Maryland Historical Trust Maryland Inventory of Historic Properties Form

Survey No. M: 35/13/4

1. Name of Property (indicate preferred name)

historic Chevy Chase Survey District (Phase II)

and/or common

2. Location

street & number Roughly bounded by Bradley Lane, East-West Highway, Wisconsin Avenue, and Brennon Lane ___ not for publication

city, town Chevy Chase ___ vicinity of

state MD county Montgomery

3. Classification

Category	Ownership	Present Use	
x district)	___ public	___ agriculture	___ museum
___ building(s)	___ private	x commercial	___ park
___ structure	x both	x educational	x private residence
___ site		___ entertainment	x religious
___ object		___ government	___ scientific
		___ industrial	___ transportation
		___ military	___ other:

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

name Multiple Ownership, List on file, M-NCPPC

street & number telephone no:

city, town Chevy Chase state and zip code MD 20815

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse Tax Map and Parcel Multiple; on file M-NCPPC

city, town Rockville state MD Liber and Folio Multiple; on file M-NCPPC

6. Primary Location of Additional Data

___ Individually Listed in the National Register
___ Contributing Resource in National Register District
___ Contributing Resource in Local Historic District
___ Determined Eligible for the National Register
___ Recorded by HABS/HAER
___ HSR or Research report at MHT
x Other: Locational Atlas and Index of Historic Sites in Montgomery County, Maryland-National Capital Park and Planning Commission, Silver Spring, MD

7. Description

Survey No. M: 35/13/4

Condition

___ excellent	___ deteriorated
___ good	___ ruins
___ fair	___ altered

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

Resource Count: Intensive Survey Area 753 Contributing 94 Non-Contributing

SURVEY DISTRICT DESCRIPTION

The Chevy Chase Survey District (Phase II) comprises the corporate limits of Martin's Additions, Section 3, Section 5, and the Town of Chevy Chase and is roughly bounded by Wisconsin Avenue and Bradley Lane on the west and south, the East-West Highway on the north, and Summit Avenue, Brendan Lane, and Quincy Street on the east and south. The topography is generally undulating with some areas that are relatively steeply sloped, reflecting the area's eighteenth and nineteenth century use as farmland and pasture. Today this landscape is characterized by a residential park-like appearance created by open lawns, street trees, and shrubs; by a largely intact street plan developed between 1904 and 1926; and by a homogeneous architectural fabric of more than 1,946 detached single family residences predominantly built between 1890 and 1950.

The major streets of the Chevy Chase Survey District (Phase II) are oriented to the east and west of Connecticut Avenue, which was the route of the streetcar line that operated between 1893 and 1936. Within a short walk of Connecticut Avenue's trolley stops, cross streets, including Woodbine, Virgilia, Underwood, Thornapple, Taylor, Shepherd, Raymond, Rosemary, and Bradley contain many distinctive examples of Colonial Revival, Arts and Crafts, and Tudor Revival style architecture built between 1900 and 1930. Meadow Lane, Ridgewood Street, and Maple Avenue on the west side of Connecticut Avenue and Delaware, Florida, Georgia, and Chestnut Streets on the east are prominent north/south interior roads that traverse a largely rectilinear street plan and are lined with Craftsman Bungalows and Period Revival houses built after 1910.

To the west of Connecticut Avenue is the Town, which is notable for cohesive groups of substantial brick and stone Colonial Revival, Mediterranean, and Tudor Revival style houses built between 1922 and 1939. It is known that large sections of the municipality were developed by operative builders who employed architects to develop architectural prototypes and plan the siting of houses. Although frame houses are plentiful, particularly on Underwood Street, Ridgewood Avenue, and Virgilia Street, large sections of the neighborhood such as the blocks on Oakridge Avenue, Leland Street, and Aspen Street reflect the automobile era developers' creation of an informal landscape design planned around the sweeping curves of the streets and the driveway. Builders carefully retained the rolling topography, planned curvilinear streets, planted thousands of street trees, and provided open lawns, flower beds, and shrubs to create a naturalistic ambiance. The end result was a development stamped with a more structured and orderly appearance on this section of the survey area. The Town of Chevy Chase epitomized the desired residential community of the interwar period in that it ensured the preservation of natural beauty and promoted the social and recreational pleasures associated with the nearby country clubs.

The development on the east side of Connecticut Avenue was more sporadic, reflecting the dominance of individual investors and entrepreneurial carpenter/builders. The same "country club" aesthetic influenced the appearance of the architecture of this eastern half of the Phase II survey area, but there were important distinctions. The first major difference is the higher preponderance of wood as a building material. In this respect, the area has stronger ties to the early rustic Arts and Crafts, Shingle, and Tudor Revival style design traditions of the Village. Significant numbers of frame Foursquare, bungalow, and side-gabled houses built before 1920 contribute to the architectural fabric of this area. In fact, the southern half of Section 3 has an architectural character that is indistiguishable from the adjacent Village of Chevy Chase. These houses, especially on Bradley Lane and Raymond Street, erected between 1892 and 1930, are generally the same type of two and two-and-one half story streetcar-era Academic Eclectic and Period Revival style houses.

The interior streets and northern half of Section 3, such as Spring, Fulton, Georgia, Shepherd, and Taylor Streets, generally have smaller scale housing characterized by side-gabled, one-and-one-half and two-story Craftsman Bungalows, Tudor Revival, English and Dutch Colonial, and later Georgian Revival style houses. Section 5 and Martin's Additions has a similar architectural character with the notable exception of the No Gain farmhouse, a cluster of Folk Victorian houses on Underwood Street and Williams Lane, and modern brick Neo-colonial houses on Glendale Road, Leland Street, and Leland Court. Martin's Additions had the most moderately priced housing in Chevy Chase and is the only municipality that featured appreciable numbers of one-story frame Craftsman Bungalows.

One of the remarkable aspects of the Chevy Chase Survey District (Phase II) is the homogeneity of the property types built from 1890-1940 and small numbers of intrusive modern buildings. Partly, this was the result of the Chevy Chase Land Company's tight architectural controls and restrictions against commercial development. In scale and details, houses in the Chevy Chase Survey District (Phase II) reflect a broad range from high style Academic eclecticism to modest and economical Craftsman style bungalows and traditional Period Revival houses. Almost all of the houses in the survey district were built before 1960 and reflect a conservative Colonial Revival imagery, particularly Georgian or early American styles, considered to stand the test of time. Progressive Arts and Crafts style bungalows and romantic Tudor Revival style houses were also popular before 1930, but the dominant architectural theme is Neo-classical. Modern buildings erected after 1950 are usually contextual. There are several modern residences that have been built or heavily remodeled to imitate the scale and architectural character of the "comfortable house" of the American streetcar-era erected before 1930. Most conspicuous is 3700 Underwood Street in Section 5 that mimics the unique Dutch Colonial Revival style architectural design of the Van Dyne residence at 11 West Kirke Street in the Village of Chevy Chase.

Notable Institutional and Residential Buildings

There are several notable individual buildings in the Chevy Chase Survey District (Phase II). The most important houses or those highly representative of the general architectural character are described separately in the survey district form.

6515 Brookville Road--Martin's Additions
Theodore Sonnemann House, 1906

This spacious two-and-one-half story, three-bay Foursquare house with stucco walls exhibits Italian Renaissance features. The wide boxed eaves of the simple hipped-roof is supported by paired decorative brackets echoed by smaller brackets on the full-width shed roof porch and on the central hipped dormer. The porch was enclosed with glass between 1916 and 1927.

6609 Brookville Road--Martin's Additions

This stucco residence, built in the Mediterranean style, is a full two-stories, and utilizes pantiles on the side-gable roof. The first floor is set high above grade, and a large number of steps lead up to the prominent center doorway. This doorway is accentuated with a shallow elliptical arch porch roof with side flares supported on Doric Columns. If not for the pantiles and the porch, this house would be almost severe.

3807 Bradley Lane--Section 3
Walter Gherardi House, by 1912

Shingle Style influence is evident in this two-and-one-half story hipped roofed residence. A fluid, sculpted form is created by the combination of wood shingle sheating, and two-story bay windows with bands of casement windows that flank the central entrance. Originally, the house had more of an asymmetrical design, with a porch that wrapped around the southwest corner of this south facing residence.

3815 Bradley Lane--Section 3
Taylor-Britton House/Boxwood, c1906

This substantial frame residence is a rare and noteworthy example of Neo-classical architecture in Chevy Chase. The two-and-one-half story dwelling has a prominent two-story entry with a pedimented portico supported by Corinthian columns. Front gable dormers on the

main, hipped-roof have returned cornices and round-arched windows. Walls of symmetrical composition are covered with shingles and punctuated by ranks of 3/1 sash windows. The residence was expanded c1919-1926 and also after 1927, when the east wing was added.

7001 Connecticut Avenue--Section 3
Chevy Chase United Methodist Church, 1935/1949
Architect: Richard S. Johnson

The Methodist Church has been a landmark in the community since the first quarter of the 20th century. This stone structure is an example of the Gothic Revival style, as seen in the steep, front-facing gable slate roof, emphasizing the prominent entry way. The majority of the building utilizes variagated stone, but the entrance is framed by light-colored stone. Light is brought into the hall by the large windows placed above the paired set of entry doors. The sanctuary portion of the building is connected to a secondary structure with a single-story block.

3510 Thornapple Street--Section 5, No Gain Cabin

This is a folk vernacular log structure with a simple rectangular form and simple gable roof. The one-and-one-half story log portion has a one-story frame addition on the east side. The log construction is exposed, and there are shakes in the gable end. There are wood shingles on the roof.

3518 Thornapple Street--Section 5, No Gain Farmhouse

The No Gain Farmhouse is basically a Tidewater house, which has several interesting aspects. The primary facade has a full-width two-story front porch at least 7 bays running under the side-gable roof. The windows are 6/6 and the siding is wood clapboard. There is also a one-story portion with a steep roof projecting over a deep porch supported by round columns, similar to the front porch. The site includes a 1-1/2 story side-gable outbuilding with board and batten siding.

3911 Bradley Lane--Town of Chevy Chase
John and Anne Devereux House
Architect: Clarke Waggaman, 1910 (Remodeling of earlier house)

One of the most outstanding residences in the Town of Chevy Chase, the Devereaux House occupies a prominent location on well-traveled Bradley Lane. The two-story, five bay brick Georgian Revival country house has a strong horizontal orientation emphasized by a low parapet which largely conceals the building's roof. The symmetrical design is anchored by two story polygonal outer bays and a central entrance bay accentuated by a full pediment above the second story and a segmental-arched door hood with returns.

4209 Bradley Lane--Town of Chevy Chase
John and Mary Imirie House, by 1913

A fine, rare example of a high-style Neo-classical residence, the symmetrical Imirie House has a basic two-story, three-bay brick block capped by a hipped roof with balustraded deck. The pedimented roof of the full height porch is supported by substantial Tuscan columns terminating at a heavily bracketed cornice that continues along the main roof. Originally, the setting for the residence included two lots that extended the depth of the block, from Bradley Lane to Rosemary Street.

3905 Blackthorn Street--Town of Chevy Chase
Joseph W. Bowie House (1913)

Exhibiting a variety of eclectic architectural influences, including Shingle Style, Craftsman, and Dutch Colonial styles, the Bowie House is a highly representative and well-preserved example of a streetcar-era Chevy Chase house. The roof form is complex: the main roof is a hip on gable, pierced by a front gambrel projection. A pedimented door hood in the gambrel end, sheltering the main entrance, is flanked by a bracketed pent roof that continues between first and second stories on the entire main facade. While the first story is clad in stucco, the walls and eaves of the gambrel and gable ends of the second story are wrapped in shingles.

7200--7202--7204 Connecticut Avenue--Town of Chevy Chase
Lozupone Brothers Houses (1925)

Three Italian Renaissance style houses were built by immigrant Italian brothers who were plasterers by trade. Each has a cubic three bay, two-story form emphasized by a flat roof with balustrade or parapet. The masonry walls are punctuated by casement windows. While the

walls of 7200 and 7202 are stuccoed with quoins, 7204 has a rusticated first story and stuccoed second. The center residence, 7202, is the only one to have appendages--on the south an open porch, and the north an enclosed wing. The front property line of this house is lined with a solid masonry wall with substantial rusticated piers. The front yards of the flanking houses have walls of uncut stone.

4015 Rosemary Street--Town of Chevy Chase
Chevy Chase Elementary School
Architect: Howard Wright Cutler, 1930-east wing, 1936-west wing

The east and west wings of the school run parallel to Hillcrest Place and to each other, with their main, one-bay facades facing Rosemary Circle. These Collegiate Gothic style brick buildings are two stories tall with bands of multipane windows and a stepped parapet. Originally, they were connected at the back by a frame one-story hallway, forming a U-shaped courtyard between. A 1959 addition connects the two wings on the front, obscuring most of the front facade of the 1930 wing. The front and west facade of the 1936 wing, however, are still intact. The front south entrance is marked by a Beaux Arts style doorway--a round arched opening is surmounted by a heavy cornice with paneled applied balustrade, and flanked by Ionic pilasters. On the west facade, spandrels between bands of windows are marked by diamond-shaped geometric forms. While the painted white today, originally the walls were unpainted brick, contrasting with white stone trim and window quoins.

4312 Leland Street--Town
Viola Offutt House, late 19th century

One of the earliest residences in the Town, the Viola Offutt House was probably built soon after the subdivision known as Norwood Heights was platted in 1893. Fireplace tiles and metal firebacks, however, have been dated to the 1870s. The hip roof Colonial Revival style building, with a generous setback, is located on a spacious well-landscaped lot. A full width porch featuring slender classical columns wraps around to a two-story polygonal bay overlooking the side yard. An applied garland motif decorates the main roof cornice. The house was doubled in size in the 1980s.

6812 Delaware Street --Section 3

This hipped-roof Foursquare has Colonial Revival style detailing, most notably seen in the large rectangular columns of the front porch, and the wood clapboard siding. The center entryway is emphasized by the prominent central dormer with its front-facing gable roof. The house is three-bays and symmetrical, except that one of the second-story windows on the front elevation is a bay window.

3905 Bradley Lane--Town

Built in 1898 by the Chevy Chase Land Company as a two-room schoolhouse, this one-and-one-half story, five bay Neo-Classical style structure has been used as a residence since c1904. A simple hip roof shelters clapboard sided walls with 6/6 windows. A full height pedimented porch marks the central entrance bay.

4201 Bradley Lane--Town
Henry and Gertrude Glassie House (1910)
Architect: George Oakley Totten, Jr.

An outstanding example of a large-scale Arts and Crafts style residence, the Glassie House is located on a prominent site on Bradley Lane. The 2 1/2 story three-bay structure has a deck on hip roof with wide eaves adorned with modillions. Pergolas across the main (south) and east facades are supported by paneled bracketed columns. The house is constructed of tile covered with stucco.

7002 Connecticut Avenue--Town
William and Laura Nichols House

The Nichols House is a compact yet well-detailed example of a Queen Anne style residence. The basic form is a 2 1/2 story, two-bay side gable. A decorative front gable in the north, entrance bay embraces a Palladian-inspired window surmounted by a triangular window. Wrapping around from the north side across the front, a one-story porch meets a two-story polygonal tower at the south corner. The residence has very good integrity, with slate roof, clapboard siding and 1/1 sash windows intact.

3918 Virgilia Street--Town
Architect: E. Burton Corning (1937)

A simple and elegant representative example of Corning's work, the two-and-one-half story three bay brick house has a simple hip roof with centered dormer. An arched portico shelters the central entrance. A brick belt course delineates the sill line of second story windows. The structure was built by E. L. Ketchum at a cost of $9,000.

4107 Stanford Street - Town

This Craftsman/Bungalow is a one-and-one-half story structure which is sided with wood shingles. The low hipped roof is the most prominent feature, featuring low flying dormers in

the side hips. The porch projects forward from the main form of the house, and is sheltered under its own hipped roof. The windows on the first floor are 9/1, and there is a central chimney stack capping the whole house.

4109 Stanford Street - Town

This craftsman house has been renovated, and additions have been built to the rear. The house sits high above the street, and is 1-1/2 stories at the front elevation, with the rear addition being actually a full two stories. This rear addition sits above an original garage which still has its original doors. The massing is essentially a cross-gable form with stucco siding and 1/1 windows.

4111 Stanford Street - Town

The second-story dormer has been extended across the facade of this Colonial Revival/ Bungalow, as part of a side addition to the house. The projecting main roof extends over the full-width front porch which has Doric columns across the front. The porch railing extends across the front of the house, and access to the porch and central front door is from the side. The windows are 1/1 and the house is currently sided with wood panels. The side-gable roof is covered with asphalt shingles.

4113 Stanford Street - Town

This Craftsman/Bungalow has a full-width front porch whose roof is supported with boxed columns. The roof is covered with the original slate. The one-and-one-half story wood clapboard bungalow has three bays along the front facade, with two strong shed dormers in the roof above. Each dormer has three 6/1 windows, while the windows on the first floor are 9/1.

4115 Stanford Street - Town

The side-gable slate roof on the Craftsman/bungalow has a low shed dormer with four 8/2 windows. The windows on the frist floor are also 8/2. The 1-1/2 story house has 3 bays and is sided with stucco. The columns on the full-width front porch are prominent, and they have been covered in stucco at some point.

4406 Leland Street--Town

On land that was part of the same lot belonging to the Offutts at 4500 Leland, this structure is believed to have been used as servants quarters. The one-and-one-half story, four bay Folk Victorian house has a hipped roof with hipped dormers on front and sides. Clapboard sided walls are punctuated by 2 over 2 sash windows. An entry porch with turned posts and brackets shelters an off-center door.

Non-Contributing

Leland Center, Town of Chevy Chase

The Leland Center is a large one-story brick block institutional building used for recreational activities and meeting and office space. The grounds of the center take up several acres and include a playground, tennis courts, and a large asphalt paved parking lot.

4-H Complex, 7100 Connecticut Avenue--Town of Chevy Chase

The campus of the National 4-H Center, non-profit educational institution, commands an imposing 12-acre site on Connecticut Avenue and features a central Georgian Revival style main building flanked by a series of six modern Colonial Revival style (built after 1957) dormitories and meeting rooms. The center is on the site of the Chevy Chase Inn built by the Land Company in 1893. This historic structure was razed in 1971 to make way for the present main building.

Representative Architectural Styles

Victorian Era Houses

There are a few extant Folk Victorian houses in the Chevy Chase Survey District (Phase II) that predate the development of greater Chevy Chase in the early 20th century. The two-story frame Foursquare or side-gabled house, however, in Shingle and Colonial Revival styles, were the most popular house types in the Phase II area, erected before 1920. There are several transitional Victorian rustic Shingle style influenced houses scattered throughout Martin's Additions, Section 3 and Section 5.

Queen Anne/Folk Victorian (1870-1910)

3806 Williams Lane--Section 5
Ariana Williams House

Built by Richard Williams for his daughter Ariana at the time of her marriage, this is a front-gable, wood frame, two-and-a-half story Folk Victorian Queen Anne style residence. Built circa 1870 with wood lapped siding, the house has a T-plan with a front porch that wraps around to the side gable on the right and has simple Doric porch supports. The two bay house has 2/2 windows with shutters in place, a corbeled masonry chimney in the crook of the ell, and a pair of small pane/large pane one-over-one light windows in the front pediment. The roof is asphalt shingle.

3807 Williams Lane--Section 5
Bettie Williams House

Built in 1868 by Richard Williams for his daughter, Bettie. This T-plan two-bay Queen Anne is closely related in style and materials to 3806 Williams with wood lapped siding, a front gable, and a full-width hipped roof front porch that also wraps around to the right. The more elaborate detailing includes tapered porch columns with paired upper brackets, a full bay side gable with later one story addition inset in the ell. The windows are 1/1. There is a screened porch on the opposite side with a cantilevered screened sleeping porch above. The front pediment is defined by a full cornice return and contains a Palladian window. The asphalt shingle roof is laid in a fishscale design.

3815 Williams Lane--Section 5

This cross-gabled two-story Queen Anne has a front gabled two-story bay at the center of the two bay front facade. There is a hipped roof one-story porch extending the width of the front facade with bracketed, turned columns. The house is covered with vinyl or aluminum siding and has an asphalt shingle roof.

3705 Underwood Street--Section 5

This is a simple cross gabled two-story Folk Victorian residence in the Queen Anne style with 2/2 windows and an entry door with 4 light transom on the right side of the front gabled facade. The shed roof porch with simple columns wraps around to the right side of the house. In the front pediment is a half circle fanlight. The roof is asphalt shingle.

3805 Williams Lane--Section 5

Built between 1932 and 1941, this two story brick Colonial Revival residence has a masonry chimney on the right end of the house as well as an enclosed one-story frame addition with a brick foundation. The windows of the main block are 8/8 with sized shutters. The center entry is a handsome Federal style doorway with sidelights and a fanlight transom. The roof is slate.

4500 Leland Street--Town
William G. And Bettie Offutt House, c1890s

The primary facade of the Offutt House faces Wisconsin Avenue, though it is now separated from it by more than a block of buildings. The two-and-one-half story, gable front Queen Anne style residence may precede the establishment of Norwood Heights in 1893, since the structure is located at an angle to Leland Street. The major design feature of the house is a three-story polygonal tower (barely visible from the street) located at the southwest corner. This substantial residence is located on a generous lot.

Eclectic Period Houses (1890-1950)

Adaptations of the Colonial Revival style were the most popular house types built in Chevy Chase before 1960. This interest in symmetry and orderly classical decoration can be found in the neighborhood from its inception in 1892. There are many Academic Eclectic style houses that combine Foursquare form with Georgian or Federal influenced ornament. Probably the most common house form and style in greater Chevy Chase is the two-story, side-gabled Georgian-influenced Colonial Revival type. Another highly common house form and style in the survey district is the 1910s and 1920s gambrel-roofed Dutch Colonial. During the 1930s builders, especially in the Town, began to offer "correct" Colonial Revival types for their clients in a more austere Georgian style reflecting the enduring influence of traditional forms popularized in house and garden magazines. After World War II modern Cape Cod, Pennsylvania Farmhouse, and Colonial Williamsburg styles appropriate to middle class houses were built as infill in each of the four communities.

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 Foursquare house with Neo-classical ornament. The Four Square

was a most significant house form in Chevy Chase between 1900 and 1920. The most popular romantic styles in Chevy Chase were the Tudor Revival and Spanish/Mediterranean styles which had been promoted by the Chevy Chase Land Company as model homes as early as 1892. However, these styles never matched the popularity of "English" Colonial Revival styles. The Craftsman style bungalow is widespread in the Chevy Chase survey district (Phase II), and was especially popular in Martin's Additions. There are several Beaux Arts or French Eclectic house styles in Chevy Chase. However, 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 usually appear in Italian Renaissance modes close to Connecticut Avenue.

Colonial Revival (1890-1950)
Georgian/Federal Revival

3810 Taylor Street--Section 3

This 2-story brick residence has the solid features of a typical Colonial Revival style house. It is a symmetrical design with the primary focus on the central doorway, and it is made of durable materials. In addition to the brick, the side-gable roof is covered with slate. The windows are 8/8.

6705 Georgia Street--Section 3

Typical of the Colonial Revival style, this 3-bay brick house has a symmetrical facade with the emphasis on the central doorway. The side-gable roof provides a horizontal cap, which is complemented by the belt course at the second floor level. The entryway is protected with a small gabled portico, over which sits a small window on the second floor. The 8/8 windows are framed with shutters.

3512 Turner Lane--Martin's Additions

This simple one-and-one-half story, side-gable residence is notable for the combination of typical Colonial Revival details, such as the use of slender Doric columns, with the massing of a Bungalow, with the low porch under the flared main roof line, and the shed dormer on the front elevation.

7203 Chestnut Street--Martin's Additions

This simple two-story Colonial Revival residence incorporates brick on the first floor with wood siding on the second floor. As is typical, the elaboration of detail is reserved for the front entrance, with its wide frame and elliptical arch.

6901 Oakridge Avenue--Town

This side-gable Colonial Revival style brick residence features a central entrance with broken pediment flanked by blind arched 8/8 sash windows. The house was built in 1937 by Rex Homes Corporation.

7702 Connecticut Avenue--Town
Architect: Joseph Abel (1941)

Prominently located at the intersection of Connecticut Avenue and East-West Highway, this side-gable Colonial Revival has traditional massing, two stories tall and five bays wide, and classical ornament, including Ionic portico columns. Modernistic details are found in metal casement windows, flared metal portico roof, and an attached garage.

4213 Thornapple Street--Town

A well-proportioned side gable brick Colonial Revival, this residence is characterized by a simple yet substantial front gable portico on the off-center door. A stepped down east wing contains a garage on the lower level. Fine brickwork details are found in upper sill belt course as well as segmental arches over first story windows and double leaf garage doors.

7214 Maple Street--Town
Architect: Arthur Heaton (c1932)

This side gable brick Colonial Revival is a rare example of Heaton's work in that the windows are Modernistic metal casements, rather than multi-pane wood sash. A central portico has an elliptical arched ceiling supported by paired columns.

The Hamlet Block
Architect: Dan Kirkhuff (1934)

The Hamlet block was a special project of the Chevy Chase Land Company that began construction in 1934. Designed as an ensemble centered around a circular automobile court, the

Hamlet was meant to be a new model for Chevy Chase's infill development. Two main houses introduce the court entrance on Blackthorn Street. These Colonial Revival stuctures (3805 and 3807 Blackthorn Street) with French influences are brick, square in plan, and two-and-one-half stories in height with pyramidal slate roofs. The windows facing the street are arranged in two three bay ranks of 6/9 on the first level and 6/6 sash on the second level. The main entrances are set toward the court drive and each house has walled-in private patio and garden. The CCLC built six other houses immediately facing the court (see historic map) and one other house facing Glendale Road. The six houses (3803 and 3809 Blackthorn Street and 3804, 3806, 3808 and 3810 East-West Highway) clustered around the circular courtyard are an eclectic adaptation of historic vernacular architecture of Virginia admired by Kirkhuff. Each house is brick, two stories, and has Georgian-influenced style facades facing Blackthorn Street and East-West Highway. Designed to recall the charm of a European village, the houses are irregular in form and plan and feature surrounding private enclosed gardens. The 1934 house at 7700 Glendale Road is a large two-story brick house that in form and material recalls the main houses flanking the Blackthorn Street entrance. Four other Traditional and Shed Style houses have been built after 1960 have been erected at 7702 and 7704 Glendale Road and 7701 and 7705 Connecticut Avenue and do not contribute to the enclave of buildings.

Dutch Colonial

3604 Shepherd Street--Section 3

The long dormer on the second floor springs from the gambrel roof to provide a full second story. This Dutch Colonial house is sided with clapboard. The entrance portico, supported by Doric columns, is bracketed by a matching set of three casement windows. The main portion of the house, with its central doorway, is expanded with complementary additions to either side.

3706 Raymond Street--Section 3

The Shingle Style influence is evident in the use of massing and in the use of shingles in the gable end of this handsome Dutch Colonial house. The residence is 2-1/2 stories high, with a cross-gable roof plan. The roof has a kick to one side only, providing cover for a second story porch on the same side where the main entry porch wraps around the house. The wrap-around porch is full-width across the front elevation, and is supported with Doric columns.

3404 Turner Lane--Martin's Additions

This 1-1/2 story Dutch Colonial has an enclosed entranceway, with a front facing gable. The centered door is balanced by flanking windows, mirrored by two dormers in the roof above. The simplicity of the house is balanced with 6/6 windows and a gambrel slate roof.

6700 Melville Place--Martin's Additions

This Dutch Colonial Revival residence is characterized by the side-facing gambrel roof, and a symmetrical 3-bay facade. This stone building utilizes slate for the roof. The centered doorway is balanced by a single window (6/6) to either side, and reflected in the three dormer windows above. The attached garage is set at a slightly lower elevation from the house.

3919 Virgilia Street--Town
William and Jennie Imlay House

One-and-one-half stories and three bays wide, this Dutch Colonial style residence has a side gambrel slate roof and wood shingle clad walls. An arched portico with slender columns shelters the main, off-center entrance. A nonhistoric one-andone-half story west wing echoes the east wing composed of an enclosed 1 story east porch with half story addition above.

3917 Aspen Street--Town

A frame, side gambrel Dutch Colonial, this residence has clapboard siding, 6/1 sash windows, and an oversize pedimented portico. Typical of many Chevy Chase houses built in the 1920s, a garage is provided in the basement, beneath a side porch.

Cape Cod/Pennsylvania Farmhouse/Colonial Williamsburg

6711 Georgia Street--Section 3

A brick Colonial Revival Cape Cod, this residence has a side-gable slate roof, and 6/6 windows with exterior shutters. The house has a symmetrical front facade, with a central doorway, flanked by two windows to either side. The three dormers in the roof which are also symmetrically placed.

3501 Bradley Lane--Martin's Additions

This brick Colonial Revival one-and-one-half story residence is notable for its steeply pitched roof, with the three dormer windows and a exterior chimney to one side. In the

tradition of Colonial Williamsburg, the house is symmetrical, being three bays with a center door, and balanced with a small single-story addition to either side of the main block. The slate roof incorporates snow guards towards the lower edge.

6903 Oakridge Avenue--Town

This three-bay Cape Cod style has a two-bay stepped down wing with inset porch. Both sections have slate shingle roofs with front gable dormers. A wide cornice and pilasters around the off-center door contrast with the stone facing of the walls. Windows are 6/6 sash.

Tudor Revival (1890-1940)

3606 Taylor Street--Section 3

This two-story Tudor Revival has two projecting front-facing gable ends, with the main block of the house recessed. The front door was placed in a small projection under a shed roof with a small dormer above. The half-timber framing and stucco are a prominent decorative feature. The windows are 6/6. The grouping of two and three windows on the first floor and the single center window on the second floor have decorative shutters. The house is sited above the street and a single-car garage is built into this hill at the sidewalk's edge. The house was built c1928-1931, with extensive alterations designed to match the original style.

3808 Raymond Street--Section 3

Many decorative design features are incorporated into this Tudor Revival residence. This includes the use of half-timber framing with stucco on the second floor and in the dormer and the gable end, with the use of brick on the first floor. A bay with an overshot gable roof projects forward of the main block of the house, and this main portion of the house has a jerkinhead hip. The windows are 4/4 and the roofing material is slate. The structure incorporates a garage at the basement level.

3414 Shepherd Street--Martin's Additions

This one-and-one-half story Tudor Revival style residence is characterized by a steeply pitched front-facing flared gable roof, with side dormers. The chimney is centered on the front elevation, and there is a small front entry with a front-facing gable and windows balancing the front door. The house is brick, and utilizes 6/6 windows.

3520 Bradley Lane--Martins's Additions

This two-story Tudor Revival residence utilizes wood shingle siding and narrow 8-light casement windows. Notable details include the asymmetrical placement of the chimney on the front facade, and a projecting bay on the front facade with a flared overhang over the first floor entry door and windows. There is a single story addition to one side, providing an opportunity for a second-story porch.

4313 Elm Street--Town

Built about 1930, this two-story, two-bay Tudor Revival has a side gable roof with a decorative cross gable element projecting over the first story in the east bay. A variety of wall material is found with stone facing on the first story, stucco on the second, and half-timbering in the cross gable. Windows are conventional 6/6 sash.

7304 Maple Avenue--Town

This residence offers a rare, early example of a garage integrated with the main residence block. The two-story, four bay cross-gabled form has a segmental arched garage opening in the south bay. The first story is clad in stone, while the second story is brick. Windows are modern replacements.

7320 Meadow Lane--Town

One of the most sophisticated examples of Tudor Revival architecture is found in this residence, built by 1927. While the massing of the building is the standard two and a half story, three bay, the complex form is anything but typical. The main roof is a deck on hip with an overshot eave in the central bay, sheltering the front, southfacing entrance. A picturesque effect is further enhanced in a front gable projection on the west bay, front gable dormer above the overshot entrance, and hipped dormer centered on the main roof. Wall materials include half-timbering, stucco and stone quoins.

4106 Leland Street--Town

An early Tudor Revival residence, the architecture of this side gable house shows Craftsman style influence in broad eaves with exposed rafter tails and full-width shed roof porch supported by substantial square posts. A trio of front gable forms are found piercing the main roof, the porch roof above the entrance, and in a dormer.

Spanish/Mediterranean (1890-1945)

3717 Bradley Lane--Section 3

Elliptical arches in the stucco accentuate the casement windows on the first floor which flank the center doorway of this two-story Mediterranean style residence. The elliptical motif is carried through to the dormer windows in the shallow hipped roof. Although the main block of the house is symmetrical, there is a side porch of stucco with a banded cornice, which provides a visual base to the open porch above at the second floor level.

7700 Connecticut Avenue--Town

Prominently located on Connecticut Avenue, this eclectic brick house has a Mediterranean style hipped pantile roof, and Colonial Revival full-width porch with classical columns and tri-part first story windows.

4105 Stanford Street--Town

This one and a half story stucco residence exhibits decorative details from Spanish architecture, including hipped and gabled roofs, a square entrance tower block, pierced square chimney top, and windows with blind arches. The entrance doorway has a blind pointed arch and is decorated with quoins.

Arts and Crafts/Prairie (1895-1920)

6819 Connecticut Avenue--Section 3

This early 20th century Craftsman house has a side-gable roof with a central shed-roof dormer. The full width front porch has three boxed columns, and with generous steps leading to the front door. This front door, with the side hall plan entrance, is balanced with bay windows at the first and second floor levels. The house is sided with stucco and utilizes 6/1 windows with flanking shutters.

3517 Cummings Lane--Martin's Additions

This 2-1/2 story house is a much-enlarged Four Square, with some Craftsman-style detailing. The stucco-sided structure features a wrap-around porch, a hipped roof and over-sized dormers in the attic story.

4223 Leland Street--Town
James G. Cross House

The first house built on the north side of this section of Leland Street, the Cross House was originally accompanied by a 2.4 acre lot. The front facade of this Craftsman house is dominated by a broad jerkin head front gable.

3912 Aspen Street--Town

This one story Arts and Crafts influenced house has a flared simple hip roof with its ridgeline perpendicular to the street, and stucco walls. A band of casement windows are on the north (front) facade, while the entrance is on the east side.

Colonial Revival/Foursquare (1895-1920)

3803 Bradley Lane--Section 3

A symmetry marks this Colonial Revival house although the front facade is not uniform. The first floor has three bays, topped with a four bay second floor and a single hipped dormer centered in each side of the pyramidal roof. The central front door has flanking sidelights and flanking windows to either side The full-width front porch wraps around one side, and the porch roof is supported by Doric columns. The windows exemplify a Craftsman style elaboration of pattern which is not typical for a Colonial Revival style house, but was often used in Chevy Chase. The bold muntins of the larger windows on the house are 2/2 light, with each light further divided into 2 vertical lights with minor muntins. The two smaller windows on the second floor are a simple 3/1 light.

3711 Taylor Street--Section 3

This Foursquare has a pyramidal roof form, and a full-width front porch which wraps around both sides of the house. The slender Doric poch columns frame the central doorway, with its side lights, and this is further emphasized with the central hipped dormer in each roof hip. The house is stucoo, with 1/1 windows, and there is a new addition on the east side.

3410 Cummings Lane--Martin's Additions

The basic form of this Foursquare is still apparent amidst the alterations and additions which have been added along the front and side facades. What may have once been a

generous wrap-around porch is not a three-bay front porch contained by two enclosed side additions. The open porch at the second floor level has also been modified by a closed in portion on one side. The main hipped-roof form with its high-placed dormer is still apparent.

3911 Aspen Street--Town

Built with a classic Foursquare form, this Colonial Revival residence features a full-width porch, shingle siding, and a centered hipped dormer. The windows have 6/1 sash and louvered shutters.

4428 Stanford Street--Town

Similar to the Aspen Street house with its Foursquare form and Colonial Revival style porch, the Stanford Street house, however, has additional Craftsman style details in its unboxed eaves and dormer rafter tails. Windows are paired on both levels.

Bungalow (1895-1940)

3700 Raymond--Section 3

This one-and-one half story Colonial Revival/Bungalow has four Doric columns holding up the porch roof, which is actually a portion of the main pyramidal roof. The central doorway is emphasized by a large central hipped dormer with two 9/1 windows. The windows on the first floor are 6/1, and the building is sided in stucco.

7005 Georgia Street--Section 3

The steeply pitched side-gable roof projecting over the full-width front porch is the most prominent feature of this Craftsman/Bungalow. The wide central dormer in the roof has three windows with 6/1 light, and belies the asymmetrical first floor elevation with its front door and pair of windows to one side. The front door has 12 lights, and the pair of windows has narrow flanking decorative shutters.

3513 Raymond Street--Martin's Additions

This side-gabled Bungalow has a large front-gabled dormer with four 1/1 windows, and is stucco sided. The house has Craftsman-style detailing, including battered porch columns, and utilizes 6/1 windows on the first floor.

7315 Delfield Street--Martin's Additions

This one-and-one-half story bungalow utilizes brackets in the front-facing gable. The wood shingle siding compliments the use of trim strapping over the small windows in the gable. The front porch is full-width, with centered steps leading to the front door.

6908 Ridgewood Street--Town

A Craftsman influenced Bungalow, this residence has shingle siding and 9/1 sash paired windows. Above the central entrance is a gable front dormer with exposed rafter tails, and a pair of 6/1 sash windows screened by a full-width balustrade.

4109 Leland Street--Town

This side-gabled Craftsman Bungalow features an inset porch with rustic stone found at the watertable, and on porch piers and chimney. The front gable dormer has exposed rafter tails and oversize knee braces.

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.

Representative Non-Contributing Examples:

3708 Taylor Street--Section 3

The two projecting side bays with their front-facing gables accentuate the recessed main block of this Ranch style brick home. The windows vary, and include 8/8 double-hung, casement as well as fixed pane windows. The front entrance is protected with a small porch roof supported by 4 x 4 posts.

3701 Shepherd Street--Section 3

This house is a large scale example of a modern contextual rendition of a Craftsman/bungalow. The house is a one-and-one-half story structure with a steeply pitched roof, and a prominent gable dormer. A palladian window in the dormer accentuates the central

front door, with the flanking 9/1 windows to either side. The paired porch columns are Doric, and the siding material is stucco. There are two small skylights in the roof facing the street.

7307 Summit Avenue--Martin's Addition

This 2-story new house is built in the Neo-Victorian style. A large 2-story bay window has been built on the front facade, reminiscent of the Victorian corner towers. The large bay section also provides a sense of eccentric massing which was so typical in Victorian homes. This is somewhat offset by the use of an oval window in the center gable of the main roof. The house utilizes artificial siding.

3409 Taylor Street--Martins's Additions

This one-and-one half story Colonial Revival style residence utilizes brick on the first floor with wood clapboard siding above. The small entrance porch has a hipped roof, and decorative metal roof supports. One side of the front-facing gable roof has been raised so that the gable form is now eccentric.

4219 Leland Street--Town of Chevy Chase

This box-like two story Contemporary style house has a flat roof, brick faced walls and a band of large fixed windows across the main facade.

4402 Leland Street--Town of Chevy Chase

With a two-story front gable form, the shingled Neo-Colonial style residence has a one and a half story side gable ell. Windows are 6/6 sash.

7500 Lynn Drive--Town of Chevy Chase

A two story side gable residence, the structure has a canted bay above the inset main entrance, and a stepped three part window in the left bay. More traditional details are found in clapboard siding and 12/12 sash windows.

7405 Oak Lane--Town of Chevy Chase

Walls of this flat-roofed Contemporary house are covered with brick on the first story and clapboard on the second. Metal casement corner windows are found on both levels.

M: 35/13/4 Chevy Chase Survey District (Phase II)
Section 7: Description
Intensive Survey Index

Chevy Chase Survey District, Phase II
TOWN CLUSTERS

639 BUILDINGS

Num.	Street	Style	Date	Cat.	Stories	Bays	Wall 1	Wall 2	Win. 1	Win. 2	Roof Shape	Roof Matl.	C Data	Use	Architect	Builder	Comments
7103	44TH	TUDOR REV	1917-1927	C	2	2	STUCCO	STUCCO	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
7104	44TH	COLONIAL REV	1917-1927	C	1	4	ARTIFICIAL		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
7105	44TH	TUDOR REV	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	6/6	CASEMT	SIMPLE HIP	ASPHALT		RESIDENTIAL			
7106	44TH	CRAFTSMAN	1917-1927	C	1.5		SHINGLE	SHINGLE	6/6	1/1	SIMPLE HIP			RESIDENTIAL			
7107	44TH	COLONIAL REV	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7108	44TH	TUDOR REV	1917-1927	C	1.5	3	STUCCO	STUCCO	6/6	CASEMT	SIMPLE HIP	ASPHALT		RESIDENTIAL			
7109	44TH	COLONIAL REV	1917-1927	C	1	3	BRICK		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
7110	44TH	COLONIAL REV	1917-1927	C	1	3	ARTIFICIAL		1/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
7111	44TH	TUDOR REV	1917-1927	C	2	3	BRICK	BRICK	6/6	6/8	FRONT GABLE	ASPHALT		RESIDENTIAL			
7112	44TH	CRAFTSMAN	1917-1927	C	2	2	ARTIFICIAL	ARTIFICIAL	6/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
7200	44TH	TUDOR REV	1928-1941	C	2	3	STUCCO	STUCCO	6/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7202	44TH	COLONIAL REV	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7204	44TH	COLONIAL REV-FOUR SQ	1928-1941	C	2	2	ARTIFICIAL	ARTIFICIAL	1/1	1/1	PYR HIP	ASPHALT		RESIDENTIAL			
7206	44TH	COLONIAL REV	1928-1941	C	2	3	STUCCO	STUCCO	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7104	45TH	FOUR SQ	1917-1927	C	2.5	3	ARTIFICIAL	ARTIFICIAL	6/1	6/1	SIMPLE HIP	ASPHALT		RESIDENTIAL			
7105	45TH	CRAFTSMAN-FOUR SQ	1917-1927	C	2.5	3	ARTIFICIAL	ARTIFICIAL	6/1	6/1	PYR HIP	ASPHALT		RESIDENTIAL			
7106	45TH	COLONIAL REV	1917-1927	C	1.5	4	ARTIFICIAL	ARTIFICIAL	8/6	SEE FOR	SIMPLE HIP	ASPHALT		RESIDENTIAL			
7107	45TH	COLONIAL REV	1917-1927	C	1	2	ARTIFICIAL		MODERN		SIDE GABLE	ASPHALT		RESIDENTIAL			
7108	45TH	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	6/6	CASEMT	SIMPLE HIP	ASPHALT		RESIDENTIAL			
7109	45TH	CRAFTSMAN	1917-1927	C	1	3	ARTIFICIAL		1/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
7110	45TH	TUDOR REV	1917-1927	C	1.5	4	STUCCO	STUCCO	1/1	1/1	SIMPLE HIP	ASPHALT		RESIDENTIAL			
7111	45TH	CRAFTSMAN	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7112	45TH	COLONIAL REV	1917-1927	C	1	4	SHINGLE		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
7113	45TH	CRAFTSMAN	1917-1927	C	2.5	2	SHINGLE	SHINGLE	6/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
7105	46TH	COLONIAL REV	1917-1927	C	2.5	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
7107	46TH	MODERN	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
7109	46TH	CRAFTSMAN-BUNG	1917-1927	C	1	4	SHINGLE		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
7111	46TH	CRAFTSMAN	1917-1927	C	2	5	SHINGLE	SHINGLE	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7113	46TH	CRAFTSMAN-BUNG	1917-1927	C	1	5	ARTIFICIAL		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
7201	46TH	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7203	46TH	COLONIAL REV	1928-1941	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7205	46TH	TUDOR REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4100	ASPEN	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4101	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4102	ASPEN	COLONIAL REV	1928-1941	C	2	3	STONE	STONE	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4104	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4105	ASPEN	COLONIAL REV	1928-1941	C	2	5	STONE	STONE	CASEMT	6/8	SIDE GABLE	SLATE		RESIDENTIAL			
4106	ASPEN	COLONIAL REV-CAPE CO	1928-1941	C	1.5	4	BRICK	BRICK	8/8	4/4	SIDE GABLE	ASPHALT		RESIDENTIAL			
4107	ASPEN	COLONIAL REV	1928-1941	C	2.5	3	CLAPBD	CLAPBD	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4108	ASPEN	COLONIAL REV	1928-1941	C	2	3	STONE	STONE	6/6	8/8	SIDE GABLE	SLATE		RESIDENTIAL			
4110	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL			
4111	ASPEN	COLONIAL REV	1928-1941	C	1.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4112	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/1	6/1	SIDE GABLE	SLATE		RESIDENTIAL			
4114	ASPEN	COLONIAL REV	1928-1941	C	2	4	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4115	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/12	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4116	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4117	ASPEN	COLONIAL REV	1928-1941	C	1		BRICK		8/8		SIDE GABLE	SLATE		RESIDENTIAL			
4118	ASPEN	COLONIAL REV-BUNG	1928-1941	C	1.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	ASPHALT	c1932	RESIDENTIAL			
4119	ASPEN	COLONIAL REV	1928-1941	C	1.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4120	ASPEN	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
4121	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4122	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL			
4123	ASPEN	COLONIAL REV	1928-1941	C	1.5	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
4124	ASPEN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			

M-35-13-4

8901	BEECHWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7000	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIMPLE HIP	ASPHALT		RESIDENTIAL		
7002	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE	1936	RESIDENTIAL	BERRY	MIKKELSON
7004	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE	1934	RESIDENTIAL		MIKKELSON
7005	BEECHWOOD	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	CROSS GABLE	SLATE	1934	RESIDENTIAL		MIKKELSON
7006	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE	1934	RESIDENTIAL		MIKKELSON
7007	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	8/8	6/6	SIDE GABLE	SLATE	1934	RESIDENTIAL		MIKKELSON
7008	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	STUCCO	8/8	8/8	SIDE GABLE	SLATE	1934	RESIDENTIAL		MIKKELSON
7009	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIDE GABLE	SLATE		RESIDENTIAL		
7010	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL		MIKKELSON
7011	BEECHWOOD	COLONIAL REV	1928-1941	C	2	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7012	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIDE GABLE	SLATE		RESIDENTIAL		
7013	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL		
7014	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
7015	BEECHWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL		
7016	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	STONE	STONE	8/8	6/6	SIDE GABLE	SLATE	1933	RESIDENTIAL		MIKKELSON
7017	BEECHWOOD	COLONIAL REV	1928-1941	C	2	8	BRICK	CLAPBD	6/6	6/6	CROSS GABLE	SLATE		RESIDENTIAL		
7018	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE	1933	RESIDENTIAL		MIKKELSON
7020	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL		
7100	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE	1932	RESIDENTIAL		MIKKELSON
7101	BEECHWOOD	TUDOR REV	1928-1941	C	2	3	BRICK	HALF TIMB	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
7102	BEECHWOOD	DUTCH COLONIAL	1928-1941	C	2	2	BRICK	CLAPBD	6/6	6/6	GAMBREL	SLATE		RESIDENTIAL		
7103	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	STONE	CLAPBD	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL		
7104	BEECHWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7105	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL		
7106	BEECHWOOD	TUDOR REV	1928-1941	C	2	4	STUCCO	HALF TIMB	6/6	8/8	SIDE GABLE	SLATE		RESIDENTIAL		
7108	BEECHWOOD	COLONIAL REV	1928-1941	C	2	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7109	BEECHWOOD	DUTCH COLONIAL	1928-1941	C	2	3	CLAPBD		6/8	6/8	GAMBREL	SLATE		RESIDENTIAL		
7110	BEECHWOOD	COLONIAL REV	1928-1941	C	2	3	STONE	CLAPBD	8/8	6/8	SIDE GABLE	SLATE	1932	RESIDENTIAL		MIKKELSON
7111	BEECHWOOD	COLONIAL REV	1928-1941	C	1.5	4	BRICK		8/8		SIDE GABLE	SLATE	1933	RESIDENTIAL		MIKKELSON
7112	BEECHWOOD	COLONIAL REV	1928-1941	C	2	4	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT	1933	RESIDENTIAL		MIKKELSON
4100	BLACKTHORN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
4101	BLACKTHORN	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	6/6	6/8	SIDE GABLE	ASPHALT		RESIDENTIAL		
4103	BLACKTHORN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL		
4104	BLACKTHORN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
4105	BLACKTHORN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIMPLE HIP	SLATE		RESIDENTIAL		
4108	BLACKTHORN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
4112	BLACKTHORN	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIDE GABLE	SLATE		RESIDENTIAL		
4114	BLACKTHORN	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL		
4116	BLACKTHORN	COLONIAL REV	1942-1997	NC	1	2	BRICK	BRICK	8/8		SIMPLE HIP			RESIDENTIAL		
3905	BRADLEY	NEOCLASSICAL	1860-1916	C	1.5	5	CLAPBD		6/6		SIMPLE HIP	ASPHALT	1898	RESIDENTIAL		SCHOOL
3911	BRADLEY	CLASSICAL REV	1860-1916	C	2.5	5	BRICK	BRICK	6/9	6/6	SIMPLE HIP	METAL		RESIDENTIAL		
4007	BRADLEY	COLONIAL REV	1928-1941	C	2	5	STONE	STONE	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
4009	BRADLEY	MODERN NEOCLASSICA	1942-1997	NC	1.5	5	BRICK		8/8		SIMPLE HIP	ASPHALT		RESIDENTIAL		
4011	BRADLEY	MODERN NEOCLASSICA	1942-1997	NC	1	5	BRICK		8/8		SIMPLE HIP	ASPHALT		RESIDENTIAL		
4015	BRADLEY	COLONIAL REV	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
4101	BRADLEY	MEDITERRANEAN	1928-1941	C	2	4	STUCCO	STUCCO	FR DOORS	DIA PANE	SIDE GABLE	PANTILE		RESIDENTIAL		
4103	BRADLEY	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
4105	BRADLEY	COLONIAL REV	1928-1941	C	2	3	STONE	STUCCO	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
4107	BRADLEY	DUTCH COLONIAL	1928-1941	C	3	3	BRICK	BRICK	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL		
4111	BRADLEY	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	FIXED	8/8	SIDE GABLE	SLATE	1934	RESIDENTIAL		JOHNSON
4201	BRADLEY	CRAFTSMAN	1860-1916	C	2.5	3	STUCCO	STUCCO	CASEMT	2/2	FLAT TOP HIP	SLATE	1910	RESIDENTIAL		
4203	BRADLEY	COLONIAL REV	1928-1941	C	2	4	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL		
4205	BRADLEY	CRAFTSMAN	1917-1927	C	2	3	CLAPBD	CLAPBD	FR DOORS	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL		
4207	BRADLEY	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	8/8	1/1	SIDE GABLE	SLATE	1924	RESIDENTIAL		
4209	BRADLEY	NEOCLASSICAL	1917-1927	C	2.5	3	BRICK	BRICK	1/1	1/1	FLAT TOP HIP	SLATE		RESIDENTIAL		
4211	BRADLEY	COLONIAL REV	1928-1941	C	2.5	4	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
4301	BRADLEY	COLONIAL REV	1942-1997	NC	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
4303	BRADLEY	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	1946	RESIDENTIAL		JOHNSON

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4305	BRADLEY	COLONIAL REV	1928-1941	C	2.5	3	STUCCO	STUCCO	CASEMT	6/6	MANSARD	SLATE		RESIDENTIAL			
4307	BRADLEY	COLDNIAL REV	1926-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	1934	RESIDENTIAL			MIKKELSON
4309	BRADLEY	COLONIAL REV	1928-1941	C	2	2	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4311	BRADLEY	CRAFTSMAN	1917-1927	C	1.5	3	STUCCO	SHINGLE	6/1	MODERN	SIDE GABLE	ASPHALT		RESIDENTIAL			
4313	BRADLEY	MEDITERRANEAN	1917-1927	C	2	5	STONE	STONE	6/6	6/6	SIMPLE HIP	PANTILE		RESIDENTIAL			
4403	BRADLEY	TUDOR REV	1928-1941	C	2	2	STUCCO	STUCCO	FR DOORS	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4405	BRADLEY	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4407	BRADLEY	CDLONIAL REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4409	BRADLEY	TUDDR REV	1928-1941	C	2	2	STONE	STUCCO	BAY WIND	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4411	BRADLEY	TUDOR REV	1926-1941	C	2	3	BRICK	BRICK	1/1	1/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
4413	BRADLEY	BUNGALOW	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4415	BRADLEY	COLONIAL REV	1917-1927	C	1		CLAPBD		6/6		CROSS GABLE	ASPHALT		RESIDENTIAL			
4417	BRADLEY	COLDNIAL REV	1917-1927	C	1	3	CLAPBD		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
4419	BRADLEY	COLDNIAL REV	1928-1941	C	1.5	2	BRICK	SHINGLE	MDDERN	6/1	FRDNT GABLE	ASPHALT		RESIDENTIAL			
4421	BRADLEY	DUTCH CDLONIAL	1928-1941	C	1.5	3	SHINGLE	SHINGLE	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
4423	BRADLEY	CDLONIAL REV	1928-1941	C	1.5	2	SHINGLE	SHINGLE	6/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
4425	BRADLEY	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4427	BRADLEY	DUTCH COLONIAL	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
4429	BRADLEY	COLONIAL REV	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7701	CHATHAM	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7702	CHATHAM	COLONIAL REV	1926-1941	C	2	3	BRICK	BRICK	6/6	6/8	SIDE GABLE	SLATE		RESIDENTIAL			
7703	CHATHAM	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7704	CHATHAM	COLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7705	CHATHAM	COLDNIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7706	CHATHAM	CDLONIAL REV-CAPE CO	1928-1941	C	1.5	3	BRICK	BRICK	8/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7707	CHATHAM	COLONIAL REV	1926-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7709	CHATHAM	CDLONIAL REV	1926-1941	C	2	3	STONE	CLAPBD	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7710	CHATHAM	TUDDR REV	1926-1941	C	2	3	STONE	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7712	CHATHAM	COLONIAL REV	1926-1941	C	2	3	CLAPBD	CLAPBD	6/6	6/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
7714	CHATHAM	TUDOR REV	1942-1997	NC	2	3	BRICK	STUCCO	DIA PANE	6/6	SIDE GABLE			RESIDENTIAL			
7715	CHATHAM	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
6700	CONNECTICUT	MODERN NEOCLASSICA	1942-1997	NC	2.5	5	CLAPBD	CLAPBD	9/9	6/6	PYR HIP	WDOD		RESIDENTIAL			
6704	CONNECTICUT	COLDNIAL REV-FOUR SQ	1660-1916	C	2.5	3	STUCCO	STUCCD	3/1	6/1	FLAT TOP HIP	ASPHALT		RESIDENTIAL			
6706	CONNECTICUT	DUTCH COLDNIAL	1942-1997	NC	3	3	CLAPBD	CLAPBD	12/12	6/6	GAMBREL	WOOD		RESIDENTIAL			
6712	CONNECTICUT	CDLONIAL REV	1942-1997	NC	2.5	5	STUCCO	STUCCO	9/9	6/6	SIDE GABLE	WOOD		RESIDENTIAL			
6800	CONNECTICUT	CLASSICAL REV	1917-1927	C	2	3	STUCCO	STUCCD	FR DOORS	6/1	SIMPLE HIP	SLATE		RESIDENTIAL			
6808	CONNECTICUT	MEDITERRANEAN	1917-1927	C	2	3	STONE	STONE	CASEMT	CASEMT	SIMPLE HIP	PANTILE		RESIDENTIAL			
6810	CONNECTICUT	MODERN-NEOCOLONIAL	1942-1997	NC	2	3	BRICK	BRICK	6/8	6/6	SIDE GABLE	SLATE	1942	RESIDENTIAL	SMITH, A W		HOPKINSON
6812	CONNECTICUT	COLONIAL REV-FOUR SQ	1660-1916	C	2	5	STUCCO	STUCCO	4/1	4/1	SIMPLE HIP	ASPHALT		RESIDENTIAL			
6814	CONNECTICUT	COLONIAL REV-FOUR SQ	1917-1927	C	2	3	STUCCD	STUCCD	1/1	1/1	SIMPLE HIP	ASPHALT		RESIDENTIAL			
6616	CDNNECTICUT	CDLDNIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7002	CONNECTICUT	OUEEN ANNE	1660-1916	C	2	2	CLAPBD	CLAPBD	1/1	1/1	SIDE GABLE	SLATE		RESIDENTIAL			
4302	CURTIS	CRAFTSMAN	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4303	CURTIS	CRAFTSMAN	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4306	CURTIS	CRAFTSMAN	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4307	CURTIS	CRAFTSMAN	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4311	CURTIS	COLONIAL REV-COTTAG	1917-1927	C	1	3	CLAPBD		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
4314	CURTIS	CRAFTSMAN	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4315	CURTIS	CDLDNIAL REV	1917-1927	C	1	7	CLAPBD		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
4317	CURTIS	CRAFTSMAN	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
4316	CURTIS	CRAFTSMAN	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
6700	EAST	COLONIAL REV	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	6/1		CROSS GABLE	ASPHALT		RESIDENTIAL			
6702	EAST	TUDDR REV	1917-1927	C	1.5	3	STUCCD	STUCCD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
6704	EAST	TUDDR REV	1928-1941	C	1.5	3	STUCCD	STUCCD	FR DDDRS		SIDE GABLE	ASPHALT		RESIDENTIAL			
6705	EAST	TUDDR REV	1926-1941	C	2	2	BRICK	BRICK	FR DODRS	6/6	SIMPLE HIP	SLATE		RESIDENTIAL			
6707	EAST	DUTCH COLONIAL	1926-1941	C	2	3	BRICK	ARTIFICIAL	6/6	6/6	GAMBREL	SLATE		RESIDENTIAL			
6709	EAST	CRAFTSMAN	1917-1927	C	1.5	4	CLAPBD				PYR HIP	ASPHALT		RESIDENTIAL			
6711	EAST	COLONIAL REV	1917-1927	C	2	3	CLAPBD		6/1	6/1	SIMPLE HIP	ASPHALT		RESIDENTIAL			
6713	EAST	CDLDNIAL REV-CDTTAG	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	2/2	2/2	FRONT GABLE	ASPHALT		RESIDENTIAL			

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6803	EAST	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
6805	EAST	COLONIAL REV-CAPE CO	1928-1941	C	1.5	3	BRICK		6/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
6807	EAST	CRAFTSMAN	1928-1941	C	2	2	STUCCO	STUCCO	8/8	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
8905	EAST	MEDITERRANEAN	1917-1927	C	2	2	STUCCO	STUCCO	MODERN	MODERN	SIMPLE HIP	PANTILE		RESIDENTIAL	
8907	EAST	CRAFTSMAN	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
6909	EAST	CRAFTSMAN	1917-1927	C	2	3	SHINGLE	SHINGLE	6/8	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
7001	EAST	CRAFTSMAN	1917-1927	C	2	3	SHINGLE	SHINGLE	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
7003	EAST	CRAFTSMAN	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
7005	EAST	CRAFTSMAN	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
7007	EAST	DUTCH COLONIAL	1942-1997	NC	2	3	CLAPBD		8/6	6/8	GAMBREL	ASPHALT		RESIDENTIAL	
7009	EAST	COLONIAL REV-CAPE CO	1942-1997	NC	1.5	4	CLAPBD		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL	
4002	EAST-WEST	COLONIAL REV	1942-1997	NC	2	3	ARTIFICIAL	ARTIFICIAL	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL	
4004	EAST-WEST	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK	4/4	4/4	SIDE GABLE	SLATE		RESIDENTIAL	
4006	EAST-WEST	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4008	EAST-WEST	COLONIAL REV	1928-1941	C	1.5	4	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4010	EAST-WEST	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4104	EAST-WEST	TUDOR REV	1928-1941	C	2	3	STONE	STONE	8/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4303	ELM	COLONIAL REV	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4305	ELM	COLONIAL REV	1928-1941	C	2	2	STUCCO	STUCCO	6/8	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4307	ELM	TUDOR REV	1926-1941	C	2	2	BRICK	STUCCO	6/6	6/8	SIDE GABLE	ASPHALT		RESIDENTIAL	
4309	ELM	COLONIAL REV	1928-1941	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4311	ELM	TUDOR REV	1928-1941	C	2	3	BRICK	STUCCO	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4313	ELM	TUDOR REV	1928-1941	C	2	2	STONE	STUCCO	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4315	ELM	TUDOR REV	1928-1941	C	2.5	2	STUCCO	STUCCO	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4317	ELM	COLONIAL REV	1928-1941	C	2	5	BRICK	ARTIFICIAL	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL	
4400	ELM	TUDOR REV	1928-1941	C	2	3	BRICK	STUCCO	6/6	6/8	SIDE GABLE	ASPHALT		RESIDENTIAL	
4401	ELM	COLONIAL REV	1928-1941	C	2	3	CLAPBD	CLAPBD	6/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4402	ELM	TUDOR REV	1928-1941	C	1.5	3	STUCCO	STUCCO	6/6	CASEMT	SIMPLE HIP	ASPHALT		RESIDENTIAL	
4403	ELM	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4404	ELM	COLONAL REV	1928-1941	C	2	2	STUCCO	STUCCO	6/6	8/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4405	ELM	TUDOR REV	1928-1941	C	2	2	BRICK	STUCCO	6/8	6/6	SIDE GABLE			RESIDENTIAL	
4408	ELM	COLONIAL REV	1928-1941	C	1	3	CLAPBD		6/8		SIDE GABLE	ASPHALT		RESIDENTIAL	
4407	ELM	COLONAL REV	1928-1941	C	2	2	STONE	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4408	ELM	COLONAL REV	1928-1941	C	2	2	STUCCO	STUCCO	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4409	ELM	TUDOR REV	1928-1941	C	2	2	BRICK	STUCCO	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL	
4411	ELM	COLONIAL REV	1928-1941	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4501	ELM	TUDOR REV	1928-1941	C	2.5	2	BRICK	BRICK	6/6	8/8	FRONT GABLE	ASPHALT		RESIDENTIAL	
4502	ELM	TUDOR REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4503	ELM	COLONIAL REV	1928-1941	C	2	2	STUCCO	STUCCO	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4504	ELM	COLONIAL REV	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4505	ELM	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4506	ELM	COLONIAL REV	1928-1941	C	2	2	CLAPBD	CLAPBD	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4507	ELM	TUDOR REV	1928-1941	C	2	3	STONE	STUCCO	1/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL	
4508	ELM	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4509	ELM	COLONIAL REV	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT	1929	RESIDENTIAL	STAR MODEL HOME
4511	ELM	COLONIAL REV	1928-1941	C	2	2	BRICK	ARTIFICIAL	FIXED	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL	
6702	HILLCREST	MEDITERRANEAN	1928-1941	C	2	4	STUCCO	STUCCO	MODERN	DIA PANE	CROSS GABLE	TILE		RESIDENTIAL	
7000	HILLCREST	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL	MIKKELSON
7001	HILLCREST	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL	MIKKELSON
7002	HILLCREST	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE	1933	RESIDENTIAL	MIKKELSON
7003	HILLCREST	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL	
7004	HILLCREST	COLONIAL REV	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL	
7005	HILLCREST	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	CASEMT	CASEMT	SIMPLE HIP	SLATE		RESIDENTIAL	
7006	HILLCREST	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
7007	HILLCREST	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
7008	HILLCREST	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
7009	HILLCREST	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL	
7010	HILLCREST	TUDOR REV	1928-1941	C	2.5	4	BRICK	HALF TIMB	6/6	6/6	FRONT GABLE	SLATE		RESIDENTIAL	
7011	HILLCREST	DUTCH COLONIAL	1928-1941	C	2	3	BRICK		6/6	8/6	GAMBREL	SLATE		RESIDENTIAL	

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4101	LELAND	BEAUX ARTS	1917-1927	C	2.5	3	STUCCO	STUCCO	CASEMT	6/1	SIMPLE HIP	SLATE		RESIDENTIAL				
4102	LELAND	MEDITERRANEAN	1917-1927	C	2	3	STUCCO	STUCCO	6/6	6/6	COMPLEX HIP	PANTILE		RESIDENTIAL				
4103	LELAND	BEAUX ARTS	1917-1927	C	2.5	3	STUCCO	STUCCO	CASEMT	6/6	SIMPLE HIP	SLATE		RESIDENTIAL				
4104	LELAND	MEDITERRANEAN	1917-1927	C	2	3	STUCCO	STUCCO	FR DOORS	6/1	SIMPLE HIP	PANTILE		RESIDENTIAL				
4105	LELAND	COLONIAL REV	1917-1927	C	2.5	3	STUCCO	STUCCO	CASEMT	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
4106	LELAND	TUDOR REV	1917-1927	C	2.5	3	STUCCO	HALF TIMB	FR DOORS	8/6	SIDE GABLE	TILE		RESIDENTIAL				
4108	LELAND	COLONIAL REV-FOUR SQ	1917-1927	C	2.5	3	STUCCO	STUCCO	CASEMT	6/1	SIMPLE HIP	ASPHALT		RESIDENTIAL				
4109	LELAND	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	STUCCO	STUCCO		6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4110	LELAND	MEDITERRANEAN	1917-1927	C	2.5	3	STUCCO	STUCCO	FR DOORS	6/1	SIDE GABLE	PANTILE		RESIDENTIAL				
4111	LELAND	COLONIAL REV	1917-1927	C	1.5	3	CLAPBD	CLAPBD	8/1	8/1	SIDE GABLE	ASPHALT		RESIDENTIAL				
4112	LELAND	COLONIAL REV	1917-1927	C	2.5	3	BRICK	BRICK	FR DOORS	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL				
4113	LELAND	COLONIAL REV	1917-1927	C	2.5	3	BRICK	BRICK	6/1	6/1	SIDE GABLE	SLATE		RESIDENTIAL				
4114	LELAND	COLONIAL REV	1917-1927	C	2	2	BRICK	BRICK	6/6	8/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4114	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL				
4115	LELAND	COLONIAL REV	1917-1927	C	2	4	CLAPBD	CLAPBD	6/8	8/6	SIDE GABLE	SLATE	1927	RESIDENTIAL	HEATON			CORNING HOUS
4117	LELAND	COLONIAL REV	1917-1927	C	2	3	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4119	LELAND	TUDOR REV	1917-1927	C	1.5	3	STONE	STONE	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
4120	LELAND	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	FR DOORS	8/6	SIDE GABLE	SLATE	1947	RESIDENTIAL	SMITH, A W	TROTH		
4121	LELAND	DUTCH COLONIAL	1917-1927	C	1.5	3	CLAPBD	CLAPBD	DOORS	6/6	GAMBREL	ASPHALT		RESIDENTIAL				
4123	LELAND	COLONIAL REV-FOUR SQ	1917-1927	C	2	2	SHINGLE	SHINGLE	6/6	6/6	PYR HIP	ASPHALT		RESIDENTIAL				
4125	LELAND	COLONIAL REV	1917-1927	C	2	2	SHINGLE	SHINGLE	6/8	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL				
4127	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS		DULIN HOUSE
4128	LELAND	DUTCH COLONIAL	1917-1927	C	2	3	STUCCO	STUCCO	FR DOORS	6/6	GAMBREL	ASPHALT		RESIDENTIAL				
4129	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS		
4130	LELAND	COLONIAL REV	1917-1927	C	2	3	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	SLATE	1937	RESIDENTIAL	SMITH	TROTH		
4131	LELAND	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK			FRONT GABLE	SLATE	1933	RESIDENTIAL		SHANNON & LUCHS		
4132	LELAND	COLONIAL REV	1917-1927	C	2	2	ARTIFICIAL	ARTIFICIAL	6/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4138	LELAND	CRAFTSMAN REV	1917-1927	C	1.5	3	STUCCO		MODERN		SIDE GABLE	ASPHALT		RESIDENTIAL				
4138	LELAND	TUDOR REV	1917-1927	C	1.5	2	BRICK	BRICK	6/1	6/1	CROSS GABLE	ASPHALT		RESIDENTIAL				
4140	LELAND	MODERN RANCH	1942-1997	NC	1	4	BRICK		MODERN		CROSS HIP	ASPHALT		RESIDENTIAL				
4200	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS		
4202	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS		
4204	LELAND	DUTCH COLONIAL	1928-1941	C	2	3	STONE		6/6	8/6	GAMBREL	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS		
4206	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	8/8	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON			
4208	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS		
4218	LELAND	COLONIAL REV-COTTAG	1928-1941	C	1.5	3	BRICK		CASEMT	4/4	SIDE GABLE	SLATE		RESIDENTIAL				
4218	LELAND	MODERN-TRADITIONAL	1942-1997	NC	1	4	BRICK		FIXED		SIMPLE HIP	ASPHALT		RESIDENTIAL				
4222	LELAND	DUTCH COLONIAL	1942-1997	NC	2	3	BRICK		CASEMT	MODERN	GAMBREL	ASPHALT		RESIDENTIAL				
4223	LELAND	CRAFTSMAN	1928-1941	C	2.5	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL				
4225	LELAND	COLONIAL REV	1927-1945	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	c1930	RESIDENTIAL				
4228	LELAND	TUDOR REV	1928-1941	C	2	3	STUCCO	HALF TIMB	6/6	8/6	CROSS GABLE	ASPHALT		RESIDENTIAL				
4228	LELAND	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL				
4229	LELAND	CRAFTSMAN	1916-1927	C	1.5	3	CLAPBD	CLAPBD	FIXED	FIXED	SIDE GABLE	ASPHALT		RESIDENTIAL				
4230	LELAND	TUDOR REV	1928-1941	C	2	3	SHINGLE	SHINGLE	6/6	8/6	FRONT GABLE	ASPHALT		RESIDENTIAL				
4232	LELAND	DUTCH COLONIAL	1928-1941	C	2	3	CLAPBD	ARTIFICIAL	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL				
4233	LELAND	TUDOR REV	1928-1941	C	2	3	STUCCO	STUCCO	CASEMT	CASEMT	SIDE GABLE			RESIDENTIAL				
4304	LELAND	TUDOR REV	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL				
4306	LELAND	TUDOR REV	1928-1941	C	2	3	STUCCO	STUCCO	8/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL				
4307	LELAND	CRAFTSMAN	1917-1927	C	2.5	3	CLAPBD	SHINGLE	6/6	8/1	SIDE GABLE	SLATE		RESIDENTIAL				
4309	LELAND	CRAFTSMAN	1917-1927	C	2.5	3	ASBESTOS	ASBESTOS	4/1	4/1	PYR HIP	ASPHALT		RESIDENTIAL				
4311	LELAND	CRAFTSMAN	1917-1927	C	2.5	2	CLAPBD	CLAPBD	6/1	6/1	PYR HIP	ASPHALT		RESIDENTIAL				
4312	LELAND	COLONIAL REV-FOUR SQ	1860-1916	C	2	2	STUCCO	STUCCO	1/1	1/1	PYR HIP	ASPHALT		RESIDENTIAL				
4313	LELAND	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				V OFFUTT HSE
4315	LELAND	COLONIAL REV	1928-1941	C	1.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
4316	LELAND	COLONIAL REV	1928-1941	C	1.5	3	BRICK	ARTIFICIAL	MODERN	6/8	SIDE GABLE	SLATE		RESIDENTIAL				
4318	LELAND	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/8	8/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4319	LELAND	FOLK VICTORIAN	1917-1927	C	2.5	3	CLAPBD	CLAPBD	3/1	3/1	FRONT GABLE	SLATE		RESIDENTIAL				
4320	LELAND	MODERN-RANCH	1942-1997	NC	1	4	CLAPBD		MODERN		SIDE GABLE	ASPHALT		RESIDENTIAL				
4321	LELAND	CRAFTSMAN-FOUR SQ	1917-1927	C	2	3	ASBESTOS	ASBESTOS	6/1	6/1	SIMPLE HIP	ROLLED TIN		RESIDENTIAL				

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4322	LELAND	MOOERN-RANCH	1942-1997	NC	1	4	CLAPBD		MOOERN		SIMPLE HIP	ASPHALT		RESIOENTIAL					
4323	LELANO	TUOOR REV	1942-1997	NC	2	2	BRICK	BRICK	FIXEO	FIXED	FRONT GABLE	ASPHALT		RESIOENTIAL					
4325	LELANO	OUTCH COLONIAL	1917-1927	C	1.5	3	CLAPBD	CLAPBO	FR OOORS	6/1	GAMBREL	ASPHALT		RESIOENTIAL					
4329	LELAND	COLONIAL REV	1917-1927	C	1	3	STUCCO		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL					
4330	LELANO	CRAFTSMAN	1917-1927	C	1.5	4	CLAPBD	CLAPBD	6/1	1/1	SIOE GABLE	ASPHALT		RESIOENTIAL					
4332	LELANO	COLONIAL REV	1917-1927	C	1	4	ARTIFICIAL		6/6		SIOE GABLE	ASPHALT		RESIDENTIAL					
4334	LELANO	COLONIAL REV	1917-1927	C	1	4	ARTIFICIAL		6/6		SIOE GABLE	ASPHALT		RESIOENTIAL					
4336	LELANO	COLONIAL REV	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	1/1	6/6	SIOE GABLE	ASPHALT		RESIOENTIAL					
4338	LELAND		1917-1927	C	1	4	ARTIFICIAL		6/1		SIDE GABLE	ASPHALT		RESIOENTIAL					
4400	LELANO	FOUR SQUARE	1917-1927	C	2	3	CLAPBO	CLAPBO	2/2	2/2	PYR HIP	WOOO		RESIOENTIAL					
4401	LELANO	CRAFTSMAN	1917-1927	C	2.5	3	CLAPBO	CLAPBO	6/6	6/8	SIOE GABLE	ASPHALT		RESIDENTIAL					
4402	LELANO	COLONIAL REV-MOOERN	1942-1997	NC	2.5	4	SHINGLE	SHINGLE	6/6	6/6	FRONT GABLE	ASPHALT		RESIOENTIAL					
4403	LELAND	TUOOR REV	1917-1927	C	1.5	3	BRICK	BRICK	6/6	6/8	SIMPLE HIP	ASPHALT		RESIDENTIAL					
4405	LELANO	CRAFTSMAN	1917-1927	C	1.5	4	ARTIFICIAL	CLAPBD	6/6	JALOUSIE	SIMPLE HIP	ASPHALT		RESIOENTIAL					
4406	LELANO	FOLK VICTORIAN	1860-1918	C	1.5	4	CLAPBO	CLAPBO	2/2	2/1	SIMPLE HIP	ASPHALT		RESIDENTIAL					
4407	LELANO	COLONIAL REV	1917-1927	C	1.5	3	BRICK	BRICK	6/6		SIOE GABLE	ASPHALT		RESIOENTIAL					OFFUTT OUTBL
4408	LELANO	COLONIAL REV-CAPE CO	1928-1941	C	1.5	3	BRICK		6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL					
4409	LELANO	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	BRICK	SHINGLE	6/1	CASEMT	SIOE GABLE	ASPHALT		RESIDENTIAL					
4411	LELANO	FOUR SQUARE	1860-1916	C	2.5	3	CLAPBO	CLAPBO	6/1	6/1	SIMPLE HIP	ASPHALT		RESIOENTIAL					
4500	LELANO	QUEEN ANNE	1860-1916	C	2.5	3	CLAPBO	CLAPBO	2/2	2/2	SIOE GABLE	WOOO		RESIDENTIAL					
4503	LELANO	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	CLAPBO	CLAPBO	6/1	6/1	SIOE GABLE	ASPHALT		RESIOENTIAL					W&B OFFUTT H
4504	LELANO	COLONIAL REV	1917-1927	C	1.5	3	BRICK		6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL					
4505	LELANO	CRAFTSMAN-BUNG	1917-1927	C	1	2	CLAPBD		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL					
4506	LELANO	COLONIAL REV	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	8/6	6/8	SIOE GABLE	ASPHALT		RESIDENTIAL					
4507	LELAND	MOOERN-BUNG	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/1	FIXED	SIDE GABLE	ASPHALT		RESIOENTIAL					
4509	LELAND	CRAFTSMAN-BUNG	1917-1927	C	1	4	SHINGLE		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL					
4512	LELANO	COLONIAL REV	1917-1927	C	2	2	ARTIFICIAL	ARTIFICIAL	1/1	1/1	FRONT GABLE	ASPHALT		RESIOENTIAL					
7502	MAPLE	COLONIAL REV	1942-1997	NC	2	4	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL					
7504	MAPLE	COLONIAL REV	1942-1997	NC	2	4	BRICK	BRICK	CASEMT	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL					
7506	MAPLE	COLONIAL REV	1942-1997	NC	2	4	BRICK	BRICK	CASEMT	CASEMT	SIOE GABLE	ASPHALT		RESIDENTIAL					
7510	MAPLE	COLONIAL REV	1942-1997	NC	2	7	BRICK	BRICK	8/6	6/6	FRONT GABLE	ASPHALT		RESIOENTIAL					
	LELANO CENTE	POST-MODERN	1942-1997	NC	1	>6	BRICK		FIXEO		FLAT	ASPHALT							
6702	MAPLE	TUOOR REV	1928-1941	C	2	4	STUCCO	STUCCO	6/6	6/6	SIMPLE HIP	SLATE		RESIOENTIAL					
6703	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	4/4	6/6	SIOE GABLE	SLATE		RESIOENTIAL					
8704	MAPLE	COLONIAL REV	1928-1941	C	2	2	BRICK	STUCCO	6/6	6/6	CROSS GABLE	SLATE		RESIDENTIAL					
7300	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	ARTIFICIAL	8/6	6/6	SIMPLE HIP	SLATE		RESIDENTIAL					
7301	MAPLE	COLONIAL REV	1928-1941	C	2	4	BRICK	BRICK	CASEMT	CASEMT	SIDE GABLE	SLATE	1935	RESIOENTIAL					
7302	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIOE GABLE	ASPHALT		RESIDENTIAL					
7303	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	CASEMT	CASEMT	SIOE GABLE	SLATE		RESIOENTIAL					
7304	MAPLE	TUDOR REV	1928-1941	C	2	4	STONE	BRICK	MOOERN	1/1	CROSS GABLE	ASPHALT	1935	RESIOENTIAL					SHANNON & LUCHS
7305	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/8	6/8	SIOE GABLE	SLATE		RESIOENTIAL					
7306	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIOE GABLE	ASPHALT	1935	RESIOENTIAL					SHANNON & LUCHS
7307	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	6/8	6/6	SIDE GABLE	SLATE		RESIOENTIAL					
7308	MAPLE	COLONIAL REV	1928-1941	C	2	3	STONE	BRICK	OIA CASEM	CASEMT	CROSS GABLE	ASPHALT	1937	RESIOENTIAL					SHANNON & LUCHS
7309	MAPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIOE GABLE	ASPHALT	1940	RESIOENTIAL	SMITH, A W				SIMPSON-TROTH
7310	MAPLE	TUOOR REV	1928-1941	C	2	3	STONE	HALF TIMB	OIA CASEM	CASEMT	SIDE GABLE	ASPHALT	1934	RESIDENTIAL					SHANNON & LUCHS
7311	MAPLE	COLONIAL REV-CAPE CO	1928-1941	C	1.5	3	STONE		6/6	6/6	SIOE GABLE	SLATE	1940	RESIOENTIAL					SIMPSON-TROTH
7312	MAPLE	TUOOR REV	1928-1941	C	2	3	BRICK	BRICK	CASEMT	CASEMT	SIDE GABLE	SLATE	1934	RESIDENTIAL					SHANNON & LUCHS
7313	MAPLE	MOOERN-	1942-1997	NC	1	5	BRICK		MOOERN		SIOE GABLE	ASPHALT		RESIDENTIAL					
7315	MAPLE	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	6/6	6/6	SIOE GABLE	ASPHALT		RESIDENTIAL					
7317	MAPLE	COLONIAL REV	1942-1997	NC	2	3	BRICK	CLAPBO	CASEMT	CASEMT	SIOE GABLE	ASPHALT		RESIOENTIAL					
7319	MAPLE	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	CASEMT	CASEMT	SIMPLE HIP	ASPHALT		RESIDENTIAL					
7605	MAPLE	TUDOR REV	1928-1941	C	1.5	3	BRICK	BRICK	CASEMT	CASEMT	SIDE GABLE	ASPHALT	1933	RESIOENTIAL					SHANNON & LUCHS
7607	MAPLE	OUTCH COLONIAL	1942-1997	NC	1.5		CLAPBO	CLAPBO	6/1	6/1	GAMBREL	ASPHALT		RESIOENTIAL					
7707	MAPLE	COLONIAL REV	1928-1941	C	2	3	CLAPBO	CLAPBO	6/6	6/6	SIOE GABLE	ASPHALT		RESIOENTIAL					
7004	MEAOOW	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/1	6/6	SIOE GABLE	SLATE	1936	RESIOENTIAL	BERRY				MIKKELSON
7005	MEAOOW	TUDOR REV	1917-1927	C	2	3	BRICK	STUCCO	6/6	6/6	SIOE GABLE	SLATE		RESIOENTIAL					
7006	MEAOOW	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE	1936	RESIOENTIAL	BERRY				MIKKELSON
7010	MEAOOW	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK			SIOE GABLE		c1935	RESIDENTIAL					MIKKELSON

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7010	MEADOW	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL		MIKKELSON
7012	MEADOW	COLONIAL REV	1928-1941	C	2	3	STONE	STONE	8/8	8/8	SIDE GABLE	SLATE	c1935	RESIDENTIAL		MIKKELSON
7014	MEADOW	COLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIDE GABLE	SLATE	c1935	RESIDENTIAL		MIKKELSON
7100	MEADOW	NEOCLASSICAL	1928-1941	C	2	3	BRICK	BRICK	6/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7102	MEADOW	COLONIAL REV-TUDOR I	1928-1941	C	2	3	BRICK	BRICK	6/8	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL		MIKKELSON
7104	MEADOW	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	8/8	8/6	SIDE GABLE	SLATE	1935	RESIDENTIAL		MIKKELSON
7106	MEADDW	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/8	6/6	SIDE GABLE	SLATE	1933	RESIDENTIAL		MIKKELSON
7106	MEADOW	CDLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	ASPHALT	1935	RESIDENTIAL		MIKKELSDN
7700	MEADOW	COLONIAL REV	1928-1941	C	2	3	STONE	ARTIFICIAL	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7702	MEADOW	TUDOR REV	1928-1941	C	2	3	BRICK	STUCCD	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7704	MEADOW	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7706	MEADOW	COLONIAL REV	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/8	SIDE GABLE	SLATE		RESIDENTIAL		
7708	MEADOW	TUDOR REV	1928-1941	C	2.5	3	BRICK	ARTIFICIAL	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL		
7710	MEADDW	CDLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
7404	OAK	MDDERN	1942-1997	NC	2	4	BRICK	CLAPBD	MODERN	MODERN	CROSS GABLE	ASPHALT		RESIDENTIAL		
7405	DAK	MDDERN-CDNTEMPDRA	1942-1997	NC	2	3	BRICK	CLAPBD	CASEMT	CASEMT	SIMPLE HIP	ASPHALT		RESIDENTIAL		
7407	OAK	DUTCH COLONIAL	1928-1941	C	2	3	BRICK	BRICK	6/6	6/8	GAMBREL	SLATE	1933	RESIDENTIAL		SHANNDN & LUCHS
7409	OAK	COLONIAL REV	1928-1941	C	2	3	STONE	STDNE	8/8	8/6	SIDE GABLE	SLATE	1941	RESIDENTIAL		BEST
7410	OAK	CDLONIAL REV	1942-1997	NC	2	4	BRICK	BRICK	9/9	6/6	SIMPLE HIP	ASPHALT		RESIDENTIAL		
7411	OAK	TUDOR REV	1928-1941	C	1.5	3	BRICK	BRICK	6/8	8/6	SIDE GABLE	ASPHALT	1935	RESIDENTIAL		SHANNON & LUCHS
7412	OAK	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	1941	RESIDENTIAL	WILLIS	SHANNON & LUCHS
7413	OAK	COLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIDE GABLE	SLATE	1941	RESIDENTIAL		BEST
7414	OAK	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	1941	RESIDENTIAL	WILLIS	SHANNON & LUCHS
7415	OAK	TUDOR REV	1928-1941	C	1.5	4	BRICK	BRICK	CASEMT	CASEMT	CROSS GABLE	ASPHALT		RESIDENTIAL		
7416	OAK	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/8	8/6	SIDE GABLE	ASPHALT	1941	RESIDENTIAL	WILLIS	SHANNON & LUCHS
7418	OAK	COLONIAL REV	1928-1941	C	2	4	BRICK	BRICK	12 FIXED	12 FIXED	CROSS GABLE	ASPHALT	1933	RESIDENTIAL		SHANNON & LUCHS
7419	OAK	MDDERN SPLIT LEVEL	1942-1997	NC	2		BRICK	BRICK	CASEMT	CASEMT	CROSS GABLE	ASPHALT		RESIDENTIAL		
7202	OAKRIDGE	TUDOR REV	1928-1941	C	2	3	STUCCO	STUCCO	8/8	8/8	FRONT GABLE	ASPHALT		RESIDENTIAL		
7204	OAKRIDGE	TUDOR REV	1917-1927	C	2	3	STUCCO	STUCCO	MODERN	MODERN	FRONT GABLE	ASPHALT		RESIDENTIAL		
7205	OAKRIDGE	TUDOR REV	1928-1941	C	2	3	STUCCO	STUCCO	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
7206	DAKRIDGE	TUDOR REV	1928-1941	C	2	3	STUCCO	HALF TIMB	8/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
7207	OAKRIDGE	TUDOR REV	1928-1941	C	2	3	STUCCO	STUCCO	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
7206	OAKRIDGE	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK	MODERN	6/8	FRONT GABLE	ASPHALT		RESIDENTIAL		
7209	OAKRIDGE	DUTCH CDLONIAL	1928-1941	C	2	2	CLAPBD	CLAPBD	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL		
7211	OAKRIDGE	TUDDR REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL		
7213	OAKRIDGE	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
7215	OAKRIDGE	MEDITERRANEAN	1917-1927	C	2	3	STUCCO	STUCCO	MODERN	MODERN	SIMPLE HIP	PANTILE		RESIDENTIAL		
7216	OAKRIDGE	DUTCH COLONIAL	1928-1941	C	2	2	CLAPBD	CLAPBD	6/6	6/8	GAMBREL	ASPHALT		RESIDENTIAL		
7217	OAKRIDGE	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK	6/8	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
7303	OAKRIDGE	COLONIAL REV	1928-1941	C	1.5	3	ARTIFICIAL	ARTIFICIAL	FIXED	FIXED	SIDE GABLE	ASPHALT		RESIDENTIAL		
7305	OAKRIDGE	TUDDR REV	1928-1941	C	2	2	BRICK	STUCCO	6/8	6/6	SIDE GABLE			RESIDENTIAL		
7307	OAKRIDGE	TUDOR REV	1928-1941	C	2	3	STUCCD	STUCCD	6/6	6/6	FRDNT GABLE	ASPHALT		RESIDENTIAL		
4400	RIDGE	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	8/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
4402	RIDGE	TUDDR REV	1928-1941	C	1.5	3	BRICK		FR DDDRS		SIDE GABLE	ASPHALT		RESIDENTIAL		
4404	RIDGE	CDLONIAL REV	1917-1927	C	1.5	3	CLAPBD		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL		
4405	RIDGE	TUDDR REV	1928-1941	C	2	3	STONE	STUCCO	8/8	6/8	SIDE GABLE			RESIDENTIAL		
4406	RIDGE	CDLONIAL REV	1928-1941	C	2	2	STONE	STUCCO	6/8	6/8	FRDNT GABLE	ASPHALT		RESIDENTIAL		
4407	RIDGE	MDDERN CRAFTSMAN	1917-1927		1.5	3	SHINGLE	SHINGLE	FIXED	FIXED	SIDE GABLE	ASPHALT		RESIDENTIAL		
4408	RIDGE	COLDNIAL REV	1928-1941	C	2	2	BRICK	CLAPBD	BAY	6/8	SIDE GABLE	ASPHALT	1930	RESIDENTIAL		WARREN, M & R B
4409	RIDGE		1917-1927	C	1.5	3	CLAPBD		6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL		
4410	RIDGE	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
4411	RIDGE	DUTCH COLONIAL	1928-1941	C	2	3	BRICK	ARTIFICIAL	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL		
4412	RIDGE	DUTCH COLONIAL	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL		
4413	RIDGE	TUDOR REV	1928-1941	C	2	2	BRICK	STUCCD	6/6	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
4414	RIDGE	DUTCH CDLONIAL	1917-1927	C	1.5	3	CLAPBD	CLAPBD	8/1	8/1	GAMBREL	ASPHALT		RESIDENTIAL		
4415	RIDGE	TUDOR REV	1928-1941	C	2	2	STDNE	STUCCO	8/8	6/8	SIDE GABLE			RESIDENTIAL		
4418	RIDGE	TUDDR REV	1928-1941	C	2	2	BRICK	STUCCD	TRIPART	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
4417	RIDGE	CDLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		
4418	RIDGE	TUDDR REV	1928-1941	C	2	2	STONE	STUCCD	TRIPART	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL		

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4419	RIDGE	CDLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4420	RIDGE	CRAFTSMAN-BUNG	1942-1997	NC	1		WDOD		FIXED		SIMPLE HIP	ASPHALT		RESIDENTIAL			
4421	RIDGE	COLONIAL REV	1928-1941	C	2	3	BRICK	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4422	RIDGE	FOLK VICTORIAN	1917-1927	C	2.5	2	CLAPBD	CLAPBD	6/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
4423	RIDGE	COLONIAL REV	1942-1997	NC	1.5	3	BRICK		8/8	6/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
4424	RIDGE	MODERN	1917-1927	C	2	2	CLAPBD	CLAPBD	1/1	1/1	FRONT GABLE	WOOD		RESIDENTIAL			
4425	RIDGE	BUNGALDW	1917-1927	C	1.5	3	STONE	BRICK	1/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4428	RIDGE	RANCH	1917-1927	C	1	3	BRICK		1/1		CRDSS HIP	ASPHALT		RESIDENTIAL			
4428	RIDGE	COLONIAL REV	1917-1927	C	1	3	CLAPBD		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
8900	RIDGEWOOD	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	12/1	9/1	SIMPLE HIP	SLATE		RESIDENTIAL			
7214	RIDGEWOOD	COLONIAL REV	1917-1927	C	2	3	SHINGLE	SHINGLE	8/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7400	RIDGEWOOD	COLONIAL REV	1928-1941	C	2	3	SHINGLE	SHINGLE	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7402	RIDGEWOOD	CRAFTSMAN	1917-1927	C	1.5	4	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7403	RIDGEWOOD	COLONIAL REV	1942-1997	NC	2	4	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT	1947	RESIDENTIAL		MEADOWBROOK	
7404	RIDGEWODD	CRAFTSMAN	1917-1927	C	1.5	4	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7405	RIDGEWOOD	COLONIAL REV	1928-1941	C	2	3	BRICK	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS	
7406	RIDGEWODD	CRAFTSMAN-BUNG	1917-1927	C	1.5	2	ASBESTDS	ASBESTDS	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7407	RIDGEWODD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNDN & LUCHS	THOMPSON HS
7408	RIDGEWOOD	COLONIAL REV-CAPE CO	1928-1941	C	1.5	3	STONE	CLAPBD	6/6	6/6	SIDE GABLE	SLATE	1936	RESIDENTIAL	WEIHE	GILLELAND	
7409	RIDGEWODD	COLONIAL REV-CAPE CO	1928-1941	C	1.5	3	BRICK	BRICK	6/6	8/8	SIDE GABLE	ASPHALT	1937	RESIDENTIAL	SMITH, A W	SIMPSON	
7410	RIDGEWODD	CRAFTSMAN-BUNG	1928-1941	C	1.5	2	ARTIFICIAL	ARTIFICIAL	6/1	8/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7411	RIDGEWOOD	COLONIAL REV	1942-1997	NC	2	3	BRICK	CLAPBD	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
7412	RIDGEWOOD	DUTCH COLONIAL	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
7414	RIDGEWOOD	DUTCH COLONIAL	1928-1941	C	2	2	STUCCO	STUCCO		6/1	GAMBREL	ASPHALT		RESIDENTIAL			
7415	RIDGEWOOD	COLDNIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON	SHANNON & LUCHS	
7418	RIDGEWODD	MDDERN	1942-1997	NC	2		BRICK	BRICK	9/9	12/12	SIDE GABLE	ASPHALT		RESIDENTIAL			
7418	RIDGEWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE	1933	RESIDENTIAL		SHANNON & LUCHS	
3901	ROSEMARY	MEDITERRANEAN	1917-1927	C	2	3	STUCCO	STUCCO	6/6	8/6	SIMPLE HIP	TILE		RESIDENTIAL			
3902	ROSEMARY	TUDOR REV	1928-1941	C	2	3	BRICK	HALF TIMB	4/4	6/6	CROSS GABLE	TILE		RESIDENTIAL			
3903	ROSEMARY	CRAFTSMAN	1917-1927	C	2.5	2	STUCCO	SHINGLE	CASEMT	6/1	SIDE GABLE	SLATE		RESIDENTIAL			
3904	ROSEMARY	COLONIAL REV	1928-1941	C	2	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3906	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
3907	ROSEMARY	DUTCH COLONIAL	1917-1927	C	2	2	STUCCO	CLAPBD	6/6	6/6	GAMBREL	SLATE		RESIDENTIAL			
3906	RDSEMARY	TUDDR REV	1928-1941	C	2.5	2	BRICK	HALF TIMB	DIA	6/6	SIMPLE HIP	SLATE		RESIDENTIAL			
3910	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE	1938	RESIDENTIAL		SIMPSON, E L	
3912	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
3914	ROSEMARY	COLONIAL REV	1917-1927	C	2	5	CLAPBD	CLAPBD	8/6	8/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3918	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIDE GABLE	SLATE		RESIDENTIAL			
4000	ROSEMARY	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	BRICK	BRICK	6/1	6/1	SIDE GABLE	SLATE		RESIDENTIAL			
4001	ROSEMARY	COLONIAL REV	1917-1927	C	2.5	3	BRICK	BRICK	6/1	8/1	SIMPLE HIP	SLATE		RESIDENTIAL			
4002	ROSEMARY	TUDOR REV	1928-1941	C	2	2	BRICK	BRICK	DIA PANE	6/6	CRDSS GABLE	SLATE		RESIDENTIAL			
4003	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	6/6	8/8	SIDE GABLE	SLATE		RESIDENTIAL			
4004	ROSEMARY	COLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4008	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4008	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	6/1	6/1	SIDE GABLE	SLATE		RESIDENTIAL			
4015	RDSEMARY	CLASSICAL REV	1928-1941	C	2	1	BRICK	BRICK	--	HOPPER	FLAT			INSTITUTIONAL			CH.CH. ELEM. S
4100	ROSEMARY	COLONIAL REV-COTTAG	1917-1927	C	2.5	4	CLAPBD	CLAPBD	6/1	6/1	CROSS GABLE	ASPHALT		RESIDENTIAL			
4102	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	8/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4104	RDSEMARY	CDLDNIAL REV	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	FR DDDRS	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
4106	ROSEMARY	CDLDNIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
4108	ROSEMARY	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL	JDHNSON	JDHNSON & CROWDER	
4109	ROSEMARY	MEDITERRANEAN	1917-1927	C	2	3	STUCCO	STUCCO	6/6	6/6	SIMPLE HIP	PANTILE		RESIDENTIAL			
4110	ROSEMARY	CRAFTSMAN	1860-1916	C	2.5	2	STUCCO	STUCCD	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4111	ROSEMARY	CDLDNIAL REV	1917-1927	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4112	RDSEMARY	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD		6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
4114	ROSEMARY	COLONIAL REV	1917-1927	C	2.5	3	CLAPBD	CLAPBD	FR DDDRS	6/6	SIMPLE HIP	ASPHALT		RESIDENTIAL			
4119	RDSEMARY	CDLDNIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
4200	RDSEMARY	CRAFTSMAN	1917-1927	C	2.5	2	CLAPBD	SHINGLE	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4201	RDSEMARY	CDLDNIAL REV	1917-1927	C	2	2	CLAPBD	CLAPBD	9/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			

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4202	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4204	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4205	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4207	ROSEMARY	CRAFTSMAN	1860-1916	C	2	3	CLAPBD	SHINGLE	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4208	ROSEMARY	MODERN-NEOTRADITION	1942-1997	NC	1.5	3	BRICK	ARTIFICIAL	MODERN	MODERN	CROSS GABLE	ASPHALT		RESIDENTIAL	
4209	ROSEMARY	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4210	ROSEMARY	MODERN-NEODUTCH CO	1942-1997	NC	2	5	CLAPBD		9/9	6/6	GAMBREL	ASPHALT		RESIDENTIAL	
4212	ROSEMARY	MODERN-COLONIAL REV	1942-1997	NC	2	5	BRICK	BRICK	9/9	8/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4213	ROSEMARY	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	SHINGLE	6/6	8/8	GAMBREL	ASPHALT		RESIDENTIAL	
4300	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	CROSS GABLE	SLATE		RESIDENTIAL	
4301	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	STUCCO	STUCCO	FR DOORS	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4302	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4304	ROSEMARY	TUDOR REV	1928-1941	C	2	4	STUCCO	CLAPBD	6/6	6/8	SIMPLE HIP	SLATE		RESIDENTIAL	
4305	ROSEMARY	CRAFTSMAN-BUNG	1928-1941	C	1.5	3	CLAPBD		6/9		SIDE GABLE	WOOD	1934	RESIDENTIAL	
4306	ROSEMARY	CRAFTSMAN	1928-1941	C	2	2	SHINGLE	SHINGLE	6/6	6/6	CROSS GABLE	SLATE		RESIDENTIAL	
4307	ROSEMARY	COLONIAL REV	1928-1941	C	1.5	4	BRICK	BRICK	8/8	4/4	FRONT GABLE	ASPHALT		RESIDENTIAL	
4308	ROSEMARY	COLONIAL REV	1928-1941	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4309	ROSEMARY	CRAFTSMAN-BUNG	1928-1941	C	1	3	CLAPBD		6/1		SIDE GABLE	ASPHALT		RESIDENTIAL	
4101	STANFORD	MEDITERRANEAN	1917-1927	C	2	4	STUCCO	STUCCO	JALOUSIE	MOD SING	SIDE GABLE	PANTILE		RESIDENTIAL	
4103	STANFORD	MEDITERRANEAN	1917-1927	C	1.5	4	STUCCO	STUCCO	FR DOORS	6/6	SIMPLE HIP	PANTILE		RESIDENTIAL	
4105	STANFORD	MEDITERRANEAN	1917-1927	C	1.5	3	STUCCO	STUCCO	FR DOORS	CASEMT	SIMPLE HIP	PANTILE		RESIDENTIAL	
4107	STANFORD	CRAFTSMAN-BUNG	1860-1916	C	1.5	5	SHINGLE		9/1		SIMPLE HIP	ASPHALT		RESIDENTIAL	
4109	STANFORD	CRAFTSMAN	1917-1927	C	2.5	5	STUCCO	STUCCO	1/1	MOD/FIX	CROSS GABLE	ASPHALT		RESIDENTIAL	
4111	STANFORD	COLONIAL REV-BUNG	1860-1916	C	2	3	CLAPBD	WOOD	1/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL	
4113	STANFORD	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	CLAPBD		9/1	6/1	SIDE GABLE	SLATE		RESIDENTIAL	
4114	STANFORD	TUDOR REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	SLATE		RESIDENTIAL	
4115	STANFORD	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	STUCCO		8/2	8/2	SIDE GABLE	SLATE		RESIDENTIAL	
4116	STANFORD	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	GAMBREL	SLATE		RESIDENTIAL	
4117	ROSEMARY	TUDOR REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4118	STANFORD	COLONIAL REV-BUNG	1860-1916	C	2	3	CLAPBD	CLAPBD	FR DOORS	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL	
4119	STANFORD	COLONIAL REV	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL	
4120	STANFORD	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	4/4	4/4	SIDE GABLE	ASPHALT		RESIDENTIAL	
4200	STANFORD	CRAFTSMAN	1660-1916	C	2.5	2	SHINGLE	SHINGLE	4/4	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL	
4203	STANFORD	MODERN	1942-1997	NC	2	3	SHINGLE	SHINGLE	MODERN	MODERN	PYR HIP	ASPHALT		RESIDENTIAL	
4204	STANFORD	CRAFTSMAN	1917-1927	C	2	3	SHINGLE	SHINGLE	FR DOORS	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4205	STANFORD	CRAFTSMAN-BUNG	1860-1916	C	1.5	5	SHINGLE	SHINGLE	9/1		SIMPLE HIP			RESIDENTIAL	
4206	STANFORD	COLONIAL REV	1917-1927	C	2	3	BRICK	ARTIFICIAL	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4207	STANFORD	COLONIAL REV	1917-1927	C	2	3	BRICK	SHINGLE	6/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL	
4212	STANFORD	COLONIAL REV	1917-1927	C	2.5	5	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4300	STANFORD	COLONIAL REV	1928-1941	C	2	3	CLAPBD	CLAPBD	6/6	6/8	SIDE GABLE	ASPHALT		RESIDENTIAL	
4301	STANFORD	TUDOR REV	1928-1941	C	2	3	BRICK	HALF TIMB	8/8	6/6	CROSS HIP	SLATE		RESIDENTIAL	
4302	STANFORD	TUDOR REV	1917-1927	C	2	3	STUCCO	HALF TIMB	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4303	STANFORD	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	6/6	6/8	CROSS GABLE	SLATE		RESIDENTIAL	
4304	STANFORD	COLONIAL REV	1917-1927	C	2	3	SHINGLE	SHINGLE	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4306	STANFORD	TUDOR REV	1917-1927	C	2	3	STUCCO	STUCCO	MODERN	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4307	STANFORD	TUDOR REV	1917-1927	C	2	2	STUCCO	STUCCO	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4308	STANFORD	MODERN	1917-1927	C	2	4	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	
4309	STANFORD	DUTCH COLONIAL	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL	
4310	STANFORD	TUDOR REV	1917-1927	C	2	3	STUCCO	HALF TIMB	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4311	STANFORD	TUDOR REV	1917-1927	C	2.5	2	STUCCO	HALF TIMB	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL	
4312	STANFORD	TUDOR REV-COTTAGE	1917-1927	C	1.5	3	BRICK	HALF TIMB	CASEMT	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL	
4313	STANFORD	COLONIAL REV-COTTAG	1917-1927	C	1.5	4	BRICK		6/8		CROSS GABLE	ASPHALT		RESIDENTIAL	
4315	STANFORD	TUDOR REV	1928-1941	C	2	3	STUCCO	STUCCO	8/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL	
4316	STANFORD	TUDOR REV	1917-1927	C	2	2	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT	1926	RESIDENTIAL	DOUGLAS & PHILLIPS
4317	STANFORD	TUDOR REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL	
4400	STANFORD	TUDOR REV	1928-1941	C	2	2	BRICK	STUCCO	FIXED	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL	
4401	STANFORD	COLONIAL REV-COTTAG	1917-1927	C	1	4	ARTIFICIAL		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL	
4402	STANFORD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/8	SIDE GABLE	ASPHALT		RESIDENTIAL	
4403	STANFORD	COLONIAL REV-MODERN	1917-1927	NC	2	4	BRICK	STUCCO	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL	

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4404	STANFORD	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	ASBESTDS	ASBESTOS	6/1		FRONT GABLE	ASPHALT		RESIDENTIAL				
4405	STANFDRD	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	SHINGLE	SHINGLE	6/6	CASEMT	FRONT GABLE	ASPHALT		RESIDENTIAL				
4406	STANFORD	VICTDRIAN REV	1942-1997	NC	2.5	4	CLAPBD	CLAPBD	1/1	1/1	SIMPLE HIP	ASPHALT		RESIDENTIAL				
4407	STANFORD	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	BRICK	STUCCO	1/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL				
4409	STANFORD	CRAFTSMAN-BUNG	1917-1927	C	1.5	5	SHINGLE		6/6	8/6	SIMPLE HIP	ASPHALT		RESIDENTIAL				
4410	STANFDRD	CRAFTSMAN-BUNG	1917-1927	C	1	3	CLAPBD		8/1		FRONT GABLE	ASPHALT		RESIDENTIAL				
4411	STANFORD	CRAFTSMAN-BUNG	1917-1927	C	1	3	BRICK		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL				
4412	STANFDRD	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	CLAPBD		3/1	3/1	SIDE GABLE	ASPHALT		RESIDENTIAL				
4413	STANFORD	CDLONIAL REV	1917-1927	NC	2	3	CLAPBD	CLAPBD	8/12	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL				
4414	STANFORD	COLONIAL REV-CAPE CO	1942-1997	NC	1.5	3	CLAPBD		6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4415	STANFORD	CRAFTSMAN	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL				
4418	STANFORD	COLONIAL REV	1928-1941	C	2	3	BRICK	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4417	STANFORD	MODERN	1917-1927	NC	2	3	CLAPBD	CLAPBD	CASEMT	1/1	MANSARD	CEDAR		RESIDENTIAL				
4418	STANFORD	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
4419	STANFORD	CRAFTSMAN	1928-1941	C	1.5	3	SHINGLE	SHINGLE	1/1	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4420	STANFORD	COLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
4421	STANFDRD	CDLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL				
4422	STANFORD	FOUR SQUARE	1917-1927	C	2.5	3	ARTIFICIAL	ARTIFICIAL	6/1	6/1	PYR HIP	TIN		RESIDENTIAL				
4423	STANFORD	CRAFTSMAN	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	8/8	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL				
4424	STANFORD	FOUR SQUARE	1917-1927	C	2.5	3	CLAPBD	CLAPBD	1/1	1/1	PYR HIP	ASPHALT		RESIDENTIAL				
4425	STANFORD	TUDOR REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	6/8	FRONT GABLE	ASPHALT		RESIDENTIAL				
4426	STANFORD	VICTORIAN REV	1942-1997	NC	2.5	4	ARTIFICIAL	ARTIFICIAL	1/1	1/1	FRONT GABLE	CEDAR		RESIDENTIAL				
4428	STANFORD	FOUR SQUARE	1917-1927	C	2.5	3	ARTIFICIAL	ARTIFICIAL	1/1	1/1	PYR HIP	ASPHALT		RESIDENTIAL				
4430	STANFORD	TUDOR REV	1917-1927	C	1.5	3	STUCCO	STUCCO	6/6		SIDE GABLE	ASPHALT		RESIDENTIAL				
4100	SYCAMORE	CDLONIAL REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL			MIKKELSON	
4103	SYCAMORE	CDLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	CROSS GABLE	SLATE	1933	RESIDENTIAL			MIKKELSON	
4104	SYCAMDRE	COLONIAL REV	1928-1941	C	2	4	BRICK	CLAPBD	CASEMT	6/6	CROSS GABLE	SLATE		RESIDENTIAL				
4105	SYCAMORE	TUDOR REVIVAL	1928-1941	C	2	3	STONE	CLAPBD	8/8	6/6	SIDE GABLE	SLATE	1933	RESIDENTIAL			MIKKELSON	
4110	SYCAMORE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	12/12	6/9	SIDE GABLE	SLATE	1934	RESIDENTIAL			MIKKELSON	
4100	THORNAPPLE	COLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE	1935	RESIDENTIAL			MIKKELSON	
7000	VALLEY	COLONIAL REV	1928-1941	C	2	3	BRICK	CLAPBD	8/8	8/8	SIDE GABLE	ASPHALT	1936	RESIDENTIAL	BERRY		MIKKELSON	
7002	VALLEY	COLDNIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE	1936	RESIDENTIAL	BERRY		MIKKELSON	
3903	VIRGILIA	COLONIAL REV	1942-1997	NC	2	3	BRICK	CLAPBD	6/8	6/6	SIDE GABLE	SLATE	1947	RESIDENTIAL			SIMPSON-PEAK	
3905	VIRGILIA	COLDNIAL REV	1942-1997	NC	2	3	BRICK	BRICK	6/6	6/8	SIDE GABLE	SLATE	1947	RESIDENTIAL			SIMPSON-PEAK	
3908	VIRGILIA	COLDNIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL				
3907	VIRGILIA	CDLONIAL REV	1917-1927	C	2.5	3	SHINGLE	SHINGLE	6/1	6/1	SIDE GABLE	SLATE		RESIDENTIAL				
3908	VIRGILIA	CRAFTSMAN	1917-1927	C	2	3	STUCCO	STUCCO	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL				
3909	VIRGILIA	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/8	8/6	GAMBREL	ASPHALT		RESIDENTIAL				
3910	VIRGILIA	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	8/1	8/1	GAMBREL	ASPHALT		RESIDENTIAL				
3911	VIRGILIA	DUTCH COLONIAL	1917-1927	C	2	3	STUCCO	STUCCO	MULTI	6/8	GAMBREL	ASPHALT		RESIDENTIAL				
3912	VIRGILIA	CDLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
3913	VIRGILIA	DUTCH CDLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	8/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL				
3914	VIRGILIA	COLDNIAL REV-COTTAG	1917-1927	C	1.5	3	ASBESTOS	ASBESTOS	8/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL				
3915	VIRGILIA	CRAFTSMAN	1917-1927	C	1.5	2	STUCCO	STUCCD	CASEMT	CASEMT	FRONT GABLE	ASPHALT		RESIDENTIAL				
3916	VIRGILIA	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIMPLE HIP	ASPHALT	1937	RESIDENTIAL	CORNING		KETCHUM	
3917	VIRGILIA	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
3918	VIRGILIA	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	8/8	SIMPLE HIP	ASPHALT	1937	RESIDENTIAL	CORNING		KETCHUM	
3919	VIRGILIA	DUTCH COLONIAL	1917-1927	C	2	3	SHINGLE	SHINGLE	6/6	6/6	GAMBREL	SLATE		RESIDENTIAL				
4000	VIRGILIA	MEDITERRANEAN	1917-1927	C	2	3	BRICK	BRICK	6/1	6/1	SIMPLE HIP	PANTILE		RESIDENTIAL				
4001	VIRGILIA	MEDITERRANEAN	1917-1927	C	2	5	STUCCD	STUCCD	6/6	6/1	SIMPLE HIP	PANTILE		RESIDENTIAL				
4004	VIRGILIA	DUTCH COLONIAL-BUNG	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	SLATE		RESIDENTIAL				
4008	VIRGILIA	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL				
4008	VIRGILIA	COLONIAL REV	1917-1927	C	2	2	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL				
4010	VIRGILIA	TUDOR REV	1917-1927	C	2.5	3	BRICK	HALF TIMB	6/6	6/8	FRONT GABLE			RESIDENTIAL				
4012	VIRGILIA	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL				
4400	WALSH	CDLDNIAL REV	1917-1927	C	1.5	2	BRICK	ARTIFICIAL	PALLADIAN	6/6	FRDNT GABLE	ASPHALT		RESIDENTIAL				
4401	WALSH	CRAFTSMAN	1917-1927	C	2.5	4	CLAPBD	CLAPBD	6/6	6/8	FRDNT GABLE	ASPHALT		RESIDENTIAL				
4402	WALSH	CRAFTSMAN	1917-1927	C	1.5	3	STUCCD	CLAPBD	CASEMT	1/1	SIMPLE HIP	ASPHALT		RESIDENTIAL				
4403	WALSH	COLDNIAL REV	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	8/6	8/6	SIDE GABLE	ASPHALT		RESIDENTIAL				

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4404	WALSH	CRAFTSMAN	1917-1927	C	1.5	3	BRICK	SHINGLE	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4405	WALSH	TUDOR REV	1917-1927	C	1.5	3	STUCCO	STUCCO	6/6	6/8	COMPLEX HIP	ASPHALT		RESIDENTIAL			
4406	WALSH	CRAFTSMAN	1917-1927	C	2.5	4	ARTIFICIAL	ARTIFICIAL	6/6	8/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4407	WALSH	CRAFTSMAN	1917-1927	C	2.5	4	SHINGLE	SHINGLE	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4408	WALSH	COLONIAL REV	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
4409	WALSH	CRAFTSMAN	1917-1927	C	2.5	4	SHINGLE	SHINGLE	6/6	6/8	FRONT GABLE	ASPHALT		RESIDENTIAL			
4410	WALSH	CRAFTSMAN	1917-1927	C	2.5	4	ARTIFICIAL	ARTIFICIAL	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4411	WALSH	COLONIAL REV	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/6	4/4	SIDE GABLE	ASPHALT		RESIDENTIAL			
4412	WALSH	TUDOR REV	1917-1927	C	1.5	3	STUCCO	ARTIFICIAL	FIXED	8/8	COMPLEX HIP	ASPHALT		RESIDENTIAL			
4414	WALSH	COLONIAL REV	1917-1927	C	1.5	3	BRICK	BRICK	6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
4415	WALSH	CRAFTSMAN	1917-1927	C	2.5	4	SHINGLE	SHINGLE	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4418	WALSH	TUDOR REV	1928-1941	NC	2	4	STUCCO	STUCCO	1/1	1/1	COMPLEX HIP	ASPHALT		RESIDENTIAL			
4417	WALSH	COLONIAL REV	1917-1927	C	1.5	4	STUCCO	STUCCO	6/1	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL			
4418	WALSH	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	1/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4419	WALSH	TUDOR REV	1917-1927	C	1.5	3	ARTIFICIAL	ARTIFICIAL	6/6	CASEMT	COMPLEX HIP	ASPHALT		RESIDENTIAL			
4420	WALSH	COLONIAL REV	1928-1941	NC	2	3	ARTIFICIAL	ARTIFICIAL	FIXED	FIXED	FRONT GABLE	ASPHALT		RESIDENTIAL			
4421	WALSH	TUDOR REV	1917-1927	C	1.5	3	STUCCO	STUCCO	6/6	CASEMT	COMPLEX HIP	ASPHALT		RESIDENTIAL			
4422	WALSH	DUTCH COLONIAL	1928-1941	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4423	WALSH	COLONIAL REV-MODERN	1917-1927	NC	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4424	WALSH	TUDOR REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/8	FRONT GABLE	ASPHALT		RESIDENTIAL			
4425	WALSH	CRAFTSMAN	1917-1927	C	2	3	CLAPBD	CLAPBD	6/8	6/8	FRONT GABLE	ASPHALT		RESIDENTIAL			
4427	WALSH	COLONIAL REV	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	8/8	FRONT GABLE	ASPHALT		RESIDENTIAL			
4501	WALSH	CRAFTSMAN	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	1/6	1/8	FRONT GABLE	ASPHALT		RESIDENTIAL			
4503	WALSH	TUDOR REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
6803	WEST	FOUR SQUARE	1928-1941	C	2.5	2	STUCCO	STUCCO	CASEMT	12/1	PYR HIP	ASPHALT		RESIDENTIAL			
4300	WILLOW	TUDOR REV	1917-1927	C	2.5	3	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4310	WILLOW	TUDOR REV	1917-1927	C	1.5	4	STUCCO	STUCCO	1/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4312	WILLOW	COLONIAL REV	1917-1927	C	1.5	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4314	WILLOW	DUTCH COLONIAL	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL			
4318	WILLOW	TUDOR REV	1917-1927	C	2.5	3	STUCCO	STUCCO	6/6	6/6	FRONT GABLE	ASPHALT		RESIDENTIAL			
4103	WOODBINE	COLONIAL REV	1928-1941	C	2	3	STONE	CLAPBD	12/12	8/8	SIDE GABLE	ASPHALT	1933	RESIDENTIAL			
4104	WOODBINE	CRAFTSMAN	1928-1941	C	2	4	SHINGLE	SHINGLE	CASEMT	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL			
4105	WOODBINE	CRAFTSMAN-BUNG	1917-1927	C	1.5	2	SHINGLE	SHINGLE	DOORS	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4107	WOODBINE	CRAFTSMAN	1917-1927	C	1.5	3	STUCCO	SHINGLE	CASEMT		FRONT GABLE			RESIDENTIAL			
4108	WOODBINE	CRAFTSMAN	1928-1941	C	2	3	ARTIFICIAL	ARTIFICIAL	CASEMT	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL			
4109	WOODBINE	CRAFTSMAN-MODERN	1917-1927	C	1	8	SHINGLE		1/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
4110	WOODBINE	MODERN RANCH	1942-1997	NC	1	4	BRICK		MODERN		CROSS HIP	ASPHALT		RESIDENTIAL			
4112	WOODBINE	MODERN	1942-1997	NC	2	1	VERT WOOD		CASEMT		FRONT GABLE	ASPHALT		RESIDENTIAL			
4113	WOODBINE	COLONIAL REV	1917-1927	C	2	3	STUCCO	STUCCO	1/1	1/1	SIMPLE HIP	ASPHALT		RESIDENTIAL			
4114	WOODBINE	TUDOR REV	1917-1927	C	2	3	STUCCO	ARTIFICIAL	6/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4118	WOODBINE	COLONIAL REV-COTTAG	1917-1927	C	1.5	3	STUCCO	STUCCO	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4117	WOODBINE	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	SHINGLE	SHINGLE	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
4118	WOODBINE	TUDOR REV	1917-1927	C	1.5	3	STUCCO	SHINGLE	FR DOORS	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4119	WOODBINE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL			
4120	WOODBINE	COLONIAL REV-CAPE CO	1928-1941	C	1.5	3	BRICK	BRICK	8/8	8/6	SIDE GABLE	SLATE		RESIDENTIAL			
4121	WOODBINE	MODERN	1917-1927	NC	2.5	3	SHINGLE	SHINGLE	FR DOORS	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL			
4123	WOODBINE	MODERN-NEOCOLONIAL	1942-1997	NC	2	3	BRICK	BRICK	9/9	8/6	CROSS GABLE	ASPHALT		RESIDENTIAL			
4125	WOODBINE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	1/1	1/1	SIDE GABLE	SLATE	1933	RESIDENTIAL			
4127	WOODBINE	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
4129	WOODBINE	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
4131	WOODBINE	MODERN-NEOCOLONIAL	1917-1927	NC	2	2	ARTIFICIAL	ARTIFICIAL	12/1	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
4133	WOODBINE	TUDOR REV	1928-1941	C	1.5	3	BRICK		CASEMT	CASEMT	SIDE GABLE	ASPHALT	1933	RESIDENTIAL			SHANNON & LUCHS
4135	WOODBINE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	6/8	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON		SHANNON & LUCHS
4137	WOODBINE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/8	6/8	SIDE GABLE	ASPHALT	1932	RESIDENTIAL	HEATON		SHANNON & LUCHS

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Chevy Chase Survey District, Phase II
SECTION 3 CLUSTER

69 BUILDINGS

Num	Street	Style	Date	Cat	Stories	Bays	Wall 1	Wall 2	Win. 1	Win. 2	Roof Shape	Roof Matl.	C Dat	Use	Architect	Builder	Comments
3701	BRADLEY	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3703	BRADLEY	COLONIAL REV	1942-1997	NC	2	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3707	BRADLEY	COLONIAL REV	1917-1927	C	2	5	BRICK	BRICK	6/1	6/1	SIDE GABLE	ASPHALT	1924	RESIDENTIAL		SIMPSON	
3709	BRADLEY	CLASSICAL REV	1860-1916	C	2.5	3	STUCCO	STUCCO	CASEMT	6/2	PYR HIP	ASPHALT		RESIDENTIAL			
3711	BRADLEY	MODERN-NEOCOLONIAL	1942-1997	NC	2	3	BRICK	BRICK	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3715	BRADLEY	CRAFTSMAN	1917-1927	C	2.5	3	STUCCO	STUCCO	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3717	BRADLEY	MEDITERRANEAN	1917-1927	C	2	3	STUCCO	STUCCO	CASEMT	CASEMT	SIMPLE HIP	ASPHALT		RESIDENTIAL			
3719	BRADLEY	COLONIAL REV	1917-1927	C	2.5	3	BRICK	BRICK	6/1	8/8	SIDE GABLE	SLATE	1926	RESIDENTIAL			
3801	BRADLEY	CRAFTSMAN	1917-1927	C	2.5	3	STUCCO	STUCCO	6/1	6/1	PYR HIP	ASPHALT		RESIDENTIAL			
3803	BRADLEY	COLONIAL REV	1860-1916	C	2.5	4	SHINGLE	SHINGLE	3/1	3/1	PYR HIP	ASPHALT		RESIDENTIAL			
3807	BRADLEY	CRAFTSMAN	1860-1916	C	2.5	3	SHINGLE	SHINGLE	CASEMT	CASEMT	PYR HIP	ASPHALT		RESIDENTIAL			
3815	BRADLEY	NEO-CLASSICAL	1860-1916	C	2.5	12	SHINGLE	SHINGLE	3/1	3/1	PYR HIP	SLATE	c190	RESIDENTIAL			
6700	BROOKVILLE	COLONIAL REV	1942-1997	NC	1.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
6704	BROOKVILLE	CRAFTSMAN-FOUR SQ	1917-1927	C	2.5	4	CLAPBD	CLAPBD	6/2	6/2	PYR HIP	ASPHALT		RESIDENTIAL			
6705	CONNECTICUT	NEO-CLASSICAL	1860-1916	NC	3	3	BRICK	BRICK	MODERN	MODERN	SIDE GABLE	ASPHALT		RESIDENTIAL			
6707	CONNECTICUT	TUDOR REV	1917-1927	C	2	5	BRICK	HALF-TIMB	6/6	6/6	SIMPLE HIP	ASPHALT		RESIDENTIAL			
6803	CONNECTICUT	COLONIAL REV-FOUR SQ	1860-1916	C	2.5	3	CLAPBD	CLAPBD	B/8	8/1	PYR HIP	ASPHALT		RESIDENTIAL			
6807	CONNECTICUT	MODERN-NEOCOLONIAL	1860-1916	C	2	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
6809	CONNECTICUT	CRAFTSMAN-FOUR SQ	1860-1916	C	2.5	2	SHINGLE	SHINGLE	12/1	12/1	PYR HIP	ASPHALT		RESIDENTIAL			
6811	CONNECTICUT	CRAFTSMAN	1860-1916	C	2.5	5	STUCCO	STUCCO	CASEMT	6/6	PYR HIP	ASPHALT		RESIDENTIAL			
6813	CONNECTICUT	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	SHINGLE	SHINGLE	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
6815	CONNECTICUT	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	STUCCO		6/6		SIDE GABLE	ASPHALT		RESIDENTIAL			
6817	CONNECTICUT	DUTCH COLONIAL	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/6	6/6	GAMBREL	ASPHALT	1922	RESIDENTIA	HEATON	WARTHEN	MORSELL HSE;1926 ALTERATIO
6819	CONNECTICUT	CRAFTSMAN	1917-1927	C	2.5	4	STUCCO	STUCCO	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
7001	CONNECTICUT	GOTHIC REV	1860-1916	C	2	6	STONE	STONE	FIXED	FIXED	FRONT GABLE	SLATE		RESIDENTIAL			
6801	DELAWARE	COLONIAL REV	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
6801	FLORIDA	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3600	RAYMOND	CRAFTSMAN-BUNG	1917-1927	C	1.5	3	BRICK	SHINGLE	6/1	6/1	SIDE GABLE	ASPHALT	1922	RESIDENTIAL		VOGEL	
3601	RAYMOND	DUTCH COLONIAL	1917-1927	C	1.5	4	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
3604	RAYMOND	DUTCH COLONIAL	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3605	RAYMOND	DUTCH COLONIAL	1917-1927	C	2	3	SHINGLE	SHINGLE	6/1	6/1	GAMBREL	ASPHALT	1925	RESIDENTIAL		SEEK	
3607	RAYMOND	COLONIAL REV	1917-1927	C	2	2	CLAPBD	CLAPBD	6/6	6/6	CROSS GABLE	SLATE		RESIDENTIAL			
3606	RAYMOND	COLONIAL REV	192B-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	PYR HIP	ASPHALT		RESIDENTIAL			
3608	RAYMOND	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	PYR HIP	ASPHALT	c192	RESIDENTIAL		WARREN?	
3609	RAYMOND	COLONIAL REV-BUNG	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/1	6/1	PYR HIP	ASPHALT	1922	RESIDENTIAL			
3610	RAYMOND	COLONIAL REV-FOUR SQ	1917-1927	C	2	3	STUCCO	STUCCO	6/1	6/1	PYR HIP	SLATE	1925	RESIDENTIAL		LEAVELL	
3611	RAYMOND	FOLK VICTORIAN	1860-1916	C	2	3	CLAPBD	CLAPBD	1/1	1/1	PYR HIP	ASPHALT		RESIDENTIAL			
3612	RAYMOND	COLONIAL REV	192B-1941	C	2	2	STONE	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT	1929	RESIDENTIAL		WARREN	
3614	RAYMOND	COLONIAL REV-FOUR SQ	1917-1927	C	2	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	PYR HIP	ASPHALT	1925	RESIDENTIAL		LEAVELL	
3615	RAYMOND	MEDITERRANEAN	1860-1916	C	2	3	STUCCO	STUCCO	6/6	6/6	SIMPLE HIP	ASPHALT		RESIDENTIAL			1925 ADDITION
3616	RAYMOND	COLONIAL REV	1917-1927	C	2.5	2	STUCCO	STUCCO	6/6	6/6	FRONT GABLE	ASPHALT	1926	RESIDENTIAL		ASHBY	
3617	RAYMOND	MODERN-NEOCOLONIAL	1942-1997	NC	2.5	3	ARTIFICIAL	ARTIFICIAL	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3618	RAYMOND	COLONIAL REV	1917-1927	C	2.5	2	STUCCO	STUCCO	6/6	6/6	FRONT GABLE	ASPHALT	1926	RESIDENTIAL		ASHBY	
3619	RAYMOND	CRAFTSMAN	1860-1916	C	2	3	STUCCO	STUCCO	1/1	1/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3620	RAYMOND	COLONIAL REV-FOUR SQ	1860-1916	C	2.5	3	CONCRETE	CONCRETE	6/1	6/1	PYR HIP	ASPHALT		RESIDENTIAL			
3621	RAYMOND	COLONIAL REV-FOUR SQ	1860-1916	C	2.5	2	STUCCO	SHINGLE	3/1	3/1	PYR HIP	ASPHALT		RESIDENTIAL			REPUTED COMMERCIAL USE 19
3622	RAYMOND	CRAFTSMAN	1917-1927	C	2.5	3	SHINGLE	SHINGLE	DIA/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3623	RAYMOND	COLONIAL REV-FOUR SQ	1860-1916	C	2	3	ARTIFICIAL	ARTIFICIAL	4/1	4/1	PYR HIP	ASPHALT		RESIDENTIAL			
3624	RAYMOND	COLONIAL REV	1917-1927	C	2.5	2	CLAPBD	CLAPBD	8/1	6/1	FRONT GABLE	ASPHALT		RESIDENTIAL			
3625	RAYMOND	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3626	RAYMOND	COLONIAL REV-FOUR SQ	1860-1916	C	2.5	4	CLAPBD	CLAPBD	5/1	5/1	PYR HIP	ASPHALT		RESIDENTIAL			
3700	RAYMOND	COLONIAL REV-BUNG	1860-1916	C	1.5	3	STUCCO	STUCCO	9/1	6/1	PYR HIP	ASPHALT		RESIDENTIAL			
3701	RAYMOND	CRAFTSMAN-BUNG	1917-1927	NC	1.5	5	CLAPBD	CLAPBD	6/6		PYR HIP		1922	RESIDENTIA		WARTHEN	ALTERED
3702	RAYMOND	COLONIAL REV-CRAFTSM	1917-1927	C	2.5	3	STONE	STUCCO	12/12	9/9	SIDE GABLE	SLATE		RESIDENTIAL			
3704	RAYMOND	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	CLAPBD	SHINGLE	1/1	12/2	SIDE GABLE	SLATE		RESIDENTIAL			
3705	RAYMOND	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3706	RAYMOND	DUTCH COLONIAL	1860-1916	C	2.5	2	SHINGLE	SHINGLE	12/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
3707	RAYMOND	MODERN-FRENCH	1860-1916	NC	2	3	SHINGLE		3/1	3/1	MANSARD	ASPHALT		RESIDENTIAL			ALTERED

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3708	RAYMONL	CRAFTSMAN-BUNG	1860-1916	C	1.5	2	SHINGLE	SHINGLE	16/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3710	RAYMOND	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	SHINGLE	SHINGLE	10/10	1/1	PYR HIP	ASPHALT		RESIDENTIAL		
3800	RAYMOND	COLONIAL REV-FOUR SQ	1860-1916	C	2.5	4	CLAPBD	CLAPBD	CASEMT	9/1	PYR HIP	ASPHALT		RESIDENTIAL		
3801	RAYMOND	DUTCH COLONIAL	1928-1941	C	2	3	BRICK	BRICK	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL		1925 ADDITION
3803	RAYMOND	COLONIAL REV	1917-1927	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT	1926	RESIDENTIAL	McLACHLIN	
3804	RAYMOND	MODERN-RANCH	1942-1997	NC	1.5	6	CLAPBD		2/2	2/2	SIDE GABLE	ASPHALT		RESIDENTIAL		
3805	RAYMOND	TUDOR REV	1917-1927	C	2	3	BRICK	HALF TIMB	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
3806	RAYMOND	COLONIAL REV	1917-1927	C	2.5	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
3808	RAYMOND	TUDOR REV	1917-1927	C	2	3	BRICK	HALF TIMB	4/4	4/4	FRONT GABLE	SLATE		RESIDENTIAL		
3809	RAYMOND	COLONIAL REV	1917-1927	C	2	4	BRICK	SHINGLE	6/1	6/1	CROSS GABLE		1925	RESIDENTIAL	AYRE	
3806	SHEPHERD	COLONIAL REV-CRAFTSM	1860-1916	C	2	3	STUCCO	STUCCO	CASEMT	4/1	CROSS HIP	SLATE		RESIDENTIAL		

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Chevy Chase Survey District, Phase II
SECTION 5 CLUSTER

106 BUILDINGS

Num.	Street	Style	Date	Cat.	Stor.	Bay	Wall 1	Wall 2	Win. 1	Win. 2	Roof Shape	Roof Matl.	C Dat	Use	Architect	Builder	Sources
7101	BROOKVILLE	MODERN-SHINGLE	1928-1941	NC	2		STUCCO	SHINGLE	6/6	9/9	FR GABLE	ASPHALT		COMMERCIAL			
7200	BROOKVILLE	COLONIAL REVIVAL	1928-1941	NC	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	WOOD		RESIDENTIAL			
7308	BROOKVILLE	COLONIAL REVIVAL	1928-1941	NC	2.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7310	BROOKVILLE	CRAFTSMAN-FOUR SQ	1860-1916	C	2.5	2	SHINGLE	SHINGLE	8/1	8/1	PYR HIP	ASPHALT		RESIDENTIAL			
7404	BROOKVILLE	COLONIAL REVIVAL	1928-1941	C	2.5	3	STONE	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
7406	BROOKVILLE	COLONIAL REVIVAL	1928-1941	C	2	5	SHINGLE	SHINGLE	6/6	6/6	SIMPLE HIP	ASPHALT		RESIDENTIAL			
7303	CONNECTICUT	COLONIAL REV-FOUR S	1928-1941	C	2.5	3	STUCCO	STUCCO	8/1	8/1	PYR HIP	ASPHALT		RESIDENTIAL			
7403	CONNECTICUT	MEDITERRANEAN REV	1917-1927	C	2	3	STUCCO	STUCCO	CASEMT	CASEMT	SIDE GABLE	PANTILE		RESIDENTIAL			
7201	THORNAPPLE P	MODIFIED CAPE COD	1917-1927	C	1.5	3	CLAPBD		6/1	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL			
7205	THORNAPPLE P	COLONIAL REV	1928-1941	C	2.5	4	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
7207	THORNAPPLE P	VICTORIAN-FOUR SQ	1860-1916	C	2.5	2	CLAPBD	CLAPBD	2/2	2/2	PYR HIP	ASPHALT		RESIDENTIAL			
3600	THORNAPPLE	CRAFTSMAN-COTTAGE	1917-1927	C	1	3	SHINGLE		6/1		FR GABLE	ASPHALT		RESIDENTIAL			
3602	THORNAPPLE	COLONIAL REV-COTTAG	1917-1927	C	1		CLAPBD		6/1		FR GABLE			RESIDENTIAL			
3603	THORNAPPLE	MODERN-CAPE COD	1942-1997	NC	2.5	4	CLAPBD	BRICK	6/6	6/6	SIDE GABLE	WOOD		RESIDENTIAL			
3604	THORNAPPLE	CRAFