, a sophisticated Colonial Revival style building based on New England models. His sister Annie L. Heaton had married Weaver and his brother-in-law, a prominent Washington realtor, helped Arthur Heaton throughout his career frequently employing him to design houses and apartments in the District. By the 1910s Heaton had established a major practice in the region. In 1911 he remodeled the Newlands House in the Tudor Revival style on Chevy Chase Circle for William S. Corby and later added the mansion's gateway, garage, and a landscape plan between 1915 and 1927. About the time of his first Corby commission, Heaton also designed Colonial Revival houses for Edward J. Walsh (2 East Newlands) and William J. McNally (4 East Newlands). In 1911 Heaton designed a Colonial Revival residence at 17 Primrose for Charles Ogilby that was featured in the American Architect and later in the early 1920s added a handsome Dutch Colonial house for J. E. Jameson at 13 Oxford and a prim Tudor Revival house for John C. Walker, Jr. at 11 West Lenox. Heaton also designed numerous 1920s additions to earlier houses including 18 West Lenox and 5914 Cedar Parkway.⁴⁰

The high style houses of Dessez, Woods, Donn, and Heaton along with many other architect-designed Colonial Revival, Neoclassical, Mediterranean, and Tudor Revival houses, such as Philip Jullien's George Lewis residence at 34 Quincy (1922) and Porter and Lockie's Mountford House (ca. 1925) on Connecticut are indicative of the importance of residential design to the diverse practices of noted Washington architects before the onset of the Great Depression.⁴¹ However, speculative Period houses ranging from builder Harry Wardman's sprawling Dutch Colonial house at 1 East Kirke Street to Boss and Phelps' smaller scale English Colonial Revival style houses at 26 and 30 West Irving Street also were common.⁴² Washington builder Harry Wardman (1872-1938), a prolific developer of hotels, apartments and rowhouses, figured prominently in the Chevy Chase real estate advertisements in the 1920s. However, smaller building firms like Chevy Chase's own Simpson, Troth, and Orem were also known to have been busy in the Chevy Chase area and erected numerous houses north of Bradley Lane before 1940.⁴³

Boss and Phelps, major developers in Chevy Chase on both sides of the District line, noted in their advertisements that they would give prospective buyers automobile rides to inspect the houses and that "practically the rent money will more than carry every obligation involved."⁴⁴ Large scale speculative building in Chevy Chase, Maryland in the 1920s was most profitably pursued in what today are the Town of Chevy Chase, Village Sections 3 and 5, and Martin's Additions where large tracts could still be purchased and developed. A sales advertisement for 16 West Lenox in 1931 noted that the house was architect-designed and built by a civil engineer and was "free from the many faults frequently found in homes constructed for speculative purposes."⁴⁵ It was not uncommon for real estate advertisements by the early 1930s to play up a distinction between Section "Two" and other areas sold by CCLC and to suggest that an architect-designed house is what made the Village the most exclusive section of Chevy Chase, Maryland.

Ornamental details often supplied the key to the description of houses for sale in Chevy Chase in this period. Details drawn from English Georgian or American Federal design were often described as "English Colonial" and this was one of the most significant sources for the exteriors of Chevy Chase Village houses. These houses combine the balance and symmetry of Georgian design with wooden clapboard, shingle, or brick walls to create the feel of the Colonial homestead. The style's visual appeal was its conveyance of a sense of roots and an image of hominess that could be likened to a nostalgic Currier and Ives print. Dutch Colonial styles also were popular and for the average homeowner in this period gambrel roofs of any kind meant "Colonial." Their appeal was based on their orderly appearance, picturesque outline, and romantic associations with the solid virtues of American pioneers. Another major style in Chevy Chase Village is what loosely can be categorized as "Mediterranean." These houses essentially are Spanish, Renaissance, or Neoclassical buildings identified by stuccoed walls, round headed openings, and pantiled roofs.

Another important architectural style in Chevy Chase Village was the Tudor Revival. This house style, introduced by Johnson and Dessez in the Village's company houses and Newlands own mansion on Chevy Chase Circle, was vital to the intended image of stability and to the satisfaction of the need for roots expressed in early Chevy Chase house architecture. All Saints Episcopal Church, built facing Chevy Chase Circle in 1901, was a Gothic Revival design, reflecting the appeal of medieval styles associated with pro-British sentiments and Old Country associations. The Claude House is also a strong picturesque building with steep gables, darkened oak half-timber wall construction, and diamond pane windows. The Tudor Revival house was popular in Chevy Chase throughout the 1892 to 1930 period and architects and builders in the 1920s built numerous houses in this fashion. By the mid-1920s associations with "Old Chevy Chase" may also have played a role in the style's popularity. The Mountford House, designed by Porter and Lockie, best represents a large scale example of the looser and more sprawling 1920s Tudor Period house, reflecting the historical style in its massing, half-timbering, mixes of stone, stucco and wood, and borrowed picturesque details.

The eclectic house design of the Chevy Chase Village survey district may appear to be a jumble of Period architectural styles. In fact, there are really two dominant house forms that are repeated with changing visual effects to create a "style." Most of the houses in the Village can be generally characterized as big (usually 2 stories + attic) versions of Shingle or Arts and Crafts Foursquares or side or hipped gabled rectangular plans for Colonial (usually English or Dutch) and Tudor Revival houses. For variety architects and builders sometimes rotated the house to set the gable end to face the street, but the Village's ample frontages usually allowed for three to five bay wide-front schemes. Many of these houses are consciously correct Academic Revivals of historic styles and types, but there are also many houses erected by mail-order builders, entrepreneurial carpenters, and contractors who successfully copied architect-designed houses. As a group these houses represent an important cultural expression of American wealth and power in the early twentieth century and reflect in their design the optimism, family stability, and comfort considered central to the domestic architecture of the post-Victorian American suburb before 1930.

9. Major Bibliographical References

Survey No. M-35/13

SEE ATTACHED SHEETS

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

name/title	William B. Bushong and Clare Lise Cavicchi (Historic Preservation Planners)		
organization	M-NCPPC	date	June 31, 1996
street & number	8787 Georgia Avenue	telephone	301-495-4570
city or town	Silver Spring	state	MD 20910

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

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MARYLAND HISTORICAL TRUST

M #35-13
1608605629

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Chevy Chase Historic District

2 LOCATION

Approximate area extends east of Brookeville Rd., and west of Conn. Ave. by several blocks. Bounded on north by East-West Highway, and D.C. Line on the south.

CITY, TOWN

Chevy Chase

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER

4 OWNER OF PROPERTY

NAME

Various private owners & Chevy Chase

Telephone #:

STREET & NUMBER

Village government.

CITY, TOWN

Chevy Chase

VICINITY OF

STATE, zip code

Maryland

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M:35-13

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is a well-known and interesting community that contains a number of diverse architectural styles-ranging from an old settler's log cabin, to a late-19th Century farm community, to stylish palatial residences designed for a planned community by some of the world's most famous architects. The main thoroughfare is Connecticut Ave., that runs through the center of the area. East of this, however, is the much-older path of Brookeville Road. Near Brookeville Road is an old frame dwelling house "No Gain", that appears to date back to the 18th Century. It faces south, has a salt-box type of sloping, shed-roof with fireplace chimneys placed in the center. (Next to this structure is an old log cabin, with a low loft area, and a large external stone chimney.) These dwellings represent the very earliest period of settlement here.

The remnants of a later rural community exist along Williams Lane, where there are three, two-story frame houses, reportedly built about the mid-1800's by the Williams family. The houses all have gable-roofs-one (3707) having a traditional three-bay facade and center gable, while the other two (3807 and 3806) have gabled facades and open, one-story Victorian porches. All three now exhibit later trim such as window moldings, 2/2 sash, and German siding.

In the late 1800's, several adjacent farms here were assembled and the Chevy Chase Land Company formed. The following years witnessed the development of what remains to this day one of the finest planned residential communities in the United States. A village center was established in the buildings that presently serve as the "town hall" and post office on Connecticut Ave. near the Circle. Elegant Classical Revival homes with Victorian trim were built on streets such as Cummings Lane and, nearer the Avenue, palatial mansions were erected on large landscaped lots that were bound by strict covenants. Homes such as those on Kirke Street were patterned after elegant classical architecture. Commercial structures were purposefully omitted, but a number of handsome institutions did flourish along Conn. Ave. One was the old Chevy Chase Inn, which later became a junior college and now serves as the National 4-H Center. South of this is the Chevy Chase Country Club, an exclusive private club that contained the 18th Century home of Col. Belt. Next to Chevy Chase Circle (from which streets radiate into Md. and D.C.) is the old Corby Mansion, "Ishpiming", a rustic-style, Tudoresque

CONTINUE ON SEPARATE SHEET IF NECESSARY

structure built in the 1890's by Senator Francis Newlands,
developer of Chevy Chase.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Chevy Chase is widely recognized as one of the finest planned residential communities in the United States. It was developed with the finest materials and personnel that money could buy. The famed landscape architect Frederick Law Olmstead was originally consulted about its layout, and designers of the houses included many from the New York firm of McKim, Mead and (Stanford) White. Senator Newlands of Nevada, a railroad pioneer in the west and heir to the famous Comstock Lode, developed the village (along with his relatives-the Sharon family) in the late 1800's and early 1900's.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

[Faint, illegible text describing the boundary]

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE _____ COUNTY _____

STATE _____ COUNTY _____

11 FORM PREPARED BY

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

8/22/75

STREET & NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

STATE

Maryland

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'Women in Science' Sauted

The mission of women in the Roman Catholic Church will be the focus of a conference, sponsored by the Women's Conference Task Force of Md., D.C. & Va., to be held in Washington, D. C. on May 1, at Immaculata Prep School. The theme of the conference will be "Women Becoming: Gifted and Called to Minister in the Church." All persons, men and women, are invited to participate. Phone Dolly Pomerleau at 301-864-0962.

Christina Carlyle Dublin, of Bethesda, was recently invited to participate in the Alumnae Days program of Simmons College in Boston. The two-day program included an overview of continuing education, classroom visits, and a guided tour of new campus facilities.

Ms. Dublin, a mother of two and grandmother of three, has worked part-time as a medical social worker and has done volunteer work in health and welfare. She is a 1935 graduate of Simmons College.

A ten-day Bicentennial program, "Women in Science," opened Monday at the National Institutes of Health in Bethesda featuring seminars, exhibits, lectures and films.

The schedule (Thurs., Apr. 29) features two films, "Do I Really Want a Child?," starring Cloris Leachman, and "Does Anybody Need Me Anymore," starring Maureen Stapleton.

Talks on black feminism are scheduled tomorrow (Fri., Apr. 30), by psychotherapist Carol Newman, law-

yer Heather Norris and economist Andrienne Ingram, all members of the National Black Feminist Organization.

Other days' topics include consumer affairs, investments and women, computer careers, single parent families, credit and law, sex roles and depression, feminist literature and child care.

Most of the events are taking place in different NIH buildings on the Bethesda grounds. An exception is an

invitation by NIH Parents of Preschoolers to see their Ayrlawn program at Ayrlawn Elementary School in Bethesda on Monday, May 3, from 4 to 5:30 p.m. Parents of Preschoolers operate non-profit child care programs for 100 three through 12-year-old children of NIH employees.

NIH federal women's program coordinator June Caldwell, Women in Science program manager Stefanie Weldon and program assistants Elaine McGinnis and Tina McIntosh are coordinating the activities.

4-H Center Restoration Begins

JOURNAL 4/29/76

Restoration of the main administration building at the National 4-H Center — an historic landmark at 7100 Connecticut Ave. for nearly a century — will begin in mid-May, according to Grant A. Shrum, executive director of the National 4-H Foundation.

A ceremony marking the beginning of the restoration and paying tribute to the late department store mogul James Cash Penney (for whom the reconstructed building will be named) is scheduled today (Thursday, April 29) at 11:30 a.m. on the steps of the building at the Center.

Mrs. Penney will be on hand to participate in the ceremony which will take place during the final day of the 46th National 4-H Conference of more than 250 teenage members from across the country.

The restoration marks the culmination of a major expansion of the National 4-H Center started in 1970 to meet the growing needs of the 4-H program which now involves more than 5.5 million young people in the United States and a like number in similar programs in 83 countries around the world.

Major funding for the reconstruction of J. C. Penney Hall has been

contributed by the Penney Company and family.

The original frame building, now brick faced, was constructed in 1893 as the Chevy Chase Inn, a part of the Chevy Chase Land Company's development of the suburban area to the nation's capital.

The 12-acre campus served as the site of Chevy Chase Junior College

for nearly 50 years before it was purchased by the National 4-H Foundation, a private non-profit educational institution supporting 4-H youth work through educational facilities, programs and services funded primarily by private resources.

Construction contract has been awarded to the E. A. Baker Company, Takoma Park.

County School Lunch Menus

MONDAY, May 3

Hamburger on roll
w/catsup & mustard
French Fries
Carrot sticks
Cake
Milk

TUESDAY, May 4

Oven-fried chicken
Wheat bread & butter
Mashed potatoes w/gravy
Peaches
Milk

WEDNESDAY, May 5

CINCO DE MAYO
Taco
Habichuelas (beans)
Taza de fruta

(tropical fruit cup)
Bizcochito de Coco
(coconut cookie)
Leche (milk)

THURSDAY, May 6

Hot dog on bun
Catsup & mustard
Hot spiced apples
Lettuce cup w/dressing
Peanut-raisin cookie
Milk

FRIDAY, May 7

Pizza
Celery sticks
Pears
Milk

All menus are subject to change.

PRICES:
Elementary — 55 cents; Secondary — 60 cents; Adult — 85 cents.
(Free or reduced price lunch & free milk are available for students in need. Apply school office.)

A.E.I. CARPET CLEANERS

1 - Day Service

— 751-2188 —

Day or Evenings

- Rugs • Carpets • Upholstery
- Quality Cleaning Service
- Residential — Commercial

*SHAMPOO

any size Living Room,
Dining Room
& Hallway

\$29⁵⁰

*STEAM EXTRACTION

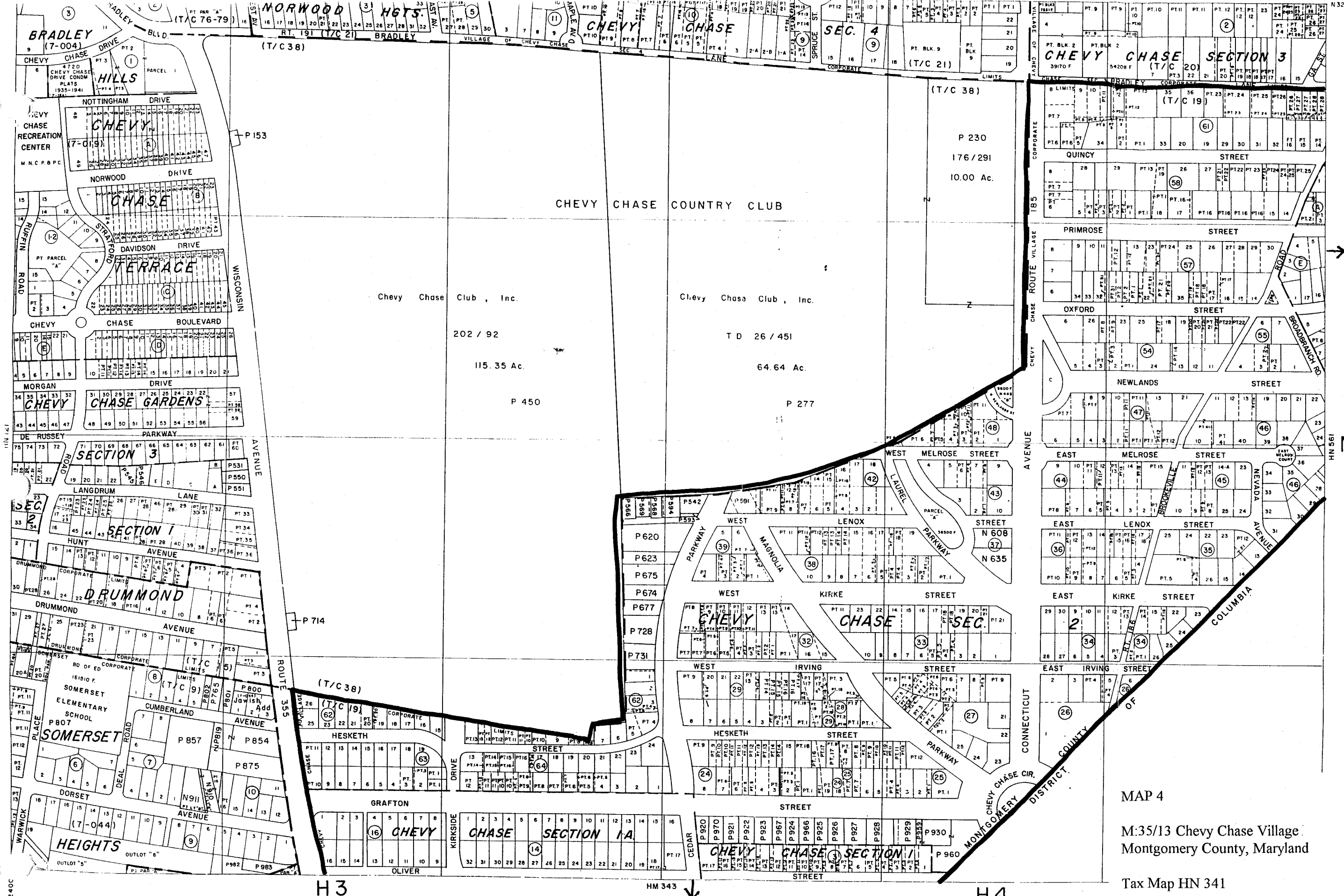
of any size
Living Room,
Dining Room
& Hallway

\$39⁵⁰

- Deodorizing •Static Proofing
- Disinfecting •Water & Fire Damage

M-35418

M:35-13



MAP 4
 M:35/13 Chevy Chase Village
 Montgomery County, Maryland
 Tax Map HN 341

ROADS AND STREAMS ARE CONTROLLED FROM PLANIMETRIC MAPS COMPILED BY MNC.P&P.C. AND USGS. COORDINATES SHOWN ARE BASED ON W.S.S.C. COORDINATE SYSTEM. PROPERTY LINES ARE COMPILED BY THIS OFFICE FROM DEED DESCRIPTIONS AND ARE NOT TO BE INTERPRETED AS ACTUAL FIELD SURVEYS. USERS NOTING ERRORS ARE URGED TO NOTIFY THE DRAFTING SECTION, DIVISION OF ASSESSMENTS, RM. 401, 51 MONROE ST., ROCKVILLE, MARYLAND 1/80

--- TAX CLASS BOUNDARY
 - - - ELECTION DISTRICT BOUNDARY
 - - - CORPORATE BOUNDARY
 P-768 OR N-768 PARCEL NO. IS USED FOR OWNERSHIP IDENTIFICATION AND MUST BE PRECEDED BY GRID REFERENCE READING FIRST BY COLUMN AND THEN BY ROW

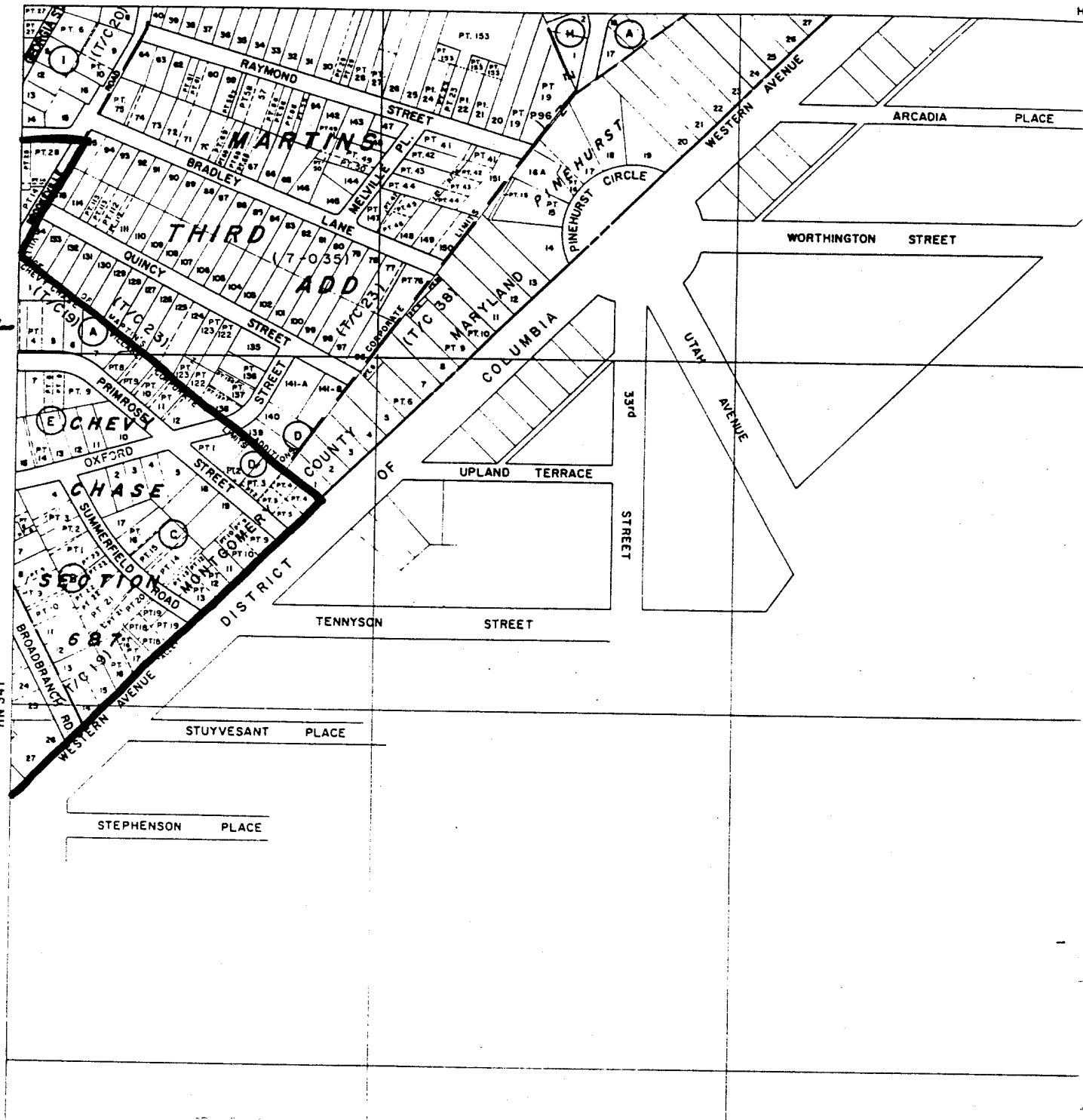
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7 1994 9:15
 19:20
 21:38

SCALE: 1/2" = 200'

200 0 200 400 600

W. S. S. C. 208 NW 4



MAP 6

M:35/13 Chevy Chase Village
Montgomery County, Maryland

Tax Map HN 561

H5

ROADS AND STREAMS ARE CONTROLLED FROM PLANNING AND CONSTRUCTION BY THE MONTGOMERY COUNTY PLANNING AND ZONING COMMISSION AND THE U.S. GEOLOGICAL SURVEY; COORDINATES SHOWN ARE BASED ON THE NAD 83 DATUM. PROPERTY LINES ARE COMPILED BY THIS OFFICE AND ARE NOT TO BE INTERPRETED AS A GUARANTEE OF ACCURACY.



DIST.	DATE	T/C
7	1994	19
		20

SCALE: 1/2" = 200'



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N

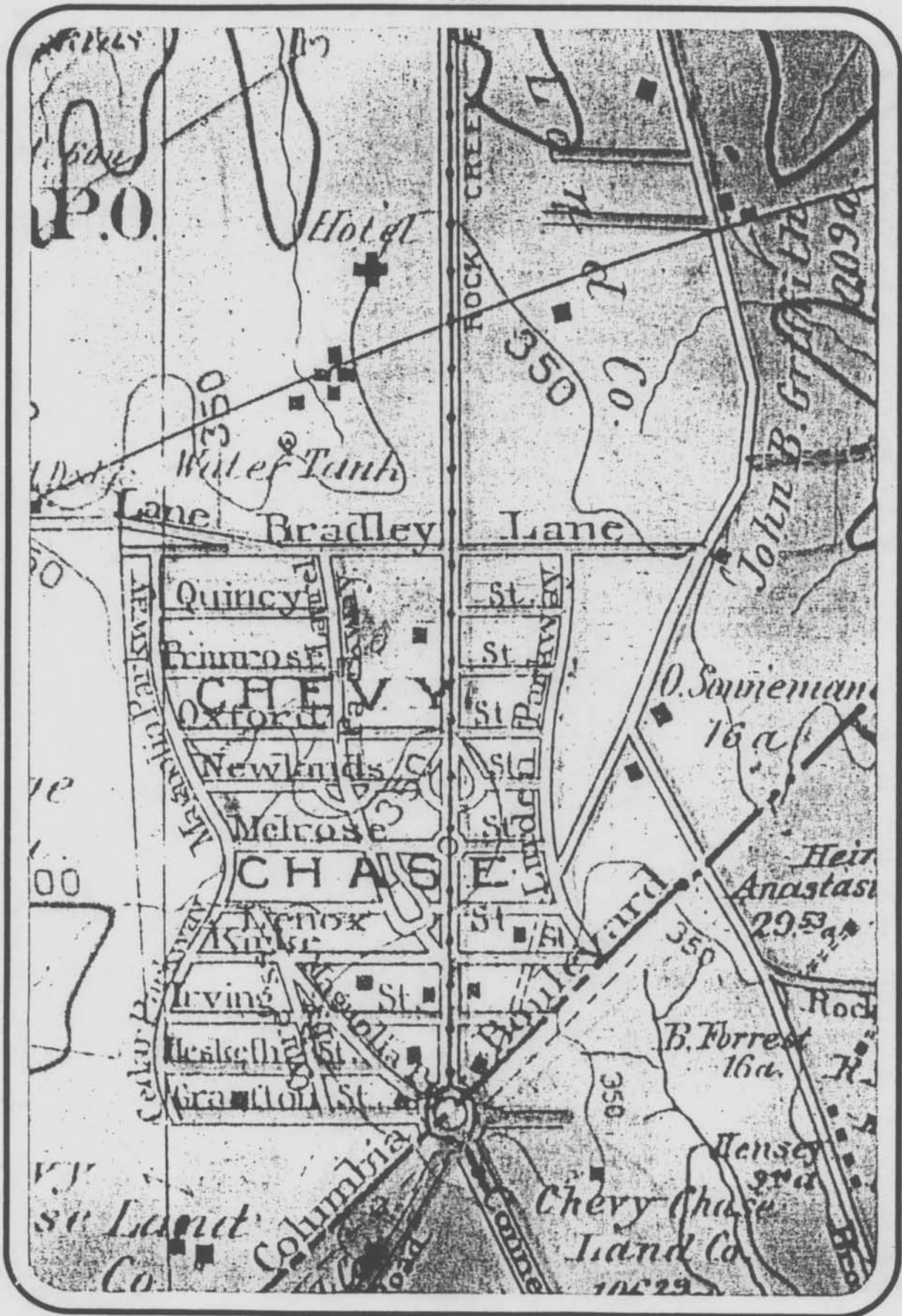
HN 341

N28000

W180000

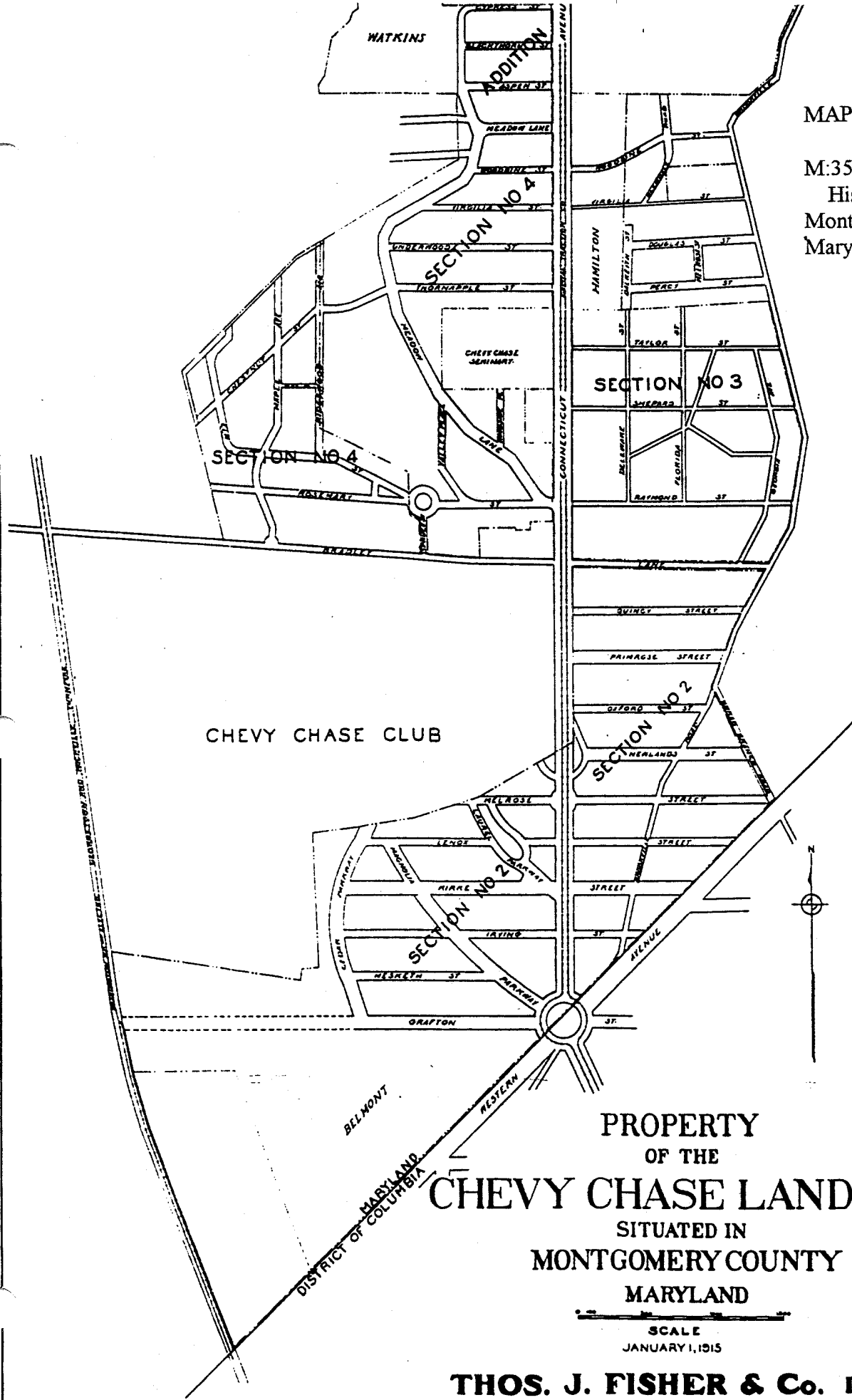
M:35/13 Chevy Chase Village Historic District
Montgomery County, Maryland

G.M. Hopkins "Map of Bethesda & Northern Va."
1894



MAP 9

M:35/13 Chevy Chase Village
Historic District
Montgomery County
Maryland



PROPERTY
OF THE
CHEVY CHASE LAND CO
SITUATED IN
MONTGOMERY COUNTY
MARYLAND

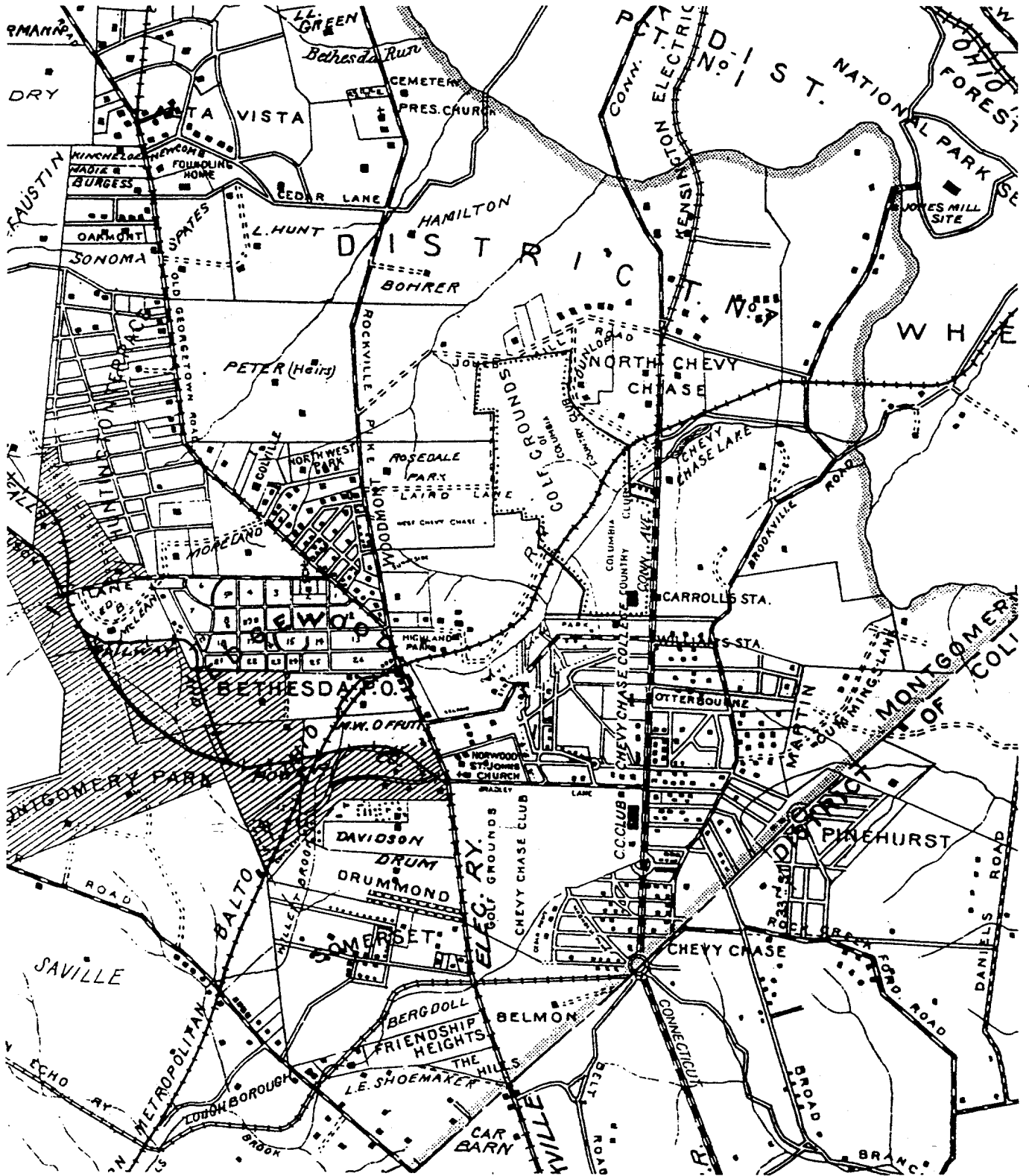
SCALE
JANUARY 1, 1915

THOS. J. FISHER & Co. II
AGENTS

DAVID McCRELL & SON CHALLENGERS
WASHINGTON D C

DETAIL FROM
BETHESDA DISTRICT
MONTGOMERY COUNTY, MARYLAND

Compiled by S.D. Caldwell
1915

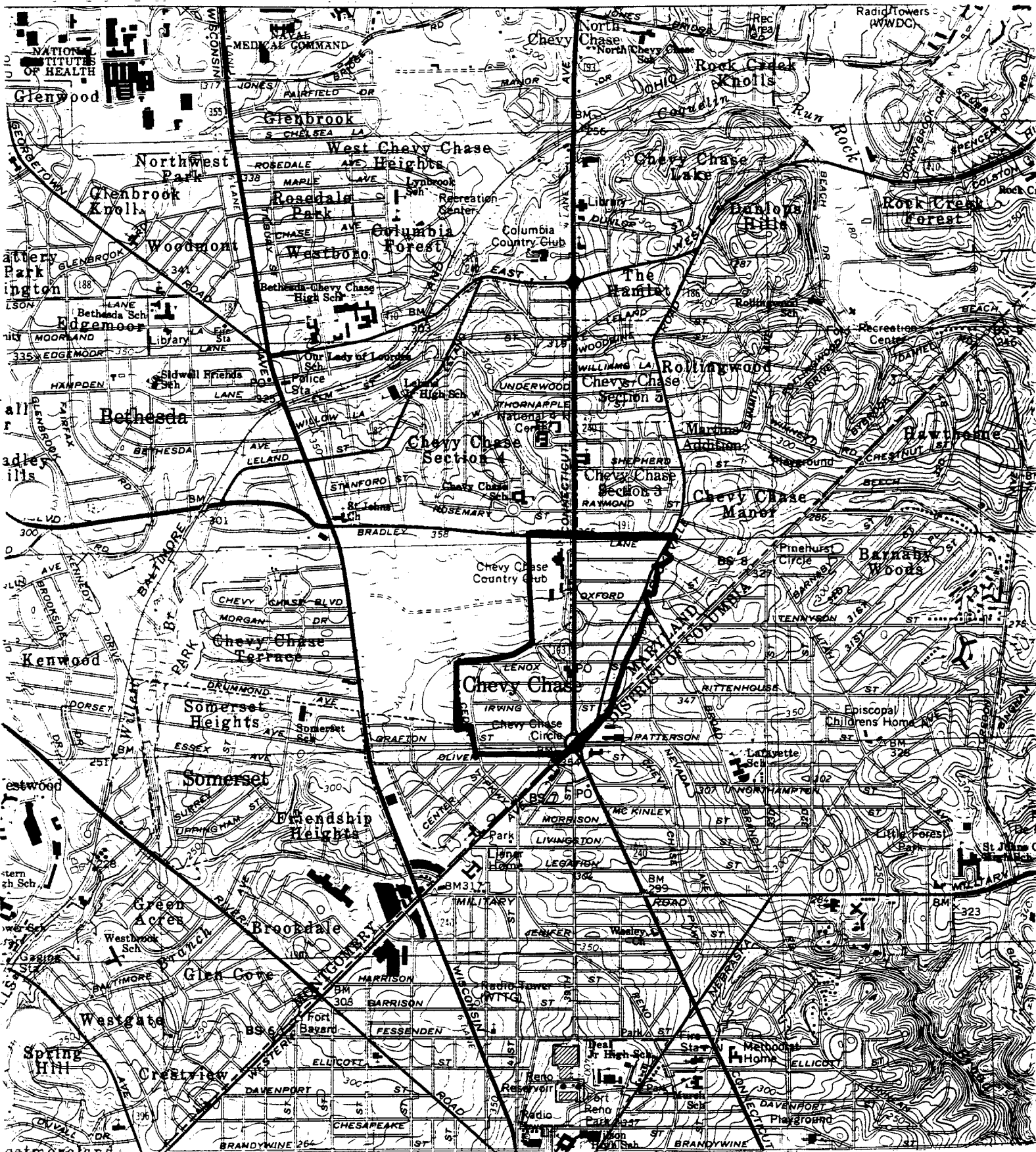


■ Indicates houses and buildings existing in 1915.

MAP COURTESY, MAUREEN ENGLISH

M:35/13 Chevy Chase Village Historic District
Montgomery County, Maryland

Washington West, D.C.-MD.-VA. Quad
1965, Photorevised 1983





1/52

M 35/13

CHEVY CHASE VILLAGE #1 D

MONTGOMERY CO, MD.

CLARE LISE CAVICCHI

5/1996

MARYLAND ST/PO

3 CHEVY CHASE CIRCLE



2/52

M 35/13

CHEVY CHASE VILLAGEHD.

MONTGOMERY CO, MD.

ROBIN ZIEK

2/1996

MARYLAND SHPO

5906-08 CONNECTICUT AVENUE



3/52

M 35/13

Chevy Chase Village H.D.
Montgomery County MD
Robin Ziek

2/1996

Maryland SHPO

5804 Connecticut Avenue



4/52

M 35/13

Chevy Chase Village H.D

Montgomery Co, MD.

Robin Ziek

2/1996

Maryland SHPO

5900 CONNECTICUT AVENUE



M 35/13

5/52

Chevy Chase Village H D

Montgomery County, MD

Robin Ziek

2/1996

Maryland SHPO

9 East Lenox Street



6/52

M 35/13

Chevy Chase Village H.D.

Montgomery County, MD

Robin Ziek

3/1996

Maryland SHPO

4 Laurel Parkway



M 35/13

7/52

Chevy Chase Village HD

Montgomery County MD

Robin Ziek

2/1996

Maryland SHPO

161 East Kirke Street



M 35/13

8/52

Chevy Chase Village HD
Montgomery County MD

Robin Ziek

3/1996

Maryland SHPO

11 West Kirke Street



9/52

M 35/13

chevy chase village #D

Montgomery County MD

Robin Ziek

2/1996

Maryland SHPO

6 East Lenox Street



10/52

M 35/13

Chevy Chase Village H.D

Montgomery County, MD

Robin Ziek

3/1996

Maryland SHPO

12 West Kirke Street



102

U 35/13

11/52

Chevy Chase Village H.D.
Montgomery County MD

Robin Ziek

2/1996

Maryland SAPO

102 East Kirke Street



12/52

M 35/13

Chevy Chase Village H.D.

Montgomery County, MD

Clare Lise Cavicchi

5/1996

Maryland SAPO

6 Hesketh Street



13/52

M 35/13

Chevy Chase Village A.D.

Montgomery Co, MD

Clare Lise Cavicchi

5/1996

Maryland SHPO

17 Primrose Street



M 35/13

14/52

Chevy Chase Village A.D

Montgomery County MD

Robin Ziek

3/1996

Maryland SHPO

18 West Lenox Street



U 35/13

15/52

Chevy Chase Village H.D

Montgomery Co MD

Robin Ziek

2/1996

Maryland SHPO

5903 Connecticut Avenue



M 35/B

16/52

Chevy Chase Village H.D

Montgomery Co MD

Clare Lise Cavicchi

4/1996

Maryland SHPO

8 Oxford Street



17/52

M 35/13

Chevy Chase village H.D

Montgomery County, MD

Robin Ziek

3/1996

Maryland SHPO

25 West Kirke Street



M 35/13

18/52

Chevy Chase Village H.D

Montgomery Co MD

Robin Ziek

3/1996

Maryland SHPO

14 West Kirke Street



M 35/13

19/52

Chevy Chase Village H.D

Montgomery Co MD

Clare Lise Cavicchi

5/1996

Maryland SHPO

19 Grafton Street



M 35/13

20/52

Chevy Chase Village A.D.

Montgomery Co MD

Robin Ziek

3/1996

Maryland SHPO

9 West Melrose Street



21/52

M 35/13

Chevy Chase Village H.D.

Montgomery County MD

Robin Ziek

3/1996

Maryland Slip

7 West Kirke Street



M 35/13

22/52

Chevy Chase village H.D.

Montgomery Co MD

Robin Ziek

2/1996

Maryland SHPO

15 East Lenox Street



U 35/13

23/52

Chevy Chase Village H.D.
Montgomery County MD

Clare Lise Cavicchi

5/1996

Maryland STPO

9 Grafton Street



24/52

M 35/13

Chevy Chase Village H.D.

Montgomery County MD

Robin Ziek

3/1996

Maryland SHPO

33 West Lenox Street

/



25/52

M 35/13

Chevy Chase Village H.D.
Montgomery County MD
Clare Lise Cavicchi

5/1996

Maryland SHPO

19 Quincy Street



26/52

M 35/13

Chevy Chase Village H.D.

Montgomery County MD

Clare Lise Caviocchi

5/1996

Maryland SHPO

8 Quincy Street



M 35/13

27/52

Chevy Chase Village H.D.
Montgomery County MD

Robin Ziek

2/1996

Maryland SHPO

1 East Kirke Street



28/52

M 35/13

Chevy Chase Village H.D.

Montgomery Co. MD

Robin Ziek

3/1996

Maryland SHPO

16 West Kirke Street



29/52

M 35/13

Chevy Chase Village H.D

Montgomery County MD

Robin Ziek

2/1996

Maryland SHPO

7 East Melrose Street



NO
PARKING
ANY
TIME

M 35/13

30/52

Chevy Chase Village H.D.
Montgomery County MD

Robin Ziek

2/1996

Maryland SAPO

9 East Irving Street



3/1/52

M 35/13

Chevy Chase Village H.D

Montgomery County MD

Robin Ziek

3/1996

Maryland SHPO

17 West Kirke Street



U 35/13

32/52

Chevy Chase Village H.D.
Montgomery County MD

Robin Ziek

2/1996

Maryland SHPO

5 East Irving Street



M 35/13

33/52

Chevy Chase Village H.D

Montgomery County MD

Clare Lise Cavicchi

5/1996

Maryland SHPO

34 West Kirke Street



34/52

M 35/13

chevy chase village H.D.
Montgomery County MD

clare Lise Cavicchi

5/1996

Maryland SAPO

5 Grafton Street



M 35/13

35/52

Chevy Chase Village H.D.
Montgomery County, MD

Robin Ziek

2/1996

Maryland SHPO
3 Primrose Street



M 35/13

36/52

Chevy Chase Village H.D.

Montgomery Co MD

Robin Ziek

3/1996

Maryland SHPO

11 West Lenox Street



M 35/13

Chevy Chase Village H.D.

Montgomery County MD

Robin Ziek

2/1996

Maryland SHPO

3 East Kirke Street



38/52

H 35/13

Chevy Chase Village H.D

Montgomery County MD

Clare Lise Cavicchi

5/1996

Maryland SHPO

16 Primrose Street



M 35/13

39/52

Chevy Chase Village H.D
Montgomery County MD

Clare Lise Cavicchi

5/1996

Maryland SHPO

49 West Lenox Street



M 35/13

40/52

Chevy Chase Village A.D.

Montgomery Co MD

Robin Ziek

2/1996

Maryland SHPO

11 East Kirke Street



41/52

M 35/13

Cherry Chase Village A.D.
Montgomery County, MD
Clare Lise Cavi Cchi
2/1996
Maryland SHPO
2 Magnolia Parkway



M 35/13

Chevy Chase Village H.D. Montgomery Co, MD

Clare Lise Cavicchi

5/1996

Maryland SAPO

100 Primrose Street



M 35/13

43/52

Chevy Chase Village HD
Montgomery County MD

Bill Bushong

4/1996

Maryland SHPO

View West on East Melrose Street



M 35/13

44/52

Chevy Chase Village H.D.
Montgomery County MD

Bill Bushong

4/1996

Maryland SHPO

view west on Oxford Street



M 35/13

45/52

Chevy Chase Village H.D.

Montgomery County MD

Bill Bushong

4/1996

View northeast on Primrose Street



46/52

M 35/13

Chevy Chase Village H.D.

Montgomery County MD

Bill Bushong

4/1996

Maryland SAPO

view northwest on East Kirke Street





47/52

M 35/13

Chevy Chase Village H.D.
Montgomery County MD

Bill Bushong

4/1996

Maryland SHPO

View northwest on East Melrose Street



M 35/13

48/52

Chevy Chase village H.D

Montgomery County MD

Bill Bushong

4/1996

Maryland SHPO

view southwest on Newlands street



49/52

M 35/13

Chevy Chase Village H.D.

Montgomery County MD

Bill Bushong

4/1996

Maryland SHPO

View south on Brookville Road from
East Kirke Street



M 35/13

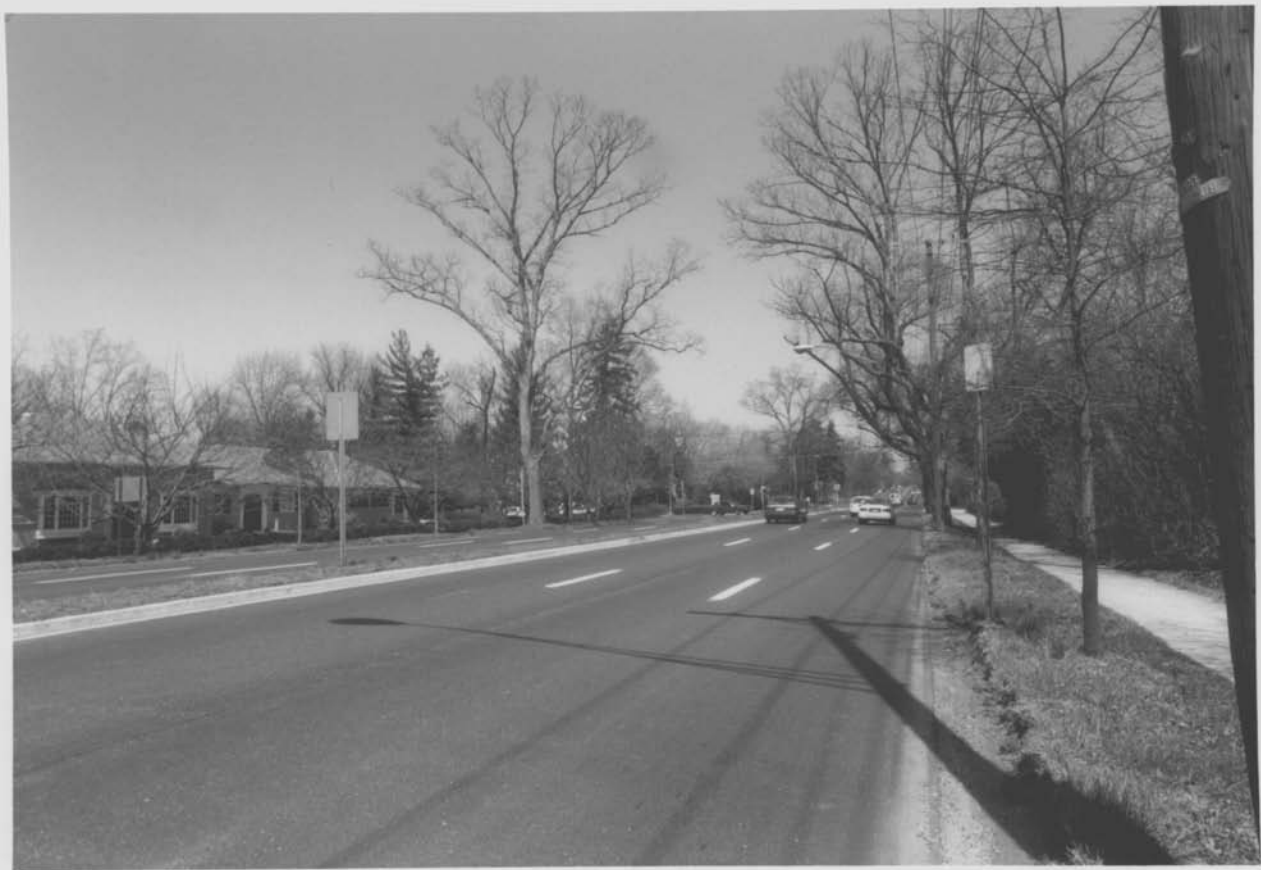
50/52

Chevy Chase Village HD
Montgomery County MD
Bill Bushong

4/1996

Maryland SHPO

View south on Brookville Road from
Bradley Lane



M 35/13

51/52

Chevy Chase Village HD

Montgomery County MD

Bill Bushong

4/1996

Maryland SHPO

View north on Connecticut Avenue from
East Kirke Street



M 35/13

52/52

Chevy Chase Village H.D.

Montgomery County MD

Bill Bashong

4/1996

Maryland SHPO

View north on Connecticut Avenue from
Newlands Street