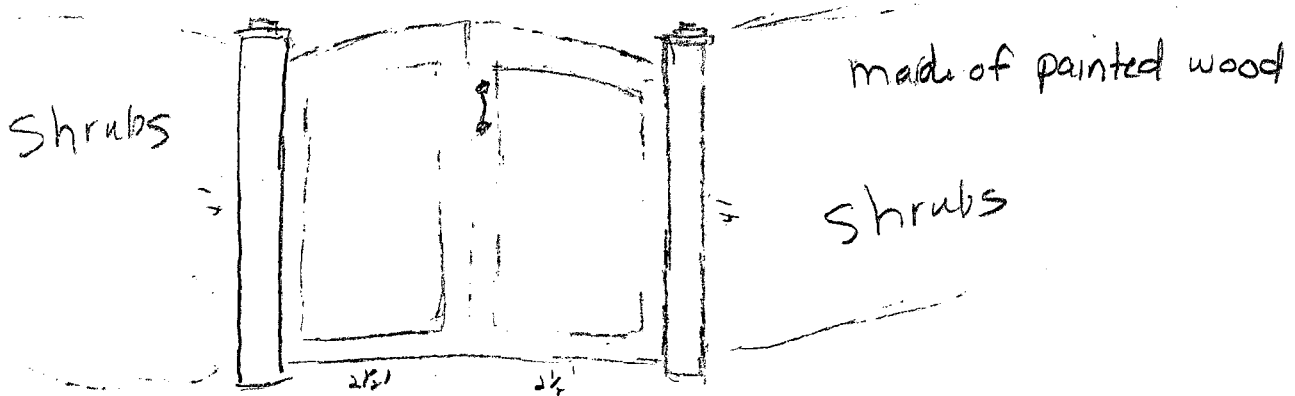


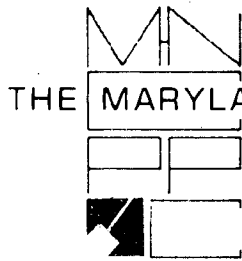
35 West Lenox Street 35/13 - 95B  
Chevy Chase Village HD - Phase 1

Gate Design for 35 West Lenox St  
Cherry Chase M.D.



Home of Donnie Halverson &  
Brian Smith

O.K. for installation  
Given Marcus Wright  
7/24/96



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring Maryland 20910-3760

October 6, 1995

Jerry Schiro  
Village Manager  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase, MD 20815

Dear Mr. Schiro:

Kate Sinclair of your staff had requested additional clarification on the Historic Preservation Commission's review of a Historic Area Work Permit for 35 West Lenox Street.

On September 13, 1995, the Commission reviewed a request for several different alterations to a property within the recently-designated Chevy Chase Village Historic District (Phase One). The Commission approved all of the requested alterations. The approved alterations include:

1. Installation of a front "entry court" and a 20'X 20' "carriage court" in the front of the house, with significant landscaping.
2. As an alternative to the "carriage court" (if it is ultimately not approved by the Village Board of Managers), installation of a 3'6" or 4' high fence along the sidewalk. The fence would be wood pickets or wrought iron.
3. Installation of a 4' high wood gate between holly shrubs on either side of the front sidewalk leading to the front door.
4. Replacement of the back half of the existing slate roof with asphalt shingles.
5. Installation of storm windows on all windows, and a metal security storm door on the front door of the house.
6. Replacement of the existing, non-operative garage doors with new, standard garage doors.

There were only two conditions to the Commissions approval. These were:

1. The "entry court" and "carriage court" must be installed with the extensive landscaping as depicted on the submitted drawing.
2. If a fence is pursued, the details of the fence materials must be worked out with historic preservation staff.

Specifically, the Commission did not agree with the staff recommendation that the rear half of the existing slate roof should be replaced with slate. The Commission felt that this particular case was a very unusual circumstance - a roof which is not visible from almost any perspective (it does not face the street and has the Chevy Chase Country Club property behind it.) Because of these unique circumstances, the Commission approved replacement with asphalt shingles; however, they strongly stated that this should not be viewed as a precedent for future cases. Each case will be reviewed on its merits.

The Commission's actions do not restrict or limit the Village Board of Managers' action on the propose "carriage court". The applicant needs the approval of both bodies to build the "carriage court" as shown in the application.

If you have any questions on this matter or would like a copy of the transcript of the September 13th HPC meeting, please call me at 495-4570.

Sincerely,



Gwen L. Marcus  
Historic Preservation Coordinator

cc: Brian Smith/Donna Holverson



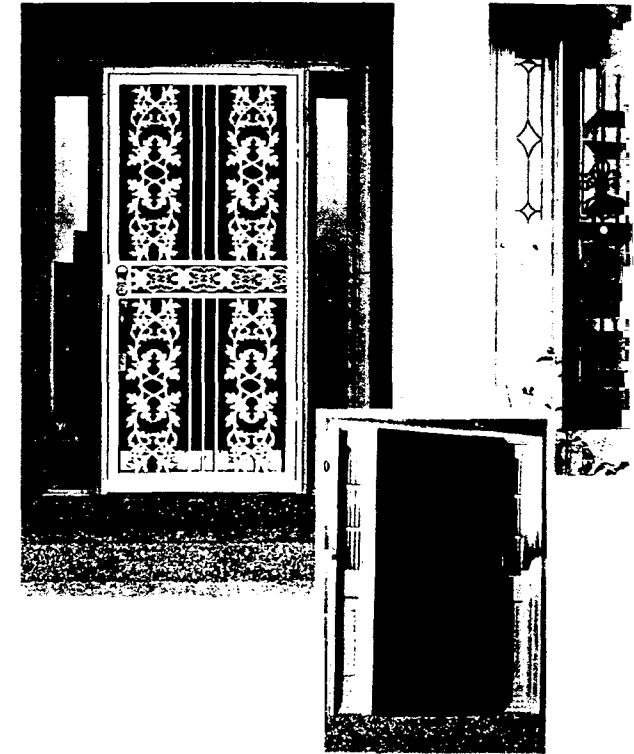
Round Tops available in most designs.

# Classic STEEL SECURITY STORM DOORS



## Classic Doors Turn Heads Weather and Intruders

When peace of mind is what you want in a security door, C.I. The timeless beauty of ornamental iron is sure to outlive trends, comfort and value to your home for years to come. Not only is secure, and nothing can beat the secure feeling of knowing home are protected by the best.



### Optional Features Available

- Brass mail and magazine slots
- Security Locks



Brass mail and magazine slots



Fire Escape lock



Brass Knob with Cambridge plate



French levers Cambridge plate

Your Classic  
Security Storm Door  
is Installed by  
Factory Trained  
Professionals.



One Call  Does It All

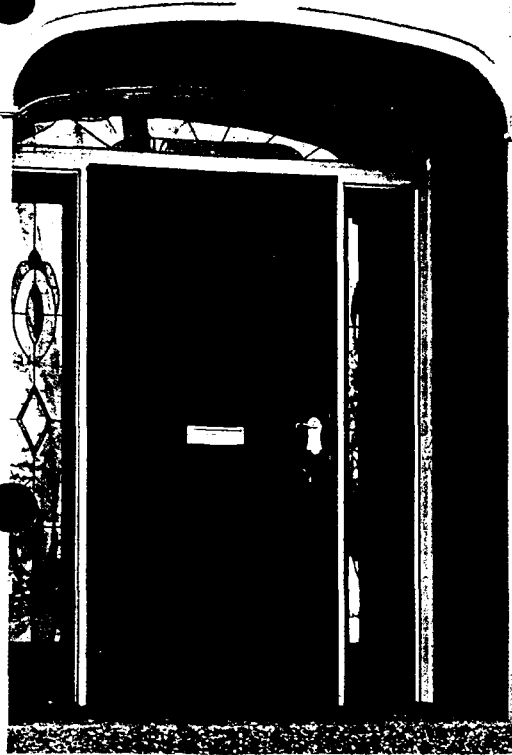
## PROTECT DECORATE INSULATE

# Classic

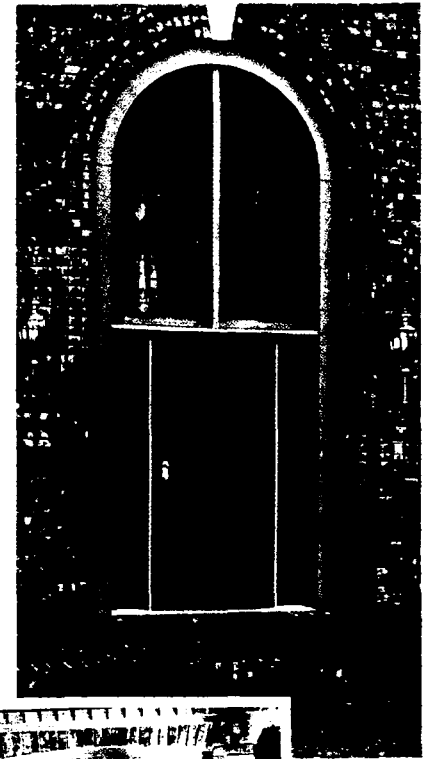
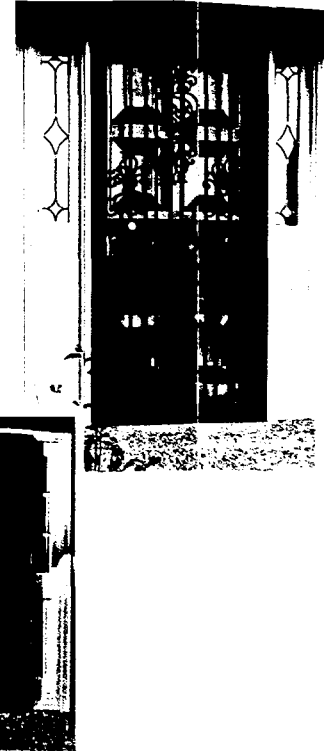
## STEEL SECURITY STORM DOORS

# Classic Doors Turn Heads, Weather and Intruders!

When peace of mind is what you want in a security door, Classic is the choice. The timeless beauty of ornamental iron is sure to outlive trends and fads to add comfort and value to your home for years to come. Not only beautiful, Classic is secure, and nothing can beat the secure feeling of knowing your family and home are protected by the best.



**PROTECT  
DECORATE  
INSULATE**



### Optional Features Available

Brass mail and magazine slots • Security Locks • Baked-on Finish •



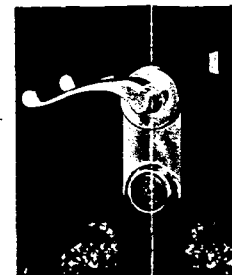
*Brass mail and magazine slots*



*Fire Escape lock*



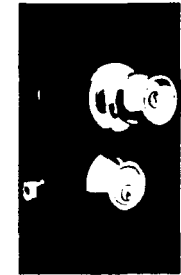
*Brass knob with Cambridge plate*



*French levers with Cambridge plate*



*Brass slimline lock*



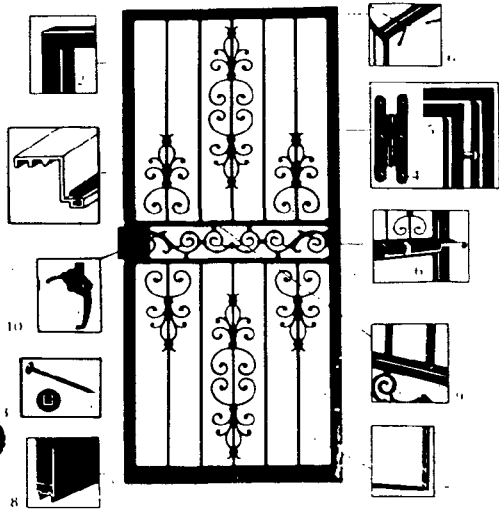
*Entry knob and deadbolt lock*

### Custom Colors Available

Beige  
White  
Silver Vein  
Mantle  
Gray  
Copper Vein  
Blue  
Sand  
Toffee  
Aqua  
Red  
Brown  
Walnut  
Gwyn  
Black (Std)

# Classic Doors Turn Heads, Weather

Many designs are available from 30" to 42" in width and from, 75" to 90" in height. Designs illustrated are all 36" by 80" standard. For sizes other than these, designs may vary slightly. All designs available for double door entranceways.



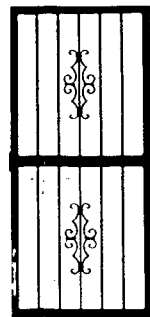
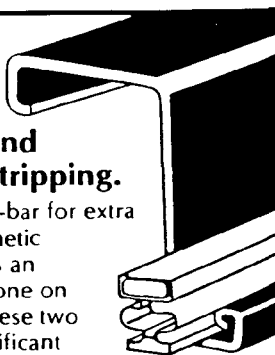
## Standard Quality Features

1. Heavy Duty Metal Jamb.
2. 2" welded steel frame with mitered tops.
3. Installed with stainless steel tamper-resistant screws.
4. Iron forged hinges.
5. Steel vault pins for added safety inserted into jamb behind iron hinges.
6. Heavy duty pneumatic closer with storm safety chain.
7. Tempered safety glass with weatherstripped frame.
8. Adjustable, double weatherstripped sweep at bottom of door.
9. Baked-on, state-of-the-art, polyester, electrostatic finish. Standard color black.
10. Storm door latch.

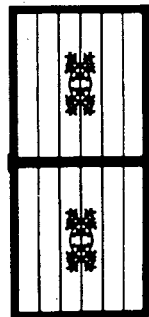
## Optional—For Additional Security

### Classic Steel Jamb and Magnetic Weatherstripping.

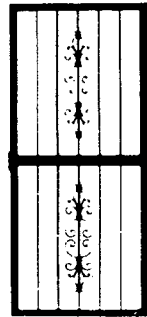
Jamb is roll formed steel Z-bar for extra security. And Classic magnetic weatherstripping, provides an airtight seal similar to the one on your refrigerator door. These two features are the most significant improvements in security storm doors ever developed, and Classic has them.



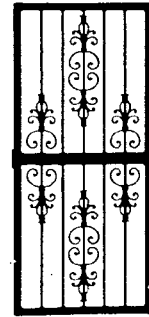
Diablo  
1101



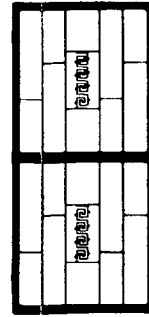
Southern Oak  
1102



Willow  
1106



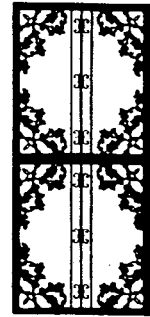
Sierra  
1104



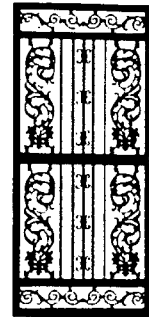
Dynasty  
1105



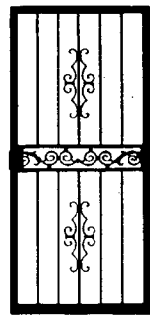
Delta Dawn  
1108



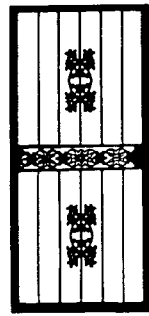
Orange Blossom  
1110



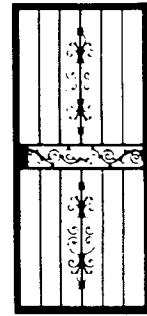
Paramont  
1117



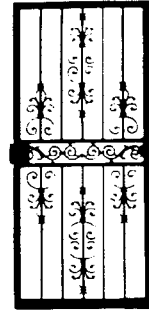
Avon  
2201



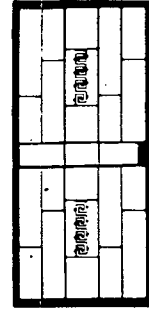
Manchester  
2202



Ritz  
2206



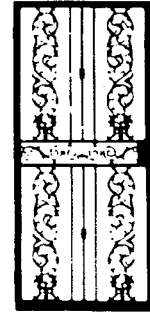
Tiffany  
2204



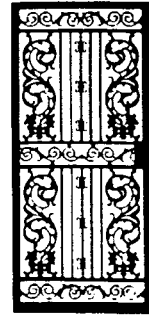
August Moon  
2205



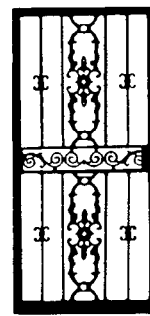
Venus  
2236



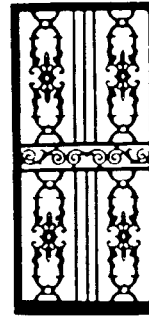
Indigo  
2218



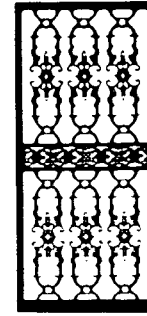
Bird of Paradise  
2217



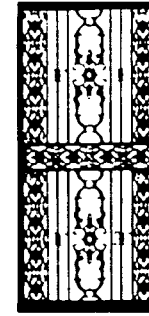
Glenview  
2214



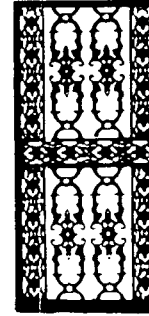
Mardi Gras  
2215



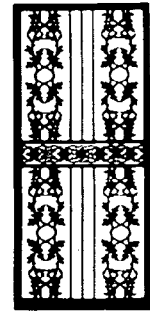
Seville  
2221



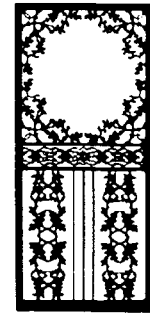
Classic  
2216



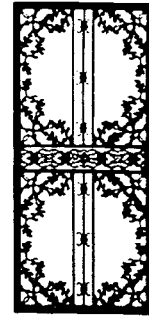
Parisian  
2222



Kentucky Oak  
2207



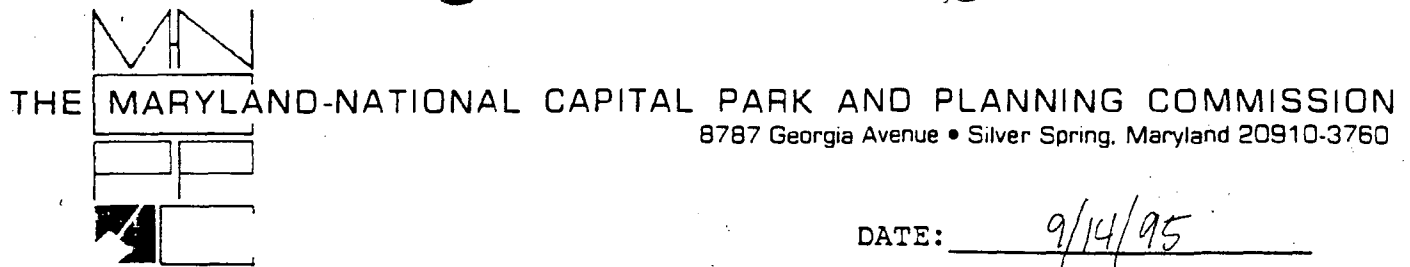
Mountain Laurel  
2208



Wildwood  
2210

## Electrostatic Polyester/Polyurethane Powder Topcoat®—The Durable Finish

Our electrostatically applied polyester/polyurethane powder coating process uniformly coats all doors by electrostatic spray. The doors are then baked in infrared ovens. During the curing cycle, at oven temperatures exceeding 450°F, a thermal bond surpasses the endurance and corrosion-resisting capabilities of regularly painted surfaces.



DATE: 9/14/95

MEMORANDUM

TO: Historic Area Work Permit Applicants

FROM: Gwen Marcus, Historic Preservation Coordinator  
Design, Zoning, and Preservation Division  
M-NCPPC

SUBJECT: Historic Area Work Permit Application - Approval of  
Application/ Release of Other Required Permits

---

Enclosed is a copy of your Historic Area Work Permit application, approved by the Historic Preservation Commission at its recent meeting, and a transmittal memorandum stating conditions (if any) of approval.

You may now apply for a county building permit from the Department of Environmental Protection (DEP), at 250 Hungerford Drive, Second Floor, in Rockville. Please note that although your work has been approved by the Historic Preservation Commission, it must also be approved by DEP before work can begin.


When you file for your building permit at DEP, you must take with you the enclosed forms, as well as the Historic Area Work Permit that will be mailed to you directly from DEP. These forms are proof that the Historic Preservation Commission has reviewed your project. For further information about filing procedures or materials for your county building permit review, please call DEP at 217-6370.

If your project changes in any way from the approved plans, either before you apply for your building permit or even after the work has begun, please contact the Historic Preservation Commission staff at 495-4570.

Please also note that you must arrange for a field inspection for conformance with your approved HAWP plans. Please inform DEP/Field Services at 217-6240 of your anticipated work schedule.

Thank you very much for your patience and good luck with your project!



  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

DATE: 9/14/95

MEMORANDUM

TO: Robert Hubbard, Chief  
Division of Development Services and Regulation  
Department of Environmental Protection (DEP)

FROM: Gwen Marcus, Historic Preservation Coordinator  
Design, Zoning, and Preservation Division  
M-NCPPC

SUBJECT: Historic Area Work Permit

The Montgomery Historic Preservation Commission has reviewed the attached application for a Historic Area Work Permit. The application was:

Approved  Denied

Approved with Conditions: \_\_\_\_\_

① LANDSCAPING DEPICTED ON SUBMITTED DRAWING MUST BE  
INSTALLED

② IF FENCE IS BUILT, DESIGN/MATERIALS MUST BE  
APPROVED BY HPC STAFF

THE BUILDING PERMIT FOR THIS PROJECT SHALL BE ISSUED CONDITIONAL UPON ADHERANCE TO THE APPROVED HISTORIC AREA WORK PERMIT(HAWP).

Applicant: BRIAN SMITH/ DONNA HOLVERSON

Address: 35 W. LENOX, CHEVY CHASE

\*\*\*THE APPLICANT MUST ARRANGE FOR A FIELD INSPECTION BY CALLING DEP/FIELD SERVICES (217-6240) FIVE DAYS PRIOR TO COMMENCEMENT OF WORK AND WITHIN TWO WEEKS FOLLOWING COMPLETION OF WORK.

# APPLICATION FOR HISTORIC AREA WORK PERMIT

CONTACT PERSON DOUNNA HOLVERSON  
 DAYTIME TELEPHONE NO. (301) 907-3417  
 TAX ACCOUNT # 455053  
 NAME OF PROPERTY OWNER BRIAN W SMITH - DOUNNA HOLVERSON DAYTIME TELEPHONE NO. (301) 907 3417  
 ADDRESS 35 West Lenox St Chevy Chase MD 20815  
 CITY STATE ZIP CODE  
 CONTRACTOR \_\_\_\_\_ TELEPHONE NO. ( ) \_\_\_\_\_  
 CONTRACTOR REGISTRATION NUMBER \_\_\_\_\_  
 AGENT FOR OWNER \_\_\_\_\_ DAYTIME TELEPHONE NO. ( ) \_\_\_\_\_

LOCATION OF BUILDING/PREMISE  
 HOUSE NUMBER 35 STREET Lenox St (West)  
 TOWN/CITY Chevy Chase NEAREST CROSS STREET Magnolia Pkwy  
 LOT PT 11 BLOCK 42 SUBDIVISION \_\_\_\_\_  
 LIBER 8799 FOLIO 1696 PARCEL \_\_\_\_\_

**PART ONE: TYPE OF PERMIT ACTION AND USE**

1A. CIRCLE ALL APPLICABLE: CIRCLE ALL APPLICABLE: A/C Slab Room Addition  
 Construct Extend Alter/Renovate Repair Move Porch Deck Fireplace Shed Solar Woodburning Stove  
 Wreck/Raze Install Revocable Revision Fence/Wall (complete Section 4) GATE Single Family Other \_\_\_\_\_  
 1B. CONSTRUCTION COST ESTIMATE \$ \_\_\_\_\_  
 1C. IF THIS IS A REVISION OF A PREVIOUSLY APPROVED ACTIVE PERMIT SEE PERMIT # \_\_\_\_\_

**PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS**

2A. TYPE OF SEWAGE DISPOSAL 01 ( ) WSSC 02 ( ) SEPTIC 03 ( ) OTHER \_\_\_\_\_  
 2B. TYPE OF WATER SUPPLY 01 ( ) WSSC 02 ( ) WELL 03 ( ) OTHER \_\_\_\_\_

**PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL**

3A. HEIGHT 4' feet \_\_\_\_\_ inches  
 3B. INDICATE WHETHER THE FENCE OR RETAINING WALL IS TO BE CONSTRUCTED ON ONE OF THE FOLLOWING LOCATIONS:  
 On party line/property line \_\_\_\_\_ Entirely on land of owner \_\_\_\_\_ On public right of way/easement

I HEREBY CERTIFY THAT I HAVE THE AUTHORITY TO MAKE THE FOREGOING APPLICATION, THAT THE APPLICATION IS CORRECT, AND THAT THE CONSTRUCTION WILL COMPLY WITH PLANS APPROVED BY ALL AGENCIES LISTED AND I HEREBY ACKNOWLEDGE AND ACCEPT THIS TO BE A CONDITION FOR THE ISSUANCE OF THIS PERMIT.

Donna J. Holverson Signature of owner or authorized agent 8/22/95 Date

APPROVED  W/ CONDITIONS For Chairperson, Historic Preservation Commission  
 DISAPPROVED \_\_\_\_\_ Signature [Signature] Date 9/14/95

APPLICATION/PERMIT NO: 9508230068 DATE FILED: \_\_\_\_\_ DATE ISSUED: \_\_\_\_\_

**SEE REVERSE SIDE FOR INSTRUCTIONS**

PERMIT FOR 35 WEST LENOX STREET  
CHEVY CHASE, MD.

1. Written Description of Project:

a. Existing structure is a 1926 brick colonial on street recently designated on the Master Plan. It is located in the Village of Chevy Chase.

b. We would like to do several things:

1. We would like to pave with concrete cobblestones an area 20 by 20feet (Carriage Court) to the left side of the front yard. There is no existing yard or grass because the front yard was demolished in the process of waterproofing the house. The purpose of this area would be to allow off street parking, especially in the winter months. The existing driveway(shared) is too steep to use during any snowy or icy weather and we are therefore plowed in, making the narrow residential street almost dangerous to other cars and making it difficult for the Village employees to clear the street. We had originally planned to put in a circular drive but because of Village rules and because of the slope of the property, this proved not to be a good solution.

*Alternate of Plan 1: If the carriage court is not approved by the Chevy Chase Board of Managers or it is not approved by the HPC, we would like permission to place a fence (4' or lower), made of wrought iron or wood pickets, 3-6" from the house side of the sidewalk. This fence would be as unobtrusive as possible and would be in keeping with the general ambiance of the house.*

2. We would like to place a wooden gate not to exceed 4' between the holly shrubs on either side of the front sidewalk leading from the door to the public sidewalk. This gate would be on the public right of way approximately one foot from the cross sidewalk (on the house side of the sidewalk).

3. We would like permission to replace the back slate roof of the house with asphalt shingles instead of using the original slate. The reason for this is economic. We replaced the front half of the roof(the roof that can be seen) with slate in 1988. The cost was enormous--the roof and the built in gutter cost \$40,000. The back half which we propose to replace in shingles that look like slate cannot be seen by neighbors, us or anyone except from the air. It is four stories

APPROVED  
Montgomery County  
Historic Preservation Commission

*James Marcus*  
9/14/95

up from the back yard which slopes very steeply to the Chevy Chase Country Club grounds. The savings of replacing the slate with shingles is between \$7,000-\$10,000, depending on the roofing contractor. I believe there is no historical impact, since this part of the roof cannot be seen.

4. We would like to put storm windows and a front security storm door on the house. The windows panes are single thickness and the windows themselves do not fit properly, making it necessary to add the storms.
5. We would like to replace the existing garage doors with two new doors. This is necessary because you cannot open the existing ones and even if repaired, they do not fit properly and also we need to build a structural column in the center of the opening as the I beam supporting the entire east wall of the house is beginning to turn out and is causing the east wall to bulge away from the house. The beam must be supported in the center to stop this bulging. This is structural and we believe there is no alternative. Since we need new doors, we would like to put in insulated doors with automatic openers.

APPROVED  
Montgomery County  
Historic Preservation Commission

*Steven Marcus*  
9/14/95

SURVEY OF  
and part of unnumbered parcel west of Lot 9,  
PART OF LOTS 9 & 11, BLOCK 42, SECTION 2

# CHEVY CHASE MONTGOMERY COUNTY MARYLAND

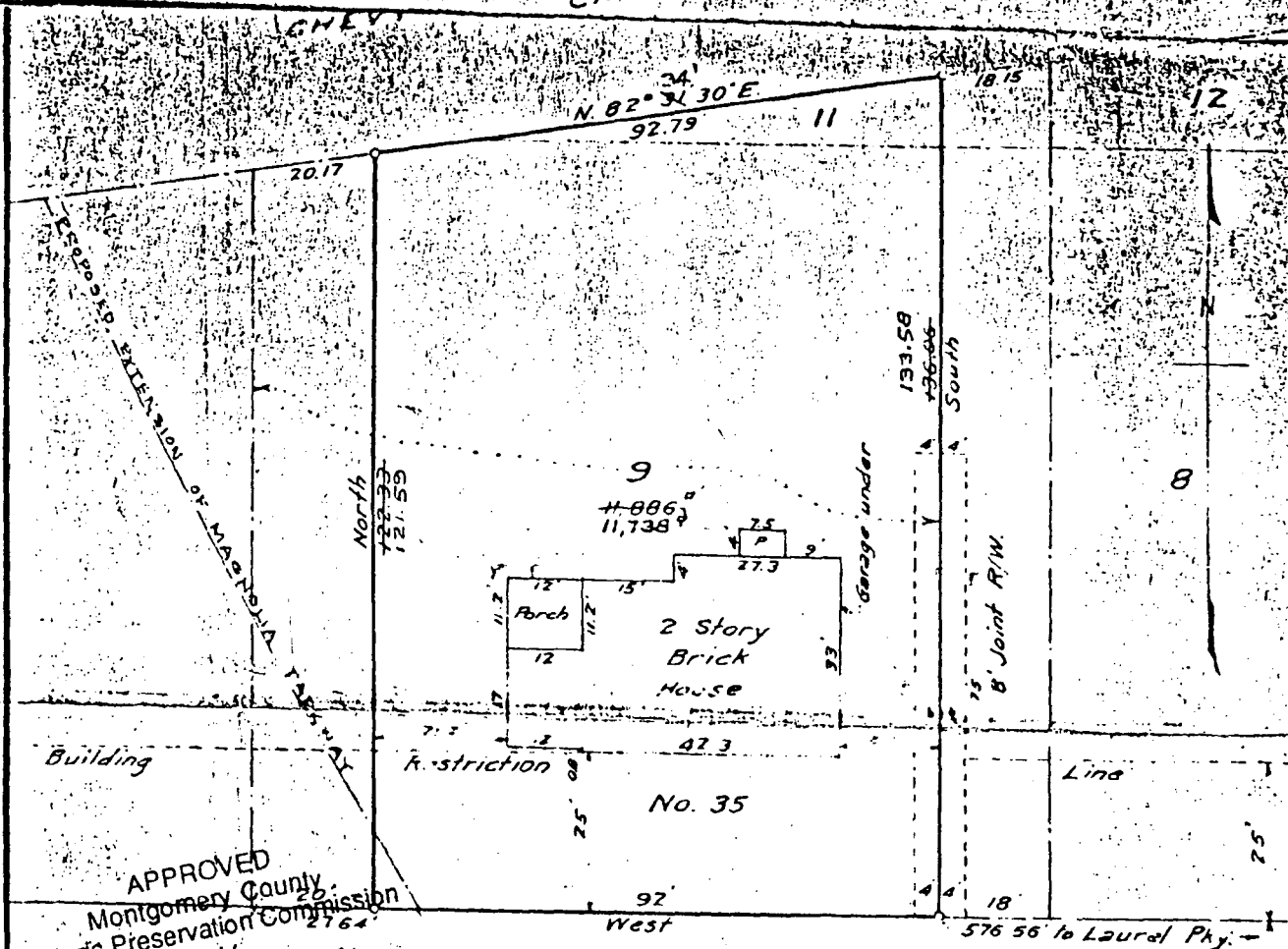
PROPERTY OF JENNINGS BAILEY, JR.

SEPT. 28, 1936

SCALE: 1" = 30'

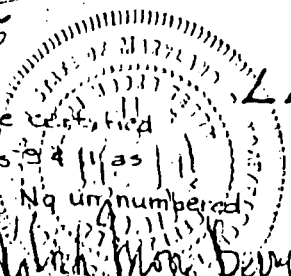
R. W. BERRY  
CIVIL ENGINEER  
7006 MEADOW LANE  
CHEVY CHASE, MD.

CHEVY CHASE CLUB



APPROVED  
Montgomery County  
Historic Preservation Commission  
2764

*Gwen Harcus*  
9/14/95  
W.



Re-examined and re-certified  
as to parts of Lots 9 & 11 as  
corrected hereon. No unnumbered  
parcel included.

LENOX ST.

*W.E.*

# EXISTING ST.

cf. Plat Book 2, Plat 107

2 November 1953 Ralph Mearns Berry, Civil Engineer & Land Surveyor.

File No 1290

SURVEY OF  
and part of unnumbered parcel west of Lot 3,  
PART OF LOTS 9 & 11, BLOCK 42, SECTION 2

# CHEVY CHASE MONTGOMERY COUNTY MARYLAND

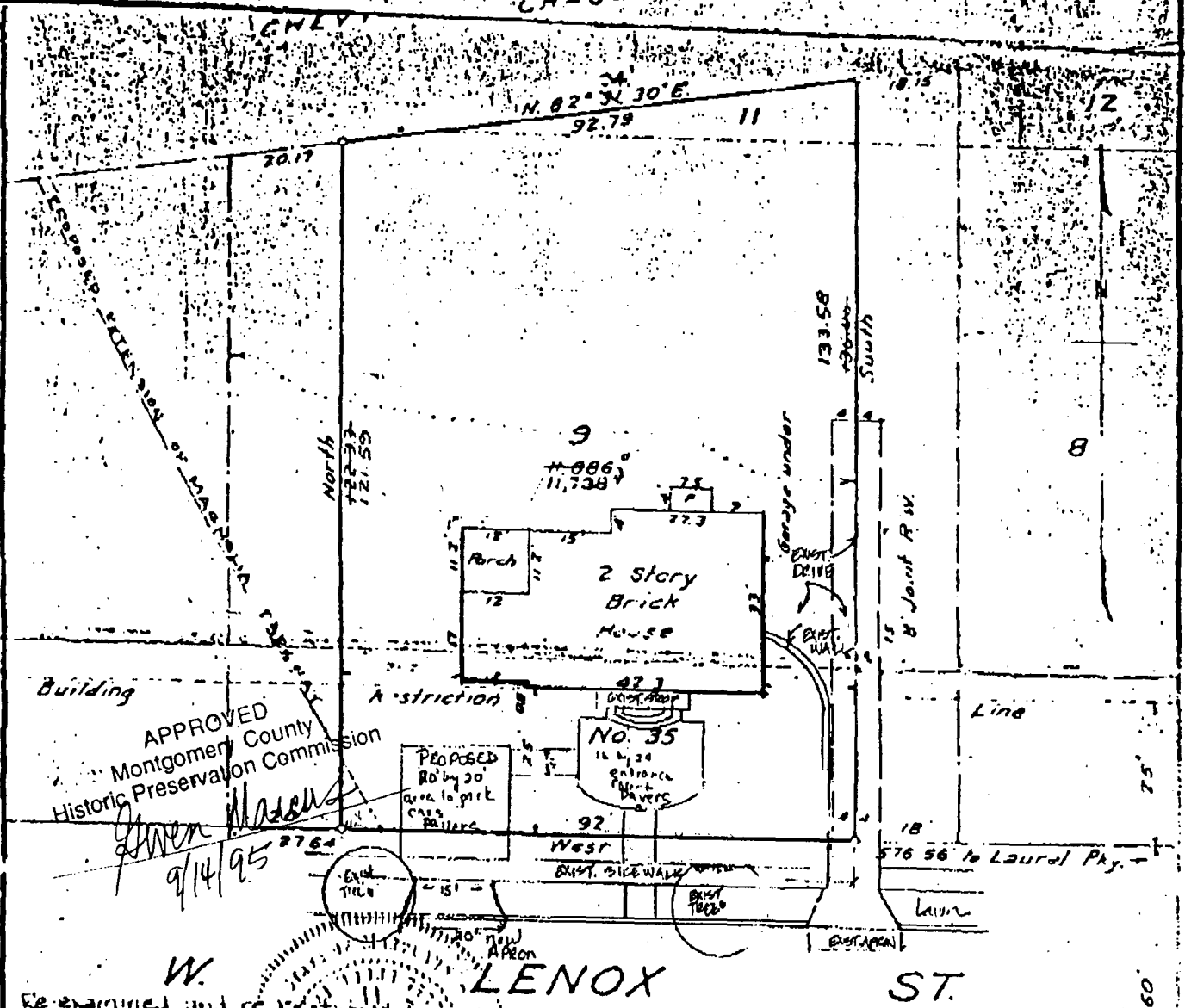
PROPERTY OF JENNINGS BAILEY, JR

SEPT. 28, 1936

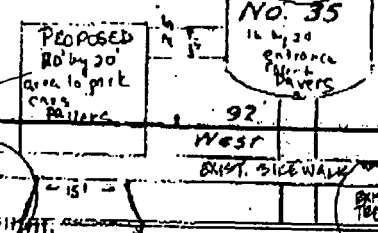
SCALE. 1" = 30'

R. W. BERRY  
CIVIL ENGINEER  
7006 MEADOW LANE  
CHEVY CHASE, MD.

CHASE CLUB



APPROVED  
Montgomery County  
Historic Preservation Commission  
*J. W. Haden*  
9/14/95

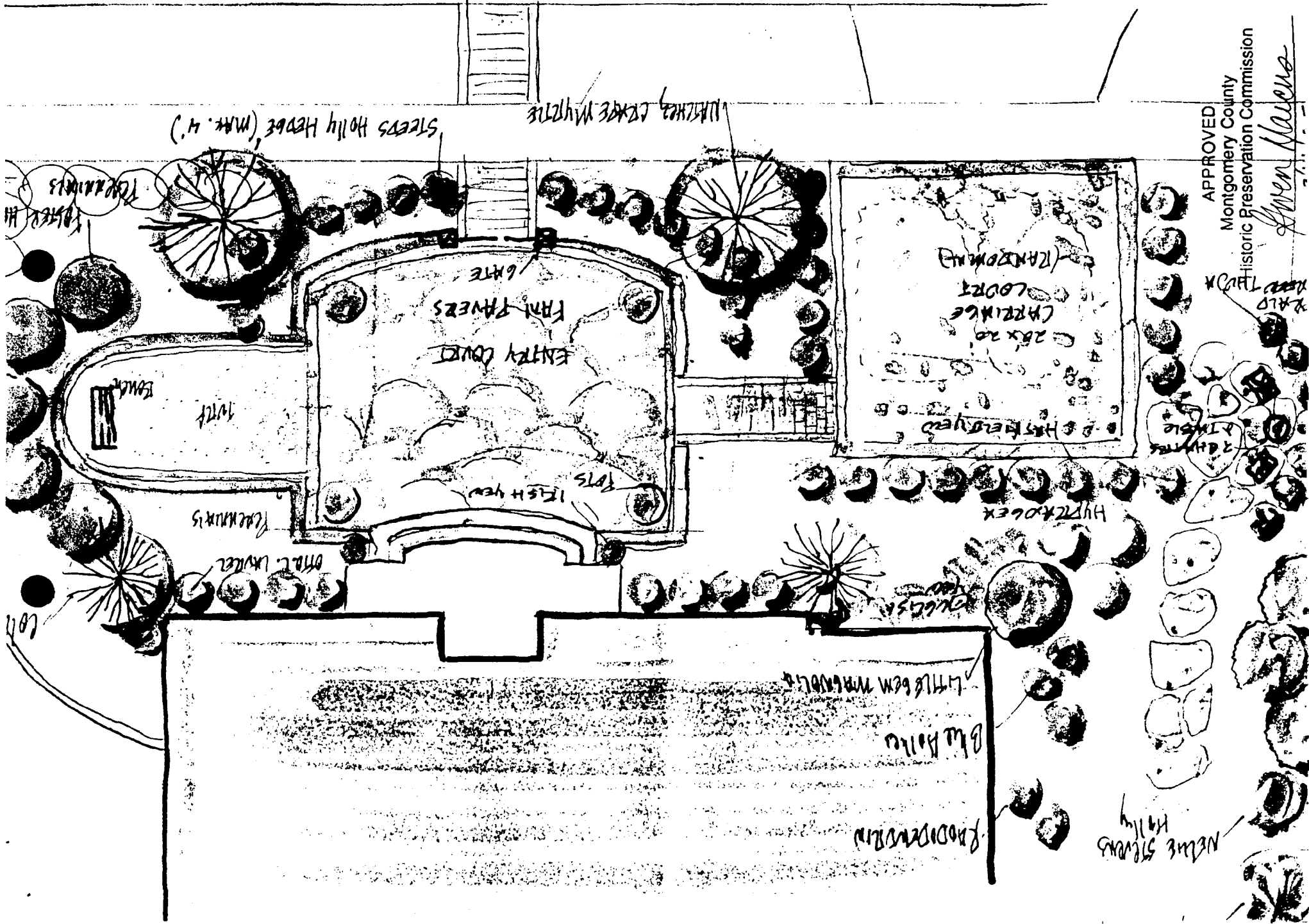


W. LENOX ST.

Re-examined and re-rectified  
as to parts of Lots 9 & 11 as  
corrected hereon. No unnumbered  
parcel included.

*W. E.*

ci. Plat Book 2, Plat 108



APPROVED  
 Montgomery County  
 Historic Preservation Commission

*Ann Kavana*

7-10-10

# HANOVER<sup>®</sup>

ARCHITECTURAL PRODUCTS



## APPIAN<sup>®</sup> BRICK SYSTEM

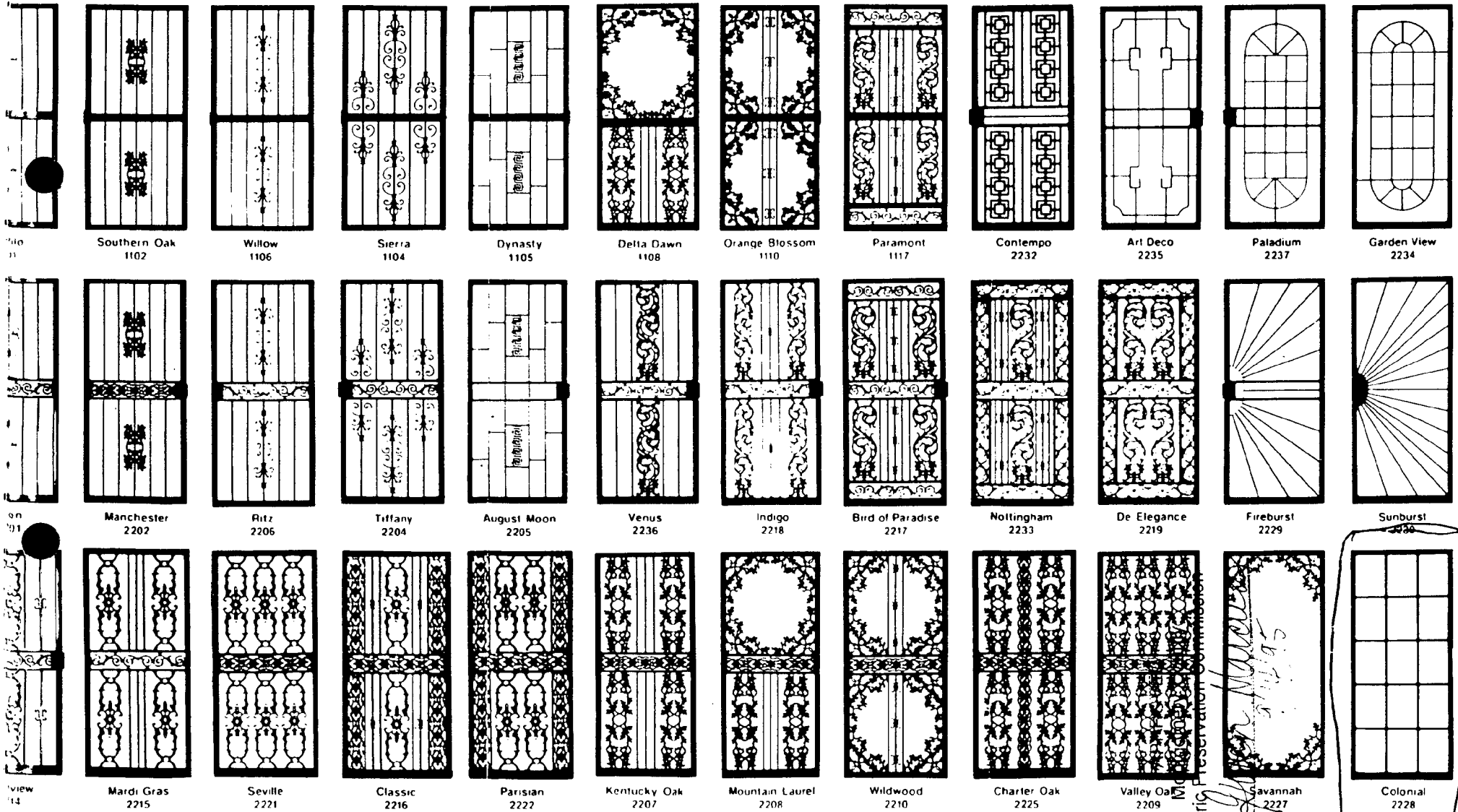
APPROVED  
Montgomery County  
Historic Preservation Commission

*Gwen Martin*  
9/14/95



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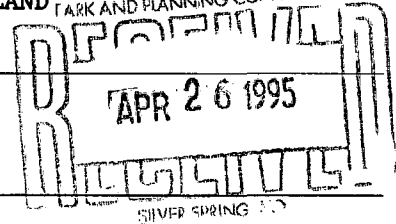
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Historic Preservation Committee  
 11/15/95  
 Savannah, GA

Resolution No.: 13-81  
Introduced: March 28, 1995  
Adopted: March 28, 1995

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS A DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council



Subject: Planning Board Final Draft Amendment to the Approved and Adopted Master Plan for Historic Preservation: Chevy Chase Village Historic District (Phase One)

Background

1. On December 19, 1994, the Planning Board submitted the Final Draft Amendment to the Approved and Adopted Master Plan for Historic Preservation: Chevy Chase Village Historic District (Phase One).
2. On February 2, 1995, the Executive submitted comments on the Final Draft Amendment to the Master Plan. In his comments, the Executive recommended creation of a Chevy Chase Village Historic District (Phase One) of only one block of West Lenox Street, west of Connecticut Avenue. The Executive stated that this compromise would provide an immediate level of protection for threatened properties, but allow further review of the entire Village.
3. The Chevy Chase historic district was considered because of an application for substantial alteration of a structure within the boundaries. The property is subject to a 195-day moratorium under Montgomery County Code §24A-10. The moratorium period ends on April 4, 1995.
4. On March 14, 1995, the Planning, Housing and Economic Development Committee held a public hearing on the Chevy Chase Village historic district on behalf of the County Council. Five Councilmembers who are not members of the PHED Committee also were present at the hearing.
5. On March 20, 1995, the PHED Committee held a worksession on the amendment. Four other Councilmembers attended the Committee's worksession.
6. The Committee discussed its options as: 1) designating a historic district with the boundaries submitted by the Planning Board or those recommended by the County Executive; or 2) returning the Plan to the Planning Board for a more comprehensive review of the Atlas site.

7. The Committee by a 2-0 vote recommended that the Plan be returned to the Planning Board for a more comprehensive evaluation of the entire Chevy Chase area. The Committee believes that the Chevy Chase area does have historicity, but feels that the area needs to be looked at as a whole and more time is necessary to educate the community and to give all residents the opportunity to participate in the process. The Committee acknowledged that not designating a historic district leaves the area which was recommended for designation, as well as all of the Atlas sites, vulnerable to alterations and demolitions. The Committee also acknowledged that it is impossible to totally prevent substantial alterations without designating the site as a historic resource, so to help ease the problem, the Committee recommended that language be added that the Board does not have to evaluate the entire district every time a permit for substantial alteration or demolition is filed.
8. On March 28, 1995, the County Council sitting as the District Council held a worksession on the Final Draft Amendment and voted, through a substitute motion, to designate the houses on West Lenox Street between the park and Magnolia Parkway as a historic district. The Council believes that this one block is an appropriate first phase of the Chevy Chase historic district. The structures in the one block have been reviewed and categorized by the Historic Preservation Commission and the Planning Board. The block provides an appropriate context in which to evaluate a request for demolition - the issue which initiated this amendment. The boundaries of this first phase area preserve an intact block of contributing and outstanding resources. The Council supports the categorization of the structures in the district as recommended in the Plan.

#### Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

- The Final Draft Amendment to the Approved and Adopted Master Plan for Historic Preservation: Chevy Chase Village Historic District Master Plan (Phase One) dated December, 1994 is modified to designate one block of West Lenox Street between the park and Magnolia Parkway as a historic district. In designating the one block, the Council's intent is that all remaining areas of the Chevy Chase Atlas historic district, including the areas in Chevy Chase Village which were part of this Plan, remain on the Atlas for further and future consideration as part of a comprehensive evaluation of the entire Atlas resource (or district). The Council approves the modified Chevy Chase Village Historic District Master Plan Amendment attached thereto.
- During the period while this and any other large Atlas district are being reviewed, the District Council requests that the Planning Board propose an alternative or alternatives for reviewing permits that would focus more on

individual properties with the context of an Atlas district. The alternative(s) brought to the Council should identify changes that can be implemented by regulation as well as any which would amend the Montgomery County Code. The purpose of these changes would be to respect owners' rights, preserve the district for review, and review changes to individual buildings in the context of a district, not trigger a review of the entire district, nor bring houses to the Planning Board and County Council one by one unless absolutely necessary to protect the owners' rights or the resource.

- The District Council believes it is appropriate to complete the review of Atlas districts and sites in as timely a manner as funding allows. The Council adopts a goal to complete the review of the Chevy Chase Atlas district in phases and in concert with the communities affected in as close to two years as possible.

This is a correct copy of Council action.



Kathleen A. Freedman, CMC  
Secretary of the Council

PLANNING BOARD  
(FINAL) DRAFT

AMENDMENT TO THE APPROVED AND ADOPTED  
MASTER PLAN FOR HISTORIC PRESERVATION IN  
MONTGOMERY COUNTY, MARYLAND

CHEVY CHASE VILLAGE HISTORIC DISTRICT  
(PHASE ONE)

An amendment to the Master Plan for Historic Preservation; being also an amendment to the 1990 Bethesda-Chevy Chase Master Plan; and an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery County, Maryland.

Prepared By:

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760  
December 1994

Reviewed By:

THE MONTGOMERY COUNTY EXECUTIVE  
[(Date to be established)] FEBRUARY, 1995

Approved By:

THE MONTGOMERY COUNTY COUNCIL  
[(Date to be established)] MARCH, 1995

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## ABSTRACT

**TITLE:** Planning Board (Final) Draft Amendment to the Master Plan for Historic Preservation: Chevy Chase Village Historic District (Phase One)

**AUTHOR:** The Maryland-National Capital Park and Planning Commission, Montgomery County Planning Board

**SUBJECT:** Planning Board (Final) Draft Amendment to the Master Plan for Historic Preservation: Chevy Chase Village Historic District (Phase One)

**DATE:** [December 1994] MARCH, 1995

**PLANNING AGENCY:** The Maryland-National Capital Park and Planning Commission

**SOURCE OF COPIES:** The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

**NUMBER OF PAGES:** 9

**ABSTRACT:** This document contains the text, with supporting maps, for an [proposed] amendment to the Master Plan for Historic Preservation in Montgomery County, being also an amendment to the 1990 Bethesda-Chevy Chase Master Plan and an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery County, Maryland. This amendment [recommends the designation of] one historic district, the Chevy Chase Village Historic District (Phase One), on the Master Plan, to be protected under the County's Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code.

DESIGNATES

ELECTED AND APPOINTED OFFICIALS

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COUNTY EXECUTIVE

Doug Duncan

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Thomas L. Trumble



## MASTER PLAN AMENDMENT PROCESS

Master Plans provide policy guidance concerning the private and public use of land, for use and reference by private land owners, public agencies, and interested parties generally. Every master plan amendment also amends the General Plan for Montgomery County. The process of initiation, review, and adoption of amendments is generally as follows:

### Public Hearing (Preliminary) Draft Amendment

This document is a formal proposal to amend an adopted master plan. It is prepared by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission. Before proceeding to publish a final draft of the amendment, the Planning Board must hold a public hearing. After the close of the record of this public hearing, the Planning Board holds an open worksession to review the testimony, and to determine whether to make any revisions to the Public Hearing (Preliminary) Draft.

### Planning Board (Final) Draft Amendment

This document contains the Planning Board's final recommendations. It is transmitted to the County Council for review. In addition, the County Executive is sent a copy and has sixty days in which to provide comments on the amendment.

The County Council typically schedules a public hearing on the Planning Board (Final) Draft Amendment. After the close of record of this public hearing, the Council holds an open worksession to review the testimony, and then adopts a resolution approving, modifying, or disapproving the amendment.

Failure of the County Council to act within the prescribed time limits constitutes approval of the plan amendment as submitted to the body which fails to act.

### Adopted Amendment

The amendment approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the amendment officially amends the various master plans cited in the Commission's adoption resolution.

## HISTORIC PRESERVATION MASTER PLAN AMENDMENT

The Master Plan for Historic Preservation and the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. When an historic resource is placed on the Master Plan for Historic Preservation, the adoption action officially designates the property as an historic site or historic district, and subjects it to the further procedural requirements of the Historic Preservation Ordinance.

Designation of historic sites and districts serves to highlight the values that are important in maintaining the individual character of the County and its communities. It is the intent of the County's preservation program to provide a rational system for evaluating, protecting and enhancing the County's historic and architectural heritage for the benefit of present and future generations of Montgomery County residents. The accompanying challenge is to weave protection of this heritage into the County's planning program so as to maximize community support for preservation and minimize infringement on private property rights.

The following criteria, as stated in Section 24A-3 of the Historic Preservation Ordinance, shall apply when historic resources are evaluated for designation in the Master Plan for Historic Preservation:

(1) Historical and cultural significance:

The historic resource:

- a. has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation;
- b. is the site of a significant historic event;
- c. is identified with a person or a group of persons who influenced society;
- d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities; or

(2) Architectural and design significance:

The historic resource:

- a. embodies the distinctive characteristics of a type, period or method of construction;
- b. represents the work of a master;
- c. possesses high artistic values;
- d. represents a significant and distinguishable entity whose components may lack individual distinction; or
- e. represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape.

**IMPLEMENTATION OF THE MASTER PLAN FOR HISTORIC PRESERVATION**

Once designated on the Master Plan for Historic Preservation, historic resources are subject to the protection of the Ordinance. Any substantial changes to the exterior of a resource or its environmental setting must be reviewed by the Historic Preservation Commission and an historic area work permit issued under the provisions of the County's Preservation Ordinance, Section 24A-6. In accordance with the Master Plan for Historic Preservation and unless otherwise specified in the amendment, the environmental setting for each site, as defined in Section 24A-2 of the Ordinance, is the entire parcel on which the resource is located as of the date it is designated on the Master Plan.

Designation of the entire parcel provides the County adequate review authority to preserve historic sites in the event of development. It also ensures that, from the beginning of the development process, important features of these sites are recognized and incorporated in the future development of designated properties. In the case of large acreage parcels, the amendment will provide general guidance for the refinement of the setting by indicating when the setting is subject to reduction in the event of development; by describing an appropriate area to preserve the integrity of the resource; and by identifying buildings and features associated with the site which should be protected as part of the setting. It is anticipated that for a majority of the sites designated, the appropriate point at which to refine the environmental setting will be when the property is subdivided.

Public improvements can profoundly affect the integrity of an historic area. Section 24A-6 of the Ordinance states that an Historic Area Work Permit for work on public or private property must be issued prior to altering an historic resource or its environmental setting. The design of public facilities in the vicinity of historic resources should be sensitive to and maintain the character of the area. Specific design considerations should be reflected as part of the Mandatory Referral review processes.

In the majority of cases, decisions regarding preservation alternatives are made at the time of public facility implementation within the process established in Section 24A of the Ordinance. This method provides for adequate review by the public and governing agencies. In order to provide guidance in the event of future public facility implementation, the amendment addresses potential conflicts existing at each site and suggests alternatives and recommendations to assist in balancing preservation with community needs.

In addition to protecting designated resources from unsympathetic alteration and insensitive redevelopment, the County's Preservation Ordinance also empowers the County's Department of

Environmental Protection and the Historic Preservation Commission to prevent the demolition of historic buildings through neglect.

The Montgomery County Council passed legislation in September 1984 to provide for a tax credit against County real property taxes in order to encourage the restoration and preservation of privately owned structures located in the County. The credit applies to all properties designated on the Master Plan for Historic Preservation (Chapter 52, Art. VI). Furthermore, the Historic Preservation Commission maintains up-to-date information on the status of preservation incentives including tax credits, tax benefits possible through the granting of easements on historic properties, outright grants and low-interest loan programs.

**THE AMENDMENT**

The purpose of this amendment is to designate one historic district - the Chevy Chase Village Historic District (Phase One) - on the Master Plan for Historic Preservation. [If designated,] This district would be protected under the County's Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code.

<u>Site #</u>	<u>Name</u>	<u>Boundaries</u>
35/13	Chevy Chase Village Historic District (Phase One)	See Figures 1A/B, pp 7-8

**STATEMENT OF SIGNIFICANCE**

The Chevy Chase Village Historic District (Phase One) meets a number of the criteria for historic designation listed in the Historic Preservation Ordinance:

- 1(a) ...as a prototypical, turn-of-the-century streetcar suburb designed to provide upscale residences in a comprehensively planned environment.
- 1(c) ...for its association with Senators Francis G. Newlands and William M. Stewart.
- 1(d) ...as it exemplifies the development of Montgomery County as a suburban community with close ties to the growth of Washington D.C.
- 2(a) ...for its outstanding collection of [late 19th and] early 20th century residences, designed in the broad range of architectural styles popular during this period - including [Shingle,] Tudor, Colonial Revival, and Craftsman.
- 2(b) ...for its connection with prominent architects such as EDWARD DONN JR. [Lindley Johnson, Leon Dessez,] and Arthur B. Heaton.
- 2(d) ...as a collection of significant buildings which - as a whole - clearly evoke a sense of historic time and place.

Chevy Chase is nationally recognized as a prototypical, turn-of-the-century streetcar suburb providing upscale residences in a comprehensively planned environment. The driving force behind the development of Chevy Chase was Senator Francis G. Newlands of Nevada. Newlands is recognized as one of the first entrepreneurs to appreciate the speculative implications of the streetcar.

Chevy Chase gets its name from a 560-acre tract of land patented here in 1751 by Colonel Joseph Belt, known as "Cheivy Chace." The name has historic associations with a 1388 battle between England and Scotland which involved a border raid, or "chevauchee," of hunting grounds, known as a "chace."

The Chevy Chase Land Company was incorporated in 1890 by Newlands and Senator William M. Stewart, also of Nevada. Newlands arranged for the purchase of land along the proposed extension of Connecticut Avenue from the built area of Washington on into the Maryland countryside. Under his plan, his associates, realtors Colonel George Augustus Armes and Edward J. Stellwagen, purchased the land which was then transferred to the Land Company. Landowners who appeared to be holding out for excessive profit were bypassed by a shift in the course of the road and trolley. This accounts for Connecticut Avenue's change in direction north of Chevy Chase Circle.

From the beginning, Newlands sought to develop a singular neighborhood of the finest quality. Newlands' comprehensive plan included zoning, architectural design guidelines, landscaping, and infrastructure.

The Land Company hired talented designers, including architects and a landscape architect, to design the community. Nathan Barrett, a New York landscape architect, created wide streets, large lots, and parkland. Trees and shrubs were carefully selected to represent the best in contemporary style and taste.

Leon E. Dessez, appointed the company's architect, prepared strict building regulations. Houses fronting on Connecticut Avenue were to cost at least \$5000 and had required setbacks of 35 feet. Houses on side streets had to be worth at least \$3000 and have 25 foot setbacks. Individual lots in both areas had to be at least sixty feet wide. Rowhouses, commercial buildings, apartments, and alleys were prohibited. In addition, Dessez reviewed plans for proposed houses within the village.

The Land Company built the first four houses to set the tone for subsequent construction. Three of these still stand today. The Newlands-Corby Mansion (1894), 9 Chevy Chase Circle, was designed by Philadelphia architect Lindley Johnson, and was given its present Tudor Revival appearance by Arthur Heaton, c1909-1914. It is already designated on the Master Plan for Historic Preservation (#35/13-1). [The other two original houses are in the proposed historic district - 5804 Connecticut Avenue and 5900 Connecticut Avenue.]

The Chevy Chase Land Company spent millions on infrastructure improvements, including the construction of the trolleyline, known as the Rock Creek Railway. The company built

trestle bridges over Rock Creek, graded Connecticut Avenue from Calvert Street to Chevy Chase Lake, installed water and sewer systems, and constructed a power house to provide electricity.

The first section of Chevy Chase to be developed was Section 2, now known as Chevy Chase Village, recorded in 1892 and opened for sale in 1893. Unfortunately, 1893 also marked the end of a real estate boom, and early sales in Chevy Chase were slow. By 1897, only 27 houses had been built and occupied. Most of the first houses were concentrated in the area immediately surrounding the Chevy Chase Circle. After the turn of the century, sales picked up. By one account, 175 houses were constructed by 1915, and within the year, lots in Section 2 were largely sold out.

**BOUNDARY ANALYSIS**

DESIGNATED WITH THIS AMENDMENT

A first phase of the Chevy Chase Village Historic District is being considered at this time. The phased approach that is being recommended is consistent with accepted preservation practices in analyzing potentially large historic areas. This effort is the first part or the beginning of a larger project which would undertake the comprehensive evaluation of Chevy Chase area for potential historic designation. This first phase area may be viewed as a core area which would anchor a larger district that may be ultimately designated. It is essential that this process not end with this first phase analysis, and that the comprehensive evaluation of the Chevy Chase area be continued in the immediate future.

The boundaries for this first phase area that are being recommended are based on 1.) looking at the first area of subdivision in Chevy Chase Village - which is also the first area which was developed; and 2.) an analysis of clear geographic boundaries within the area of early development which define a first phase district. PROVIDING AN APPROPRIATE CONTEXT IN WHICH TO EVALUATE A

The first subdivision in Chevy Chase Village (dating from the 1890s) is a large area running from Chevy Chase Circle to Bradley Lane, on both sides of Connecticut Avenue. The first houses in the community were constructed in this area near Connecticut Avenue for streetcar access to Washington D.C.

REQUEST FOR  
DEMOLITION  
OF 14 WEST  
LENOX - THE  
ISSUE WILL  
INITIATED  
THIS  
AMENDMENT  
AND 3)  
PRESERVING  
AN INTACT  
BLOCK OF  
CONTRIBUTING  
AND OUTSTANDING  
RESIDENCES.

DELINEATED

Within that early subdivision area, a first phase historic district has been. This area is roughly bounded by Connecticut Avenue, Magnolia Parkway, and W. Lenox Street (see the attached maps on pages 7 and 8). These boundaries include Chevy Chase Circle to the south which is a significant gateway to the community and an anchor. Connecticut Avenue - the eastern boundary of the Phase One area - was the location of the historic trolley line which was the lifeline between suburban residences and DC workplaces. The Chevy Chase Club to north is a natural

ELEVEN RESIDENCES ALONG WEST LENOX ARE INCLUDED  
WITHIN THE FIRST PHASE AREA.

[boundary. Finally, Magnolia Parkway is a major diagonal street that helps to define the community.]

[The area within the boundaries correlates with the earliest period of development in Chevy Chase Village, with numerous houses dating from before 1900 and just after the turn-of-the-century. It is clearly defined by geographic boundaries and reads as a cohesive collection of properties.] As the first phase in a larger evaluation effort, this area can be viewed as a representative "sample" of the larger district and as a core area that may be built upon in the future.

The Corby Mansion at 9 Chevy Chase Circle is already designated on the Master Plan for Historic Preservation as an individual historic site (#35/13-1). It is not included within the boundaries of the Phase One district, because it is already designated and redesignating the property at this time would be repetitive. However, it is clearly an important house both architecturally and historically and would be a key element in a larger or expanded Chevy Chase Village Historic District at some time in the future.

## RESOURCES

### Categories of Significance

Categorization of resources within historic districts has proved to be a useful tool in administering designated areas. Not all properties within a historic district are of equal significance, and the Historic Preservation Ordinance recognized this - Section 24A-8(d) of the law states that "...the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district."

The purpose of categorizing resources within historic districts during the designation process is to provide the HPC with guidance as to which structures within an area are of little historical or design significance, so that the HPC may apply the Historic Preservation Ordinance appropriately.

The categories (and their definitions) which staff has used in evaluating properties in Chevy Chase are identical to the those used in Takoma Park:

**Outstanding Resource:** A resource which is of outstanding significance due to its architectural and/or historical features. An outstanding resource may date from any historical period and may be representative of any architectural style. However, it must have special



features, architectural details and/or historical associations that make the resource especially representative of an architectural style, it must be especially important to the history of the district, and/or it must be especially unique within the context of the district.

**Contributing Resource:** A resource which contributes to the overall character of the district and its streetscape, but which is of secondary architectural and historical significance. A resource may be classified as contributing if it is a common or ubiquitous example of an architectural style that is important to the historic district, or if it was an outstanding resource that, while still identifiable as a specific architectural style, has lost some degree of its architectural integrity due to alterations. Contributing resources add to the overall streetscape due to their size, scale, and architectural character.

**Non-Contributing or Out-of-Period Resource:** A resource which is an intrusion in the district because of its lack of architectural and historical significance and/or because of major alterations that have eliminated most of the resource's original architectural integrity. Or a resource that is a newer building, which possibly contributes to the overall streetscape but is out of the district's primary historical and architectural context.

Resources in the proposed Chevy Chase Village Historic District (Phase One) have been categorized according to their contribution to the architectural and/or historical significance of the historic district (see attached table of resources with their recommended categories on page 9). [Staff has defined] the period of historic significance for this district as beginning in 1893, when the Village opened for sale, and continuing through the 1920s, a decade which marked the close of the majority of construction activity in this area.

#### Architectural Resources

- THIS AMENDMENT DEFINES
- PHASE ONE HISTORIC DISTRICT INCLUDES NOTEWORTHY EXAMPLES OF
- o Chevy Chase Village [is an exceptional concentration of late 19th century and] early 20th century architectural styles, including the Colonial Revival, Neoclassical, [Shingle,] Tudor Revival, [Italian Renaissance,] and Craftsman. [Many of the houses were designed by locally and nationally known architects.]
  - [ o The Chevy Chase Land Company built the first few residences, setting the architectural tone for later houses. These houses were designed by Lindley Johnson, a successful,

sophisticated architect known for his large country estates and resort structures. Two of these residences, which were built about 1892, are in the proposed Phase One district. The first house occupied in the community was the Arts and Crafts style house at 5804 Connecticut Avenue, built for Edward Stellwagen. The other is a Tudor Revival house, at 5900 Connecticut Avenue, which held the community's first post office, 1893-96.

Additional houses constructed before 1900 were designed in Shingle, Colonial Revival, and Craftsman styles, including 8 West Irving (1895), 6 West Kirke (c1895), and 16 West Kirke (1895).

- o Noteworthy houses designed by local architects include Edward W. Donn, Jr.'s Colonial Revival residence at 18 W. Lenox (1915), and Arthur B. Heaton's Tudor Revival, 11 West Lenox (1917).

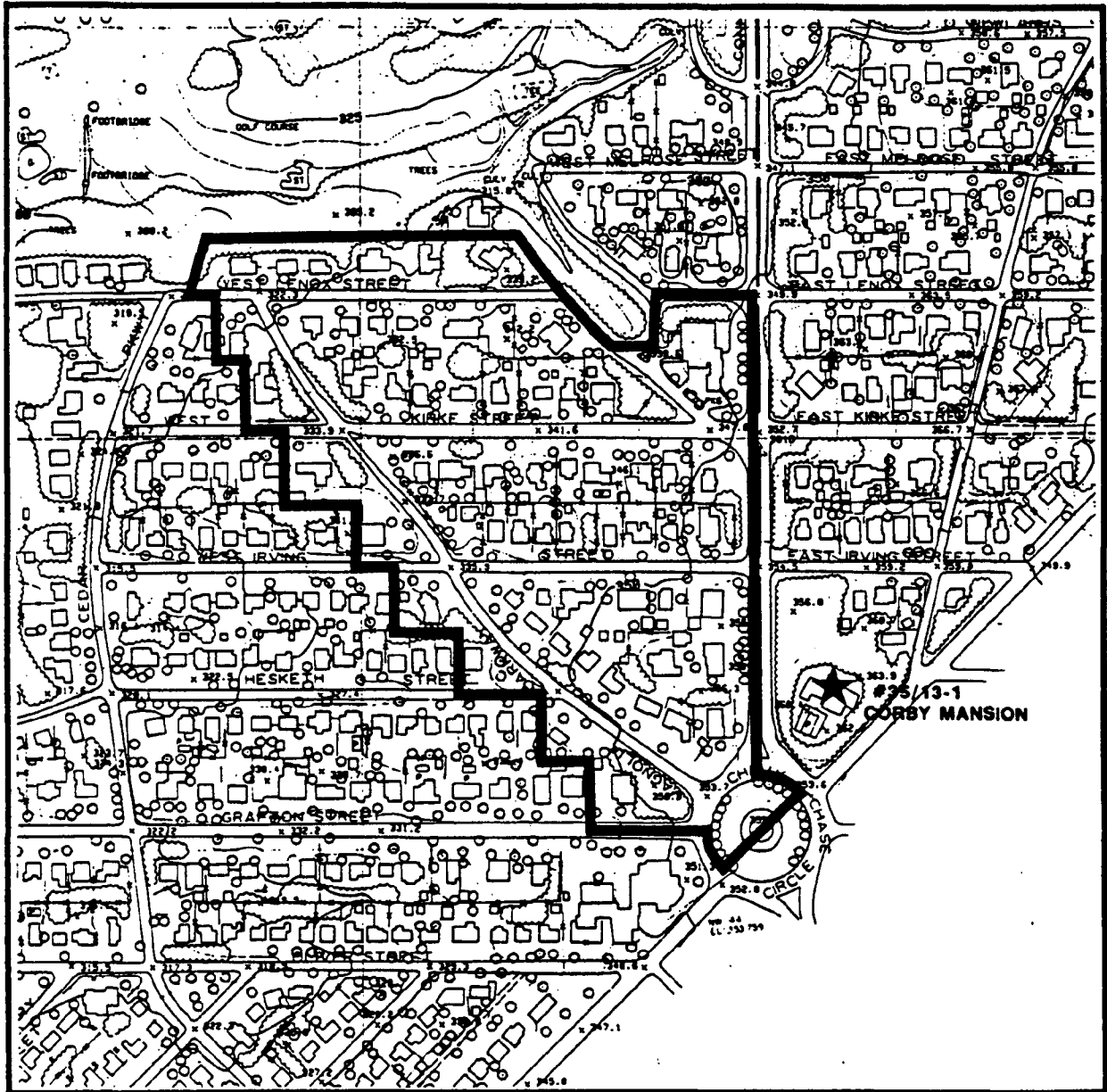
The Village Hall, 5906 Connecticut Avenue, was built by the Land Company (c1896). The building accommodated the post office, a library established by Senator Newlands' daughters, and fire apparatus. The building, which was enlarged with a compatible north end addition in 1988, today accommodates village administrative offices and the post office.

- o Outstanding landscape features [which] bear testimony to Nathan Barrett's original landscape plan, [include the arched canopy of trees framing West Irving Street, and triangular parklike lots at Magnolia Parkway and Chevy Chase Circle, and at Laurel Parkway and Kirke Street.]

Chevy Chase Circle, located on the DC-Maryland border, unites the two jurisdictions and provide a gateway to Chevy Chase. The sandstone fountain, built in 1932 and dedicated to Newlands, was recently restored by Chevy Chase Land Company, under the ownership of a descendant of Senator Newlands.

MAP TO BE ALTERED

FIGURE 1A



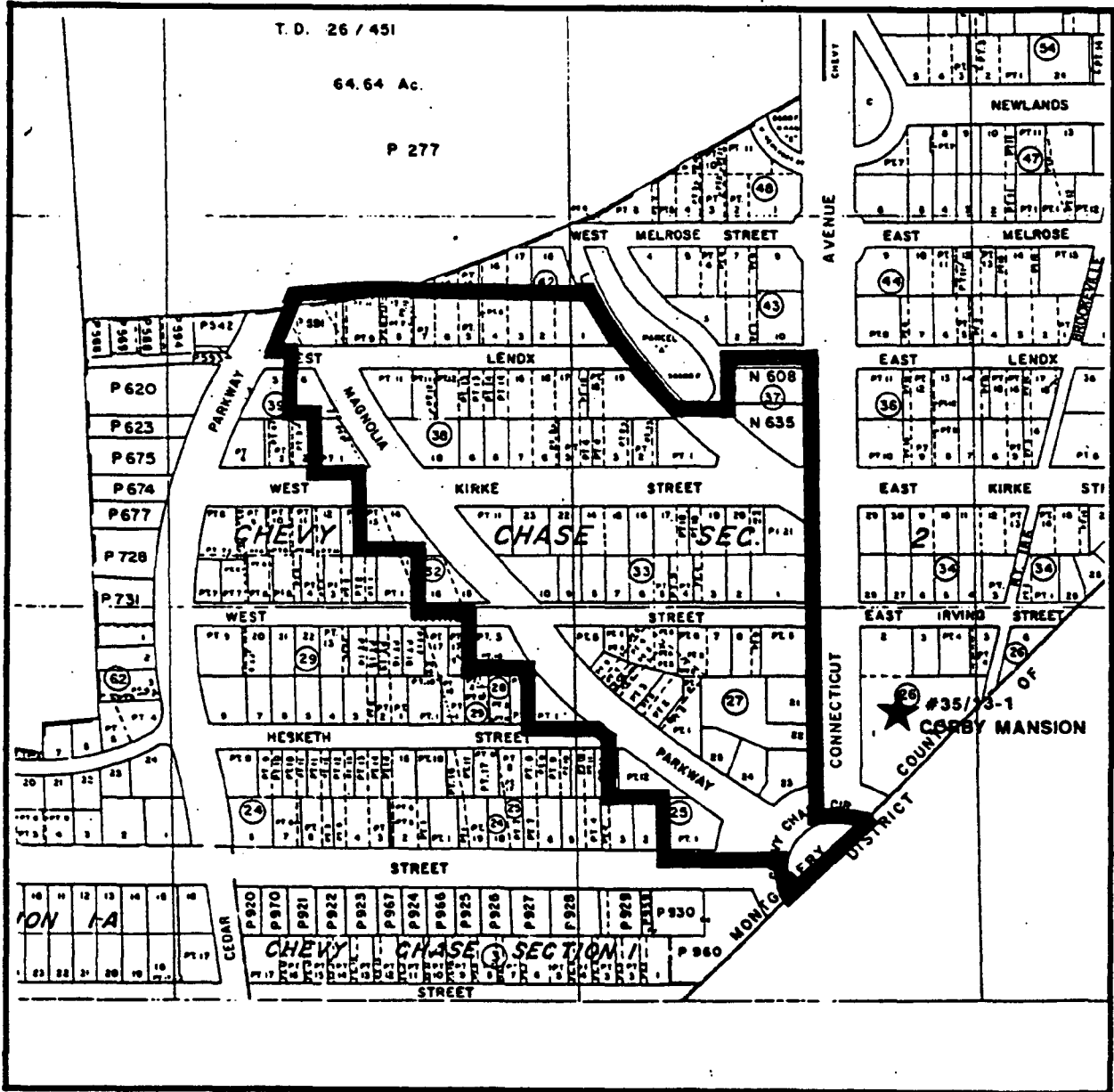
**#35/13 CHEVY CHASE VILLAGE HISTORIC DISTRICT**

**———— PROPOSED DISTRICT BOUNDARIES**

**★ MASTER PLAN SITE**

MAP TO BE ALTERED

FIGURE 1B



**#35/13 CHEVY CHASE VILLAGE HISTORIC DISTRICT**

**PROPOSED DISTRICT BOUNDARIES**

**★ MASTER PLAN SITE**

## CHEVY CHASE VILLAGE (PHASE ONE) HISTORIC DISTRICT

12/12/94

Number	Street	Style	Date	Cat
	Ch Chase Cir		1933	1
5	Ch Chase Cir	Craftsmn	1909-16	1
5800	Connecticut	Split Level	Post1957	NC
5804	Connecticut	Craftsmn	c1893	1
5808	Connecticut	Split Level	Post1957	NC
5810	Connecticut	Ital Renaissance	1916-27	1
5900	Connecticut	Tudor Rev	1892	1
5904	Connecticut	Col Rev	1916-27	1
5906-10	Connecticut	Col Rev	c1896	1
4	Laurel	Craftsmn	c1897	1
2	Magnolia	Victorian Rev	By 1916*	NC
3	Magnolia	Split Level	Post1957	NC
4	Magnolia	Four Square	c1905-15	2
5	Magnolia	Split Level	Post1957	NC
7	Magnolia	Col Rev	1916-27	2
8	Magnolia	Col Rev	c1905-15	2
9	Magnolia	Col Rev	1916-27	2
11	Magnolia	Col Rev	1916-27	2
13	Magnolia	Dutch Col	1916-27	2
15	Magnolia	Dutch Col	1916-27	2
16	Magnolia	Craftsmn/Four Sq	By 1916	1
17	Magnolia	Bungalow	1916-27	2
20	Magnolia	Col Rev	1916-27	1
1	West Irving	Mediterranean Rev	1916-27	2
3	West Irving	Dutch Col Bung	By 1916	1
4	West Irving	Shingle	By 1916	2
5	West Irving	Bungalow	c1905-15	2
8	West Irving	Craftsmn	1895	1
9	West Irving	Four Square	c1905-15	2
11	West Irving	Col Rev Four Sq	c1905-15	1

Number	Street	Style	Date	Cat
12	West Irving	Tudor Rev	1916-27	1
13	West Irving	Col Rev	Post1931	NC
14	West Irving	Col Rev	c1960-80	NC
4	West Kirke	Tudor Rev	c1893	2
6	West Kirke	Tudor Rev	pre-1916	2
7	West Kirke	Craftsmn	1907-16	2
9	West Kirke	*	pre-1916	NC
10	West Kirke	Four Sq?*	pre-1916	NC
11	West Kirke	Federal Rev	By 1916	1
12	West Kirke	Tudor Rev	By 1916	1
14	West Kirke	Shingle	By 1916	1
15	West Kirke	Dutch Col	By 1916	2
16	West Kirke	Class Rev	c1895	2
17	West Kirke	Craftsmn	c1915	2
18	West Kirke	Col Rev	c1963	NC
19	West Kirke	Four Sq	1909-16	2
20	West Kirke	Col Rev Bungalow	1916-27	2
21	West Kirke	Col Rev	Post1931	NC
25	West Kirke	Tudor Rev	1916-27	1
27	West Kirke	Class Rev	1919	2
8	West Lenox	Tudor Rev	By 1916	2
9	West Lenox	Col Rev Four Sq	By 1916	2
11	West Lenox	Tudor Rev	1917	1
14	West Lenox	Craftsmn	c1927	NC
15	West Lenox	Craftsmn	1908-16	2
16	West Lenox	Col Rev	1916-27	2
18	West Lenox	Col Rev	c1915	1
20	West Lenox	Col Rev	1916-27	2
33	West Lenox	Col Rev	1924	2
35	West Lenox	Col Rev	1926	1
37	West Lenox	Craftsmn	By 1916	2

HAWP APPLICATION ADDRESSES OF ADJACENT & CONFRONTING PROPERTY OWNERS

33 West Lenox St  
Cherry Chase MD. 20815

37 West Lenox  
Cherry Chase MD 20815

20 West Lenox St  
Cherry Chase MD 20815

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address: 35 West Lenox Street

Meeting Date: 9/13/95

Resource: Chevy Chase Village Hist. Dist.  
(Phase One), #35/13

Review: HAWP

Case Number: 35/13-95B

Tax Credit: Partial

Public Notice: 8/30/95

Report Date: 9/6/95

Applicant: Donna Holverson/Brian Smith

Staff: Gwen Marcus

PROPOSAL: Roof replacement, storm windows, replacement of garage doors, landspacing/paving changes  
RECOMMEND: Approval w/ conditions

---

BACKGROUND

The house at 35 West Lenox Street is an Outstanding Resource in the recently-approved Chevy Chase Village Historic District (Phase One). It is a largely-unaltered, two-story, brick, Colonial Revival house which was built in 1926.

Prior to the final designation of the Chevy Chase Village Historic District (Phase One), the owners of 35 West Lenox sought and received approval to put in a circular driveway at the front of their house. This approval was done through the staff level review that occurs for properties on the Locational Atlas. The owners have undertaken extensive work to repair water infiltration problems on the site, including major foundation and grading work. This work is done, but the approved circular driveway has not been built.

At this point, the owners have applied to make a variety of alterations:

1. Instead of a circular driveway (which has proved impossible to build due to the grade of the property), the owners want to install a front "entry court" and a 20'X 20' "carriage court" in the front of the house.
2. If the "carriage court" is not approved by Chevy Chase Village or the HPC, the owners want to still install the "entry court", but also install a 3'6" or 4' high fence along the sidewalk. The fence would be either wrought iron or wooden pickets.
3. The owners want to install a 4' high wood gate between holly shrubs on either side of the front sidewalk leading to the front door.

4. The owners want to replace the back half of the existing slate roof with asphalt shingles. They have already replaced the front half with slate (in 1988).
5. The owners want to install storm windows on all windows, and a metal security storm door on the front door of the house.
6. The owners want to replace the existing, non-operative garage doors with new, standard garage doors.

### STAFF DISCUSSION

#### **1. "Entry court" and "carriage court"**

Although staff is concerned about the amount of paving which is being proposed for the front yard of this house, it is clear that the owners' intent is to provide an extensively landscaped and attractively-detailed entry area. The paved areas will utilize Appian Bricks, in either a fan or random pattern.

The "entry court" is an appropriate feature and, as staff understands it, this paving will also help to direct stormwater away from the foundation of the house.

The "carriage court" - for parking of two cars - is an unusual concept at the front of a house and is one which staff would not generally recommend; however, this particular plan seems well-landscaped and designed to have minimal impact on the streetscape. In addition, staff acknowledges that there was already approval for a circular driveway in front of this house, which would have involved cars parked in the front of the house.

For these reasons, staff recommends approval of the "entry court" and "carriage court", as long as the extensive landscaping depicted on the submitted drawing is actually installed.

#### **2. Fence**

The fence is an alternative to the "carriage court". If the "carriage court" is not built, it would be entirely appropriate to install a 3'6" or 4' high fence in either wrought iron or wooden picket.

Staff recommend that the fence concept be approved and, if this alternative is pursued, the details of the fence materials could be worked out with staff.

#### **3. Wood Gate**

The installation of a 4' high wood gate as part of the landscaping plan for this property is consistent with historic preservation goals and staff recommends approval.



#### **4. Replacement of Slate Roof**

It has generally been the HPC's policy to retain original materials on Outstanding Resources, including roofing materials. Contributing and Non-Contributing Resources would be reviewed with greater leniency; but Outstanding Resources should have the fewest number of changes in original building materials.

For this reason, staff recommends that the back portion of the slate roof be replaced with real slate or a slate substitute, but not with asphalt shingles. The Historic Preservation Tax Credit would be applicable for this project.

#### **5. Storm Windows/Security Door**

The HPC regularly approves installation of triple-track storm windows on historic properties and this proposal is an appropriate treatment for 35 West Lenox.

The owners should submit a drawing of the proposed security door; however, it is approvable as long as the design is simple and in keeping with the architectural character of the house.

#### **6. Replace Garage Doors**

Although the existing garage doors are original, they are non-operable. The necessary structural repairs described in the applicant's letter will make them even more obsolete.

Given this information and given the location of the doors toward the rear of the house and below street grade, staff recommends approval of their replacement.

#### **STAFF RECOMMENDATION**

Staff recommends approval of this HAWP with the following conditions:

1. The "entry court" and "carriage court" must be installed with the extensive landscaping depicted on the submitted drawing.
2. If a fence is pursued, the details of the fence materials must be worked out with staff.
3. The slate roof must be replaced with slate or a slate substitute, but not with asphalt shingles.
4. The owners should submit a drawing of the proposed security door and it should be simple and in keeping with the architectural character of the house.

This HAWP is in accord with Criteria 24A-8(b)1:

The proposal will not substantially alter the exterior features of an historic site, or historic resource within an historic district.

and with Secretary of the Interior's Standards #2 and #9.



RETURN TO: Department of Environmental Protection  
 Division of Development Services and Regulation  
 250 Hungerford Drive, Rockville, Maryland 20850  
 (301) 217-6370

**Historic Preservation Commission**  
 (301) 495-4570

**APPLICATION FOR  
 HISTORIC AREA WORK PERMIT**

TAX ACCOUNT # 455053

CONTACT PERSON DOUNA HOLVERSON  
 DAYTIME TELEPHONE NO. (301) 907-3417

NAME OF PROPERTY OWNER BRIAN W SMITH - DOUNA HOLVERSON  
 DAYTIME TELEPHONE NO. (301) 907 3417

ADDRESS 35 West Lenox St Chevy Chase MD 20815  
CITY STATE ZIP CODE

CONTRACTOR \_\_\_\_\_ TELEPHONE NO. ( ) \_\_\_\_\_

CONTRACTOR REGISTRATION NUMBER \_\_\_\_\_

AGENT FOR OWNER \_\_\_\_\_ DAYTIME TELEPHONE NO. ( ) \_\_\_\_\_

LOCATION OF BUILDING/PREMISE

HOUSE NUMBER 35 STREET Lenox St (west)

TOWN/CITY Chevy Chase NEAREST CROSS STREET Magnolia Pkwy

LOT PT 11 BLOCK 42 SUBDIVISION \_\_\_\_\_

LIBER 8799 FOLIO 696 PARCEL \_\_\_\_\_

PART ONE: TYPE OF PERMIT ACTION AND USE

- 1A. CIRCLE ALL APPLICABLE ACTIONS:  
 Construct  Extend   
 Wreck/Raze  Install
- 1B. CONSTRUCTION COST \_\_\_\_\_
- 1C. IF THIS IS A REVISION \_\_\_\_\_

Room Addition \_\_\_\_\_  
 Woodburning Stove \_\_\_\_\_

PART TWO: COMPLIANCE

- 2A. TYPE OF SEWAGE \_\_\_\_\_
- 2B. TYPE OF WATER SERVICE \_\_\_\_\_

PART THREE: COMPLIANCE

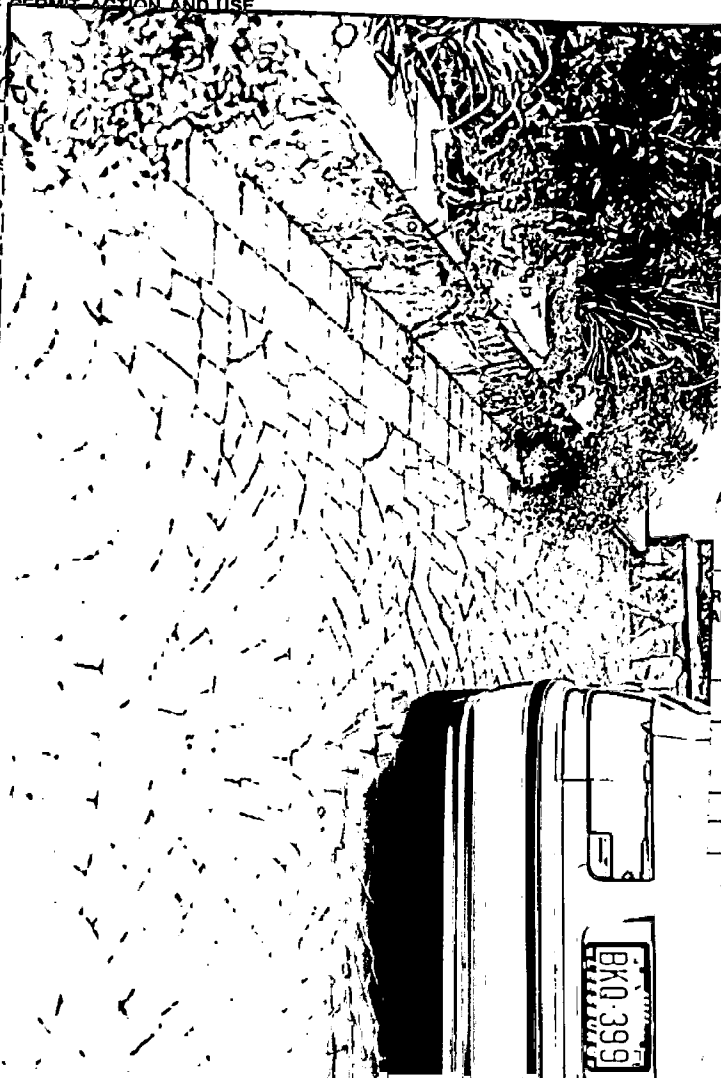
- 3A. HEIGHT 4' feet \_\_\_\_\_
- 3B. INDICATE WHETHER ON PARTY LINE/PROJECT \_\_\_\_\_

I HEREBY CERTIFY THAT THE CONSTRUCTION WILL BE IN ACCORDANCE WITH THE HISTORIC PRESERVATION ACT AND THAT THE CONSTRUCTION WILL BE A CONDITION FOR THE PERMIT.

Donna J. H.  
 Signature of Applicant

APPROVED \_\_\_\_\_  
 DISAPPROVED \_\_\_\_\_

APPLICATION/PERMIT NUMBER \_\_\_\_\_



NOTATIONS:  
 CORRECT, AND THAT I ACCEPT THIS PERMIT.

⑤

BKD-399

**THE FOLLOWING ITEMS MUST BE COMPLETED AND THE REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.**

**1. WRITTEN DESCRIPTION OF PROJECT**

- a. Description of existing structure(s) and environmental setting, including their historical features and significance:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

- b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*See Attached*

**2. SITE PLAN**

Site and environmental setting, drawn to scale. You may use your plat. Your site plan must include:

- a. the scale, north arrow, and date;
- b. dimensions of all existing and proposed structures; and
- c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

**3. PLANS AND ELEVATIONS**

You must submit 2 copies of plans and elevations in a format no larger than 11" X 17". Plans on 8 1/2" X 11" paper are preferred.

- a. Schematic construction plans, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- b. Elevations (facades), with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. **An existing and a proposed elevation drawing of each facade affected by the proposed work is required.**

**4. MATERIALS SPECIFICATIONS**

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

**5. PHOTOGRAPHS**

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

**6. TREE SURVEY**

If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

**7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS**

For all projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question. You can obtain this information from the Department of Assessments and Taxation, 51 Monroe Street, Rockville, (279-1355).

Please print (in blue or black ink) or type this information on the following page. Please stay within the guides of the template, as this will be photocopied directly onto mailing labels.

6

PERMIT FOR 35 WEST LENOX STREET  
CHEVY CHASE, MD.

1. Written Description of Project:

a. Existing structure is a 1926 brick colonial on street recently designated on the Master Plan. It is located in the Village of Chevy Chase.

b. We would like to do several things:

- I. We would like to pave with concrete cobblestones an area 20 by 20 feet (Carriage Court) to the left side of the front yard. There is no existing yard or grass because the front yard was demolished in the process of waterproofing the house. The purpose of this area would be to allow off street parking, especially in the winter months. The existing driveway (shared) is too steep to use during any snowy or icy weather and we are therefore plowed in, making the narrow residential street almost dangerous to other cars and making it difficult for the Village employees to clear the street. We had originally planned to put in a circular drive but because of Village rules and because of the slope of the property, this proved not to be a good solution.

*Alternate of Plan 1: If the carriage court is not approved by the Chevy Chase Board of Managers or it is not approved by the HPC, we would like permission to place a fence (4' or lower), made of wrought iron or wood pickets, 3-6" from the house side of the sidewalk. This fence would be as unobtrusive as possible and would be in keeping with the general ambiance of the house.*

2. We would like to place a wooden gate not to exceed 4' between the holly shrubs on either side of the front sidewalk leading from the door to the public sidewalk. This gate would be on the public right of way approximately one foot from the cross sidewalk (on the house side of the sidewalk).
3. We would like permission to replace the back slate roof of the house with asphalt shingles instead of using the original slate. The reason for this is economic. We replaced the front half of the roof (the roof that can be seen) with slate in 1988. The cost was enormous--the roof and the built in gutter cost \$40,000. The back half which we propose to replace in shingles that look like slate cannot be seen by neighbors, us or anyone except from the air. It is four stories

up from the back yard which slopes very steeply to the Chevy Chase Country Club grounds. The savings of replacing the slate with shingles is between \$7,000-\$10,000, depending on the roofing contractor. I We believe there is no historical impact, since this part of the roof cannot be seen.

4. We would like to put storm windows and a front security storm door on the house. The windows panes are single thickness and the windows themselves do not fit properly, making it necessary to add the storms.
5. We would like to replace the existing garage doors with two new doors. This is necessary because you cannot open the existing ones and even if repaired, they do not fit properly and also we need to build a structural column in the center of the opening as the I beam supporting the entire east wall of the house is beginning to turn out and is causing the east wall to bulge away from the house. The beam must be supported in the center to stop this bulging. This is structural and we believe there is no alternative. Since we need new doors, we would like to put in insulated doors with automatic openers.

SURVEY OF  
and part of unnumbered parcel west of Lot 9  
PART OF LOTS 9 & 11, BLOCK 42, SECTION 2

# CHEVY CHASE MONTGOMERY COUNTY MARYLAND

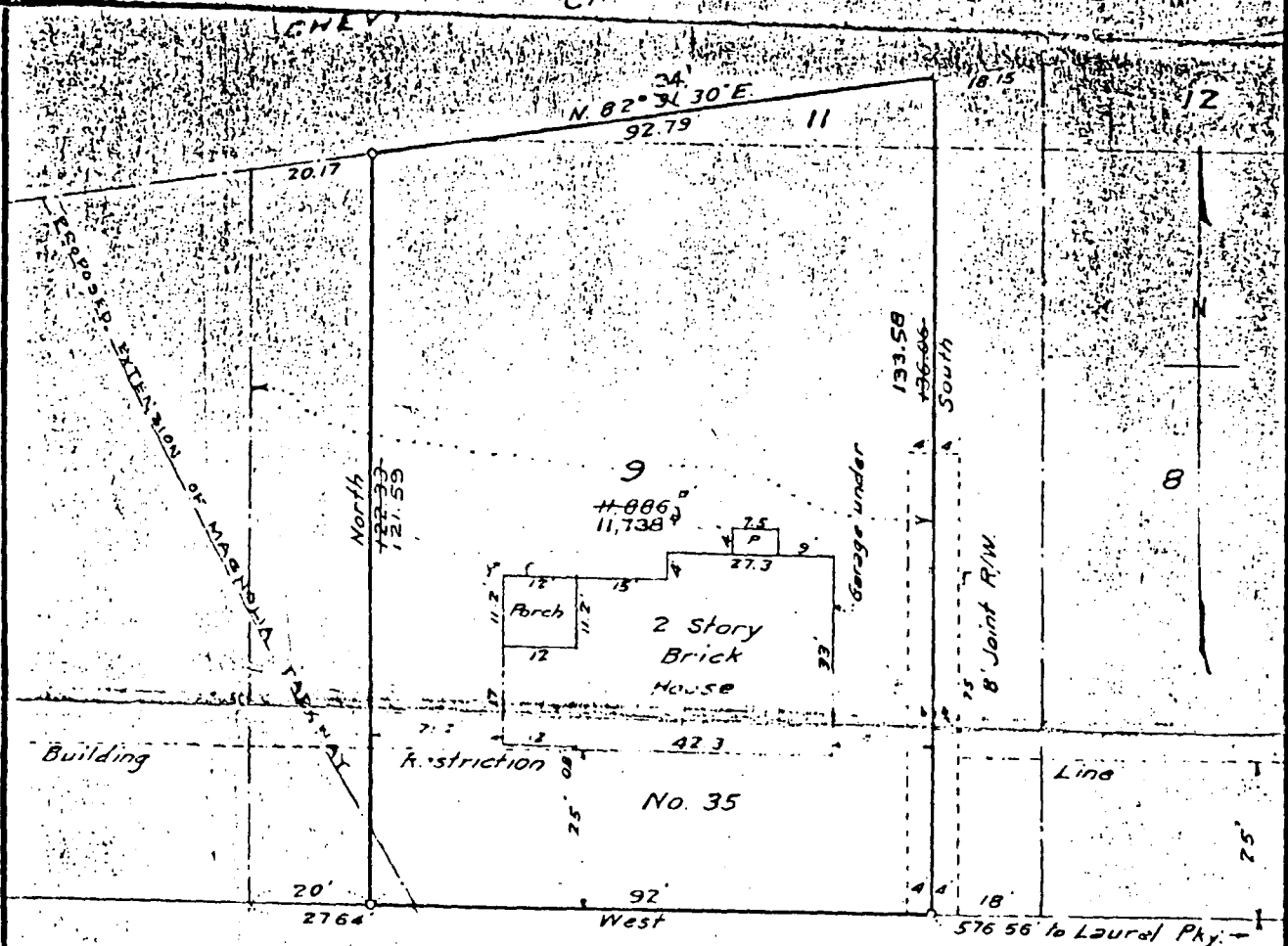
PROPERTY OF JENNINGS BAILEY, JR.

SEPT. 28, 1936

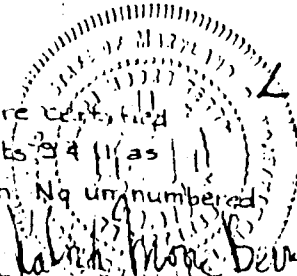
SCALE; 1" = 30'

**R. W. BERRY**  
CIVIL ENGINEER  
7006 MEADOW LANE  
CHEVY CHASE, MD.

CHEVY CHASE CLUB



W. LENOX ST.  
Re-examined and re-certified  
as to parts of Lots 9 & 11 as  
corrected hereon. No unnumbered  
parcel included.



*W.E.*

**EXISTING ST.**

9<sup>60</sup>

cf. Plat Book 2, Plat 102

2 November 1953 R. W. Berry, Registered Civil & Land Surveyor.

File No 1290

SURVEY OF  
and part of unnumbered parcel west of Lot 9  
PART OF LOTS 9 & 11, BLOCK 42, SECTION 2

CHEVY CHASE  
MONTGOMERY COUNTY  
MARYLAND

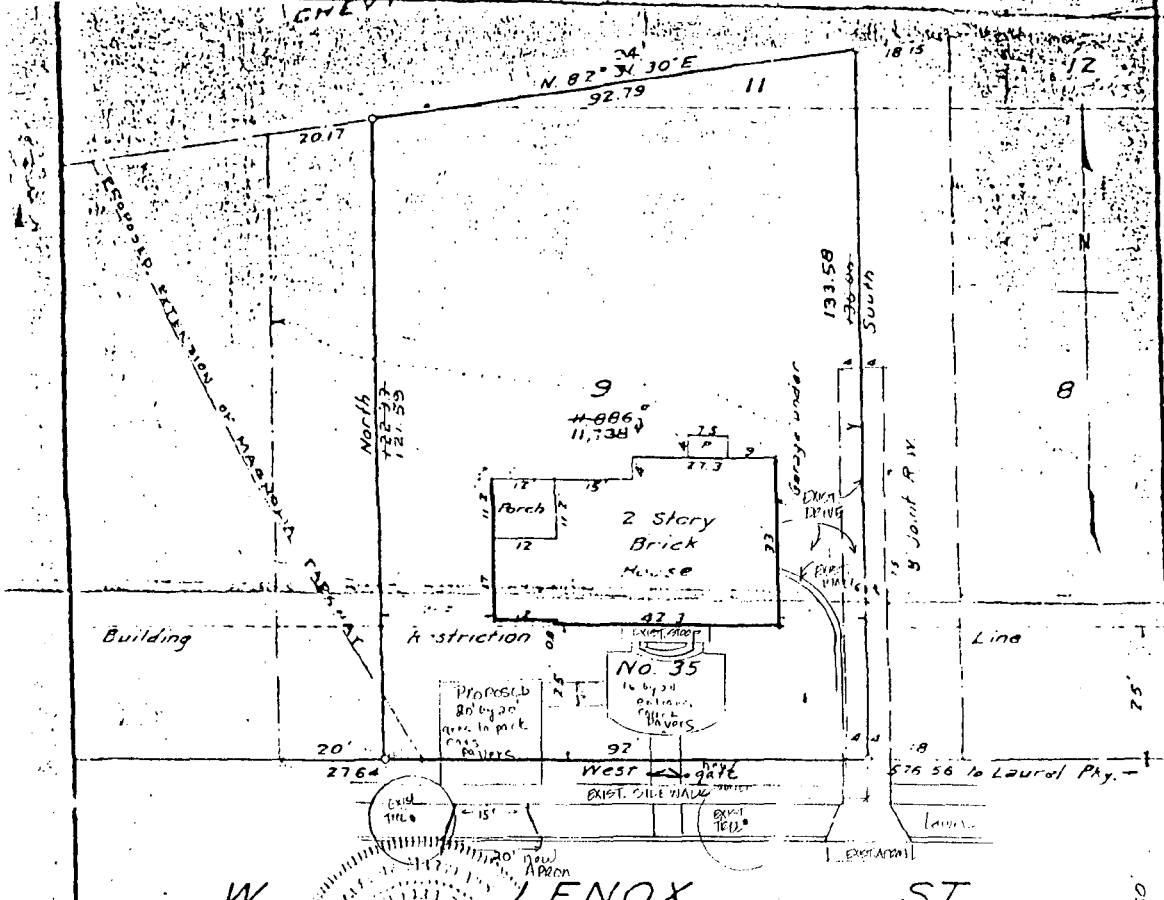
PROPERTY OF JENNINGS BAILEY, JR

SEPT 28, 1936

SCALE: 1" = 30'

R. W. BERRY  
CIVIL ENGINEER  
7006 MEADOW LANE  
CHEVY CHASE, MD.

CHEVY CHASE CLUB



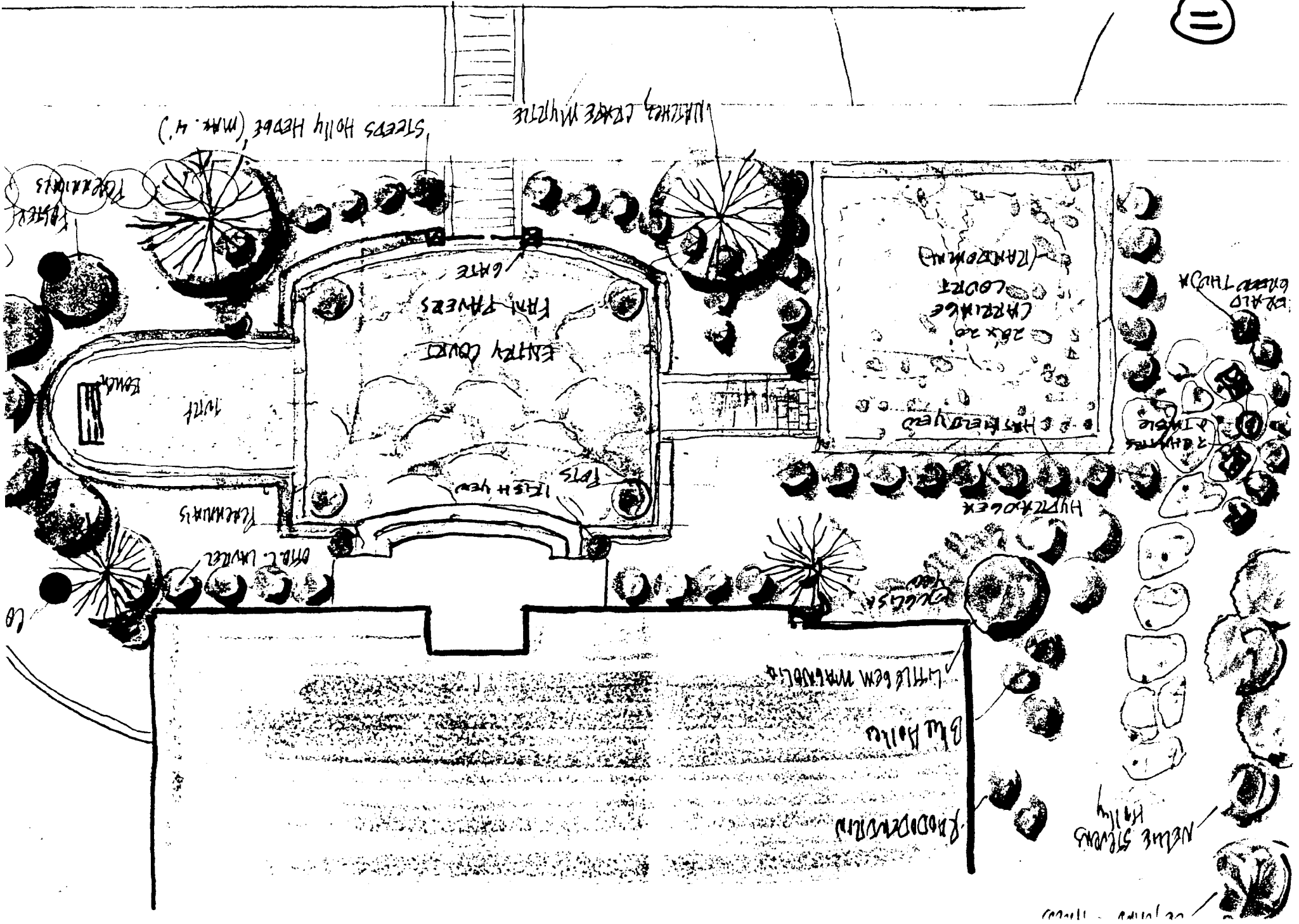
Be examined and corrected hereon. No unnumbered parcel included.

**PROPOSED**

cf. Plat B-K 2, Plat 105

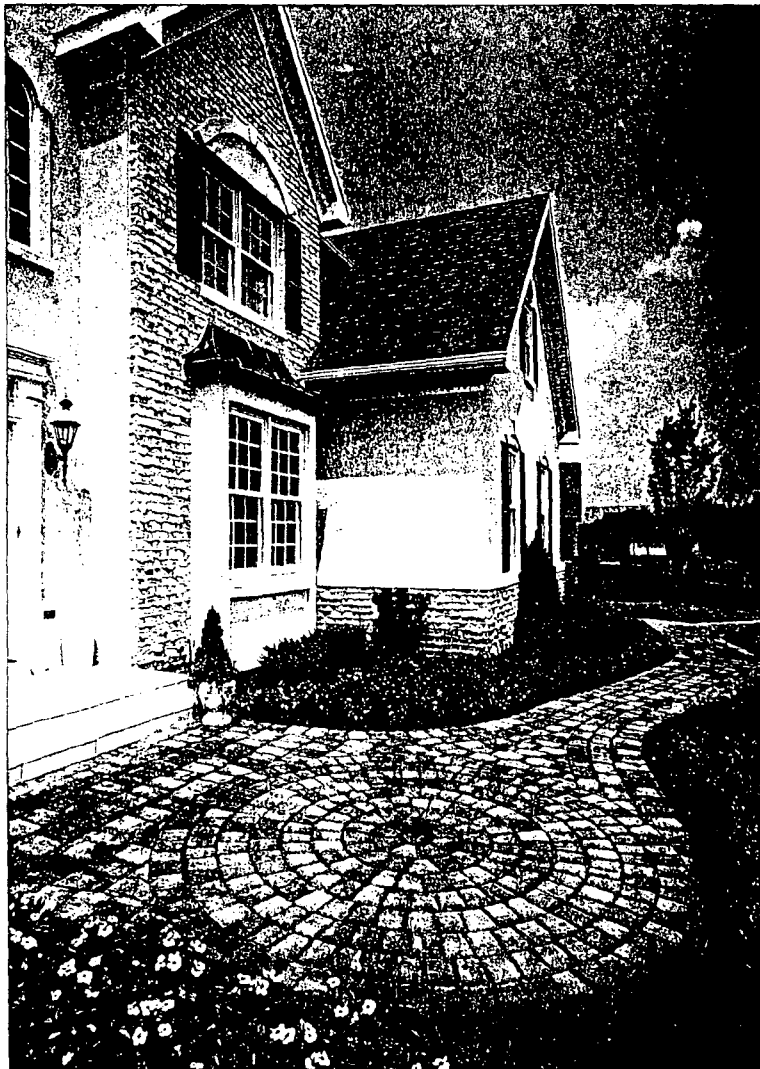
2 November 1953 R. W. Berry, Civil Engineer & Land Surveyor File No 1290



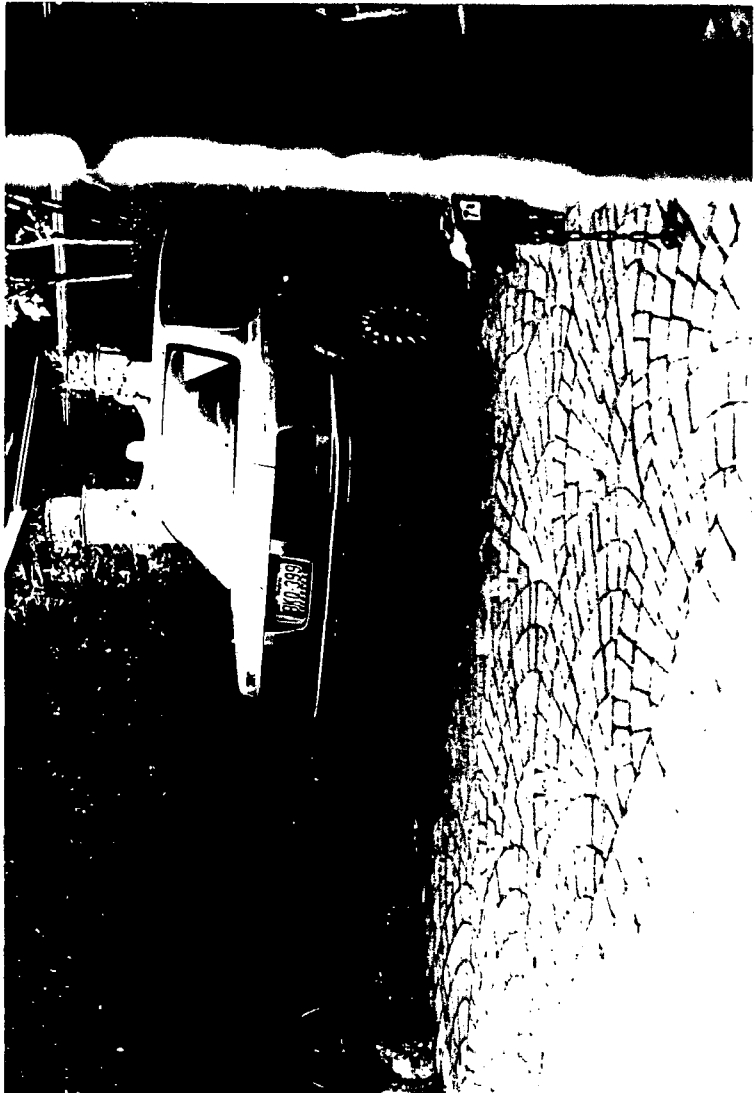


# HANOVER<sup>®</sup>

ARCHITECTURAL PRODUCTS



APPIAN<sup>®</sup> BRICK SYSTEM





14



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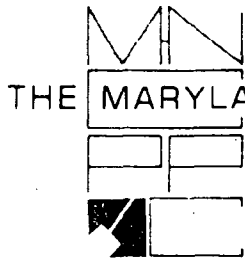


HAWP APPLICATION: ADDRESSES OF ADJACENT & CONFRONTING PROPERTY OWNERS

33 West Lenox St  
Cherry Chase MD. 20815

37 West Lenox  
Cherry Chase MD 20815

20 West Lenox St  
Cherry Chase MD 20815



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring Maryland 20910-3760

July 24, 1995

Donna Holverson  
35 West Lenox Street  
Chevy Chase, MD 20815

Dear Ms. <sup>Donna</sup>Holverson:

I am responding to your letter of July 13, 1995. In that letter, you describe revisions to work on your property that had been approved by M-NCPPC staff prior to the designation of the Chevy Chase Village Historic District - Phase One (April 3, 1995 memo from Robin Ziek).

Based on the information you submitted, it is my determination that the reinstallation of sidewalks and landscaping that were removed during your recent foundation work is consistent with the intent of the earlier approval - no Historic Area Work Permit or additional staff review will be necessary.

In addition, the paved area (16' X 24') in front of your front steps is also consistent with the intent of the earlier approval - no Historic Area Work Permit or additional staff review will be necessary for this work.

Finally, it is my determination that the parking area (20' X 20') that you have proposed is different enough from your earlier approval that it will require review by the Historic Preservation Commission through the Historic Area Work Permit process. It is my understanding that you will submit an application for this work and any other work you may wish to do and that the Commission will review this application at their September 13, 1995 meeting.

If you have any questions, please call me at (301)495-4570.

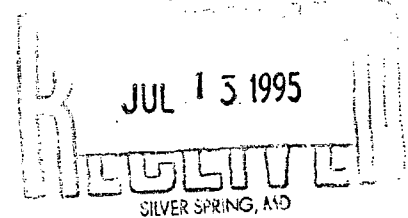
Sincerely,

Gwen Marcus  
Historic Preservation Coordinator

20

Donna J. Holverson  
35 West Lenox Street  
Chevy Chase, MD 20815

July 13, 1995



Ms. Robin Ziek  
Historic Preservation Staff  
Montgomery County, Maryland  
Fax 301 495 1307

Dear Ms. Ziek,

I am sending via fax a copy of the Memorandum dated April 3, 1995 regarding permission for work on 35 West Lenox in conjunction with water proofing and landscaping, and a copy of our plan to replace the proposed circular driveway.

We have decided not to put in a circular drive because the slope proved awkward and instead wish to put in an area 20 by 20 feet where we can pull our cars off during winter. The slightest snow and ice make it impossible to use our existing very steep driveway. We also are planning to put in an entrance court 16 by 24 feet. Both areas will be surrounded by plants and be made of pavers that look like cobblestone. All of our landscaping was removed or ruined by the repair of our home since the waterproofing included putting drains at the bottom of the foundation. We will be planting trees and shrubs and flowers.

Chevy Chase Village staff would like you to approve this change from driveway to "carriage court" and amend the April 4 memo. Thank you for all your help. Please call me at 907 3417 if I can explain my drawing.

Sincerely,

  
Donna Holverson

SURVEY OF  
 and part of unnumbered parcel west of Lot 9,  
 PART OF LOTS 9 & 11, BLOCK 42, SECTION 2

CHEVY CHASE  
 MONTGOMERY COUNTY  
 MARYLAND

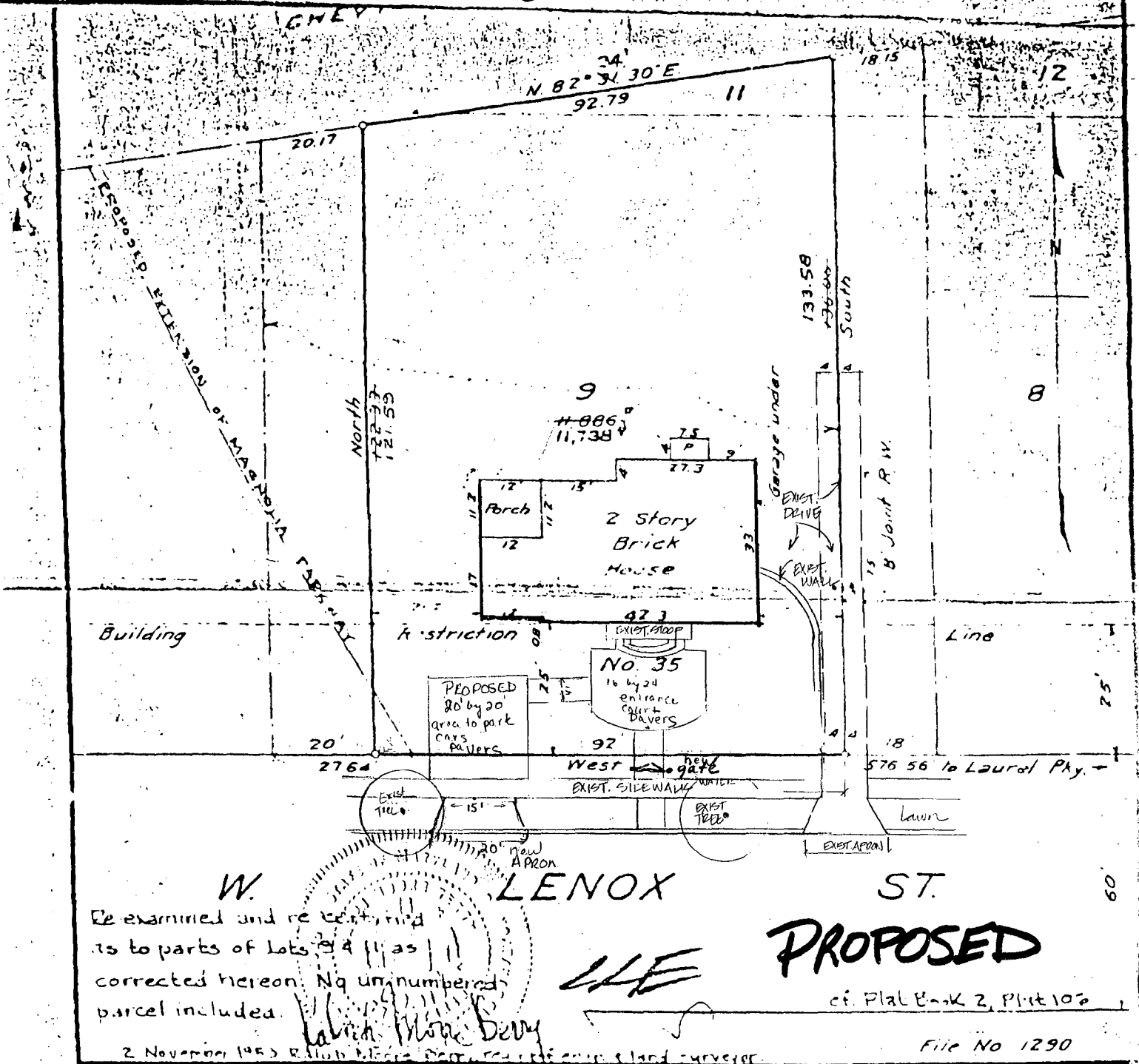
PROPERTY OF JENNINGS BAILEY, JR

SEPT 28, 1936

SCALE: 1" = 30'

R. W. BERRY  
 CIVIL ENGINEER  
 7006 MEADOW LANE  
 CHEVY CHASE, MD.

CHASE CLUB



Re-examined and re-certified  
 as to parts of lots 9 & 11 as  
 corrected hereon. No unnumbered  
 parcel included.

*R. W. Berry*

**PROPOSED**

cf. Plat Book 2, Plat 102

2 November 1953 R. W. Berry, Civil Engineer & Land Surveyor

File No 1290

SURVEY OF  
and part of unnumbered parcel west of Lot 3  
PART OF LOTS 9 & 11, BLOCK 42, SECTION 2

# CHEVY CHASE MONTGOMERY COUNTY MARYLAND

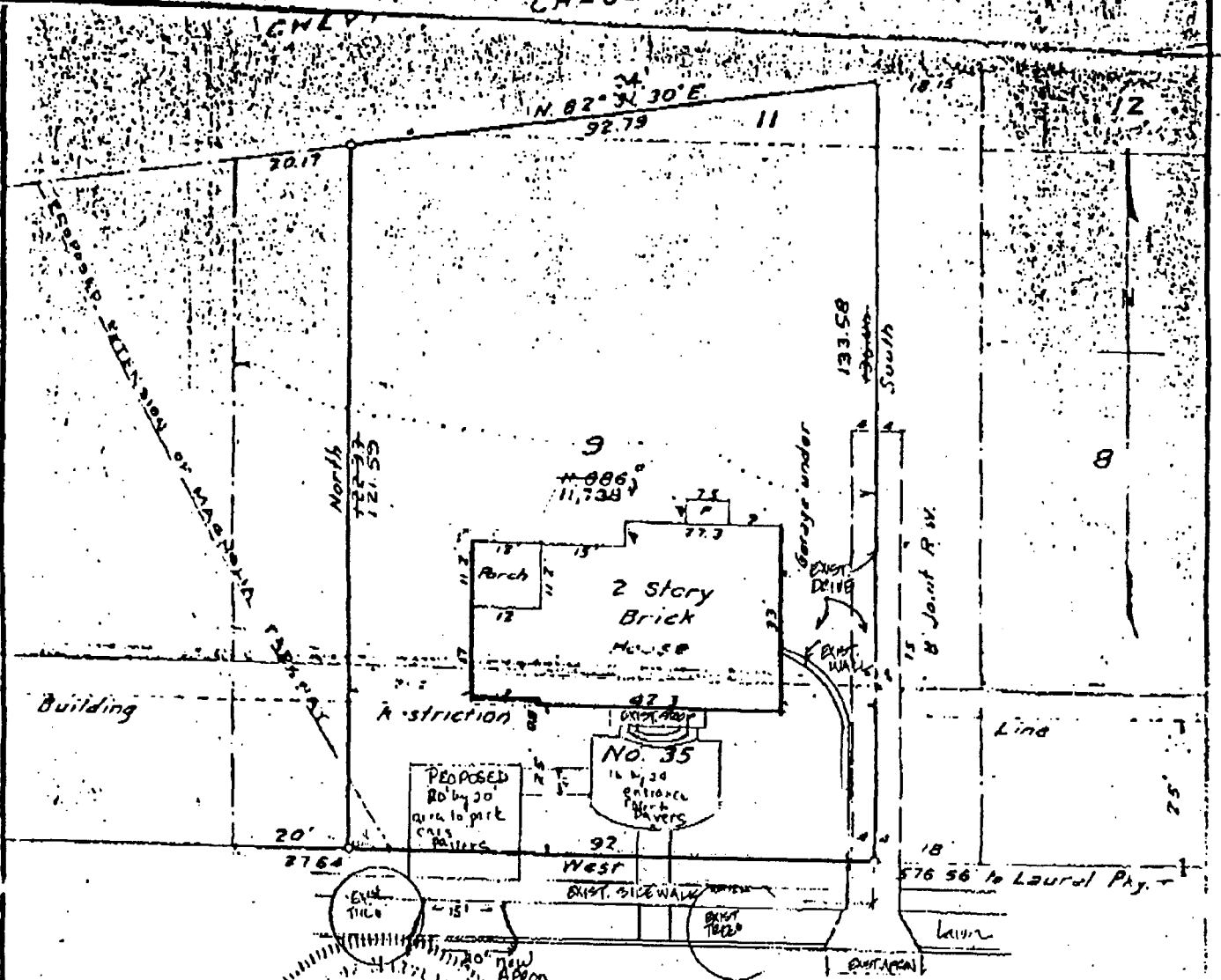
PROPERTY OF JENNINGS BAILEY, JR

SEPT. 28, 1936

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CHEVY CHASE CLUB



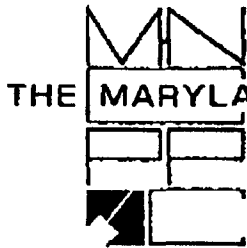
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*R. W. Berry*

*RWB*

22

ci. Plat E-46 2, Plat 10



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-9760

MEMORANDUM

TO: Robert Hubbard  
Division of Construction Codes Enforcement  
Department of Environmental Protection

FROM: Gwen Marcus *RMZ*  
Historic Preservation Coordinator  
Urban Design Division, M-NCPPC

DATE: 4-3-95

SUBJECT: Building Permit Application # \_\_\_\_\_  
Property Address 35 W. LENOX ST., Chevy Chase  
Applicant Ms. Deana Halburson

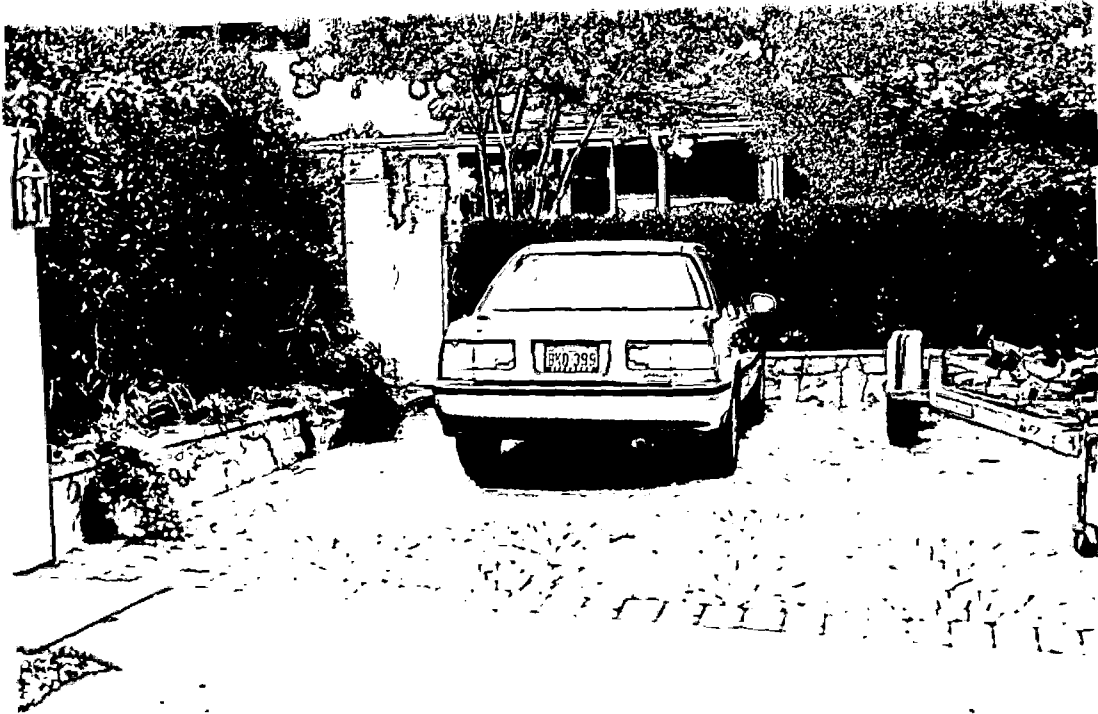
As per our agreement regarding determinations of substantial alteration, I am forwarding the following recommendation on the attached application.

The proposal would not constitute substantial alteration, and the permit may be released without further review by this office. *Remove tree in front yard. Install circular drive, regrade to correct drainage problems.*

The proposal would constitute substantial alteration, and will be forwarded to the Planning Board for the scheduling of a public hearing in order to determine whether the resource is to be included in the Master Plan for Historic Preservation (see attached excerpt from Chapter 24A-10 of the Montgomery County Code).

Should you have any questions, please don't hesitate to contact me at 495-4570.

dsanemos.ws

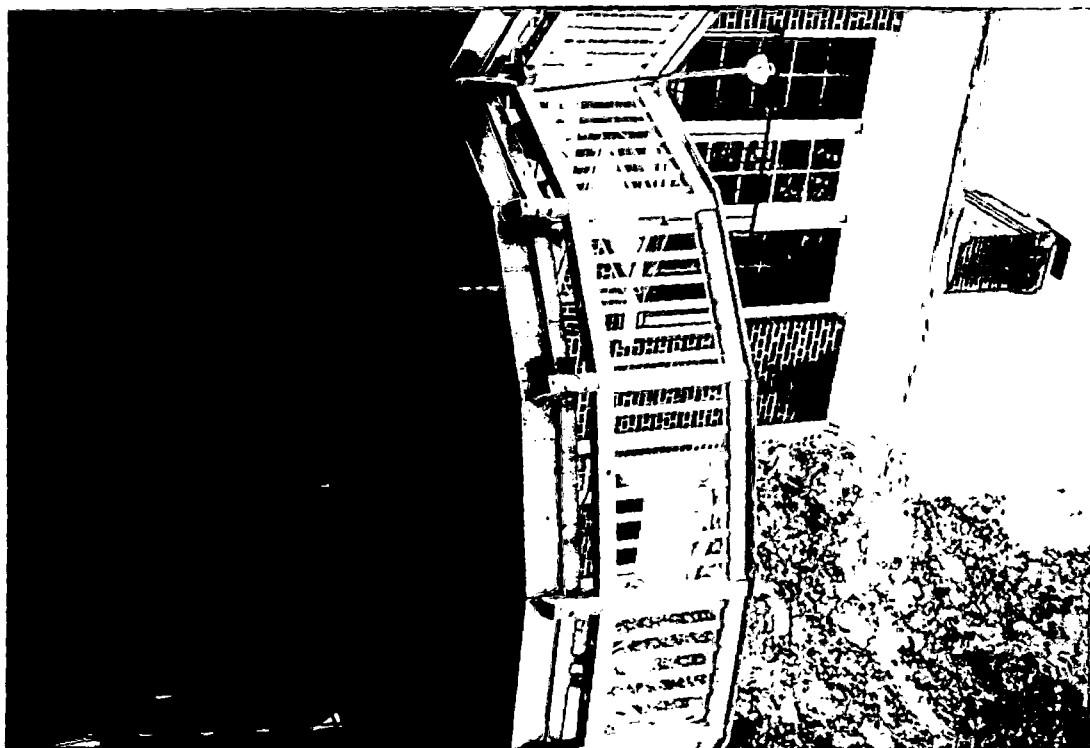






35/13-95B









July 24, 1995

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Chevy Chase, MD 20815

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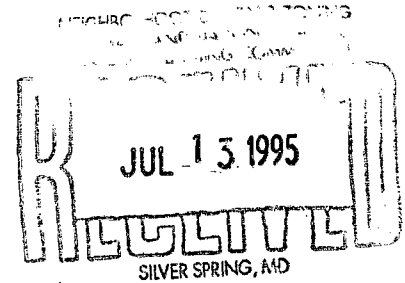
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Sincerely,

Gwen Marcus  
Historic Preservation Coordinator

Donna J. Holverson  
35 West Lenox Street  
Chevy Chase, MD 20815

July 13, 1995



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Historic Preservation Staff  
Montgomery County, Maryland  
Fax 301 495 1307

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Donna Holverson



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
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MEMORANDUM

TO: Robert Hubbard  
Division of Construction Codes Enforcement  
Department of Environmental Protection

FROM: Gwen Marcus *RMZ*  
Historic Preservation Coordinator  
Urban Design Division, M-NCPPC

DATE: 4-3-95

SUBJECT: Building Permit Application # \_\_\_\_\_

Property Address 35 W. LENOX ST., Chevy Chase

Applicant Ms. Donna Halburken

As per our agreement regarding determinations of substantial alteration, I am forwarding the following recommendation on the attached application.

~~X~~ The proposal would not constitute substantial alteration, and the permit may be released without further review by this office. *Remove tree in front yard. Install circular drive, regrade to correct drainage problems.*

\_\_\_\_\_ The proposal would constitute substantial alteration, and will be forwarded to the Planning Board for the scheduling of a public hearing in order to determine whether the resource is to be included in the Master Plan for Historic Preservation (see attached excerpt from Chapter 24A-10 of the Montgomery County Code).

Should you have any questions, please don't hesitate to contact me at 495-4570.

dsanemos.ws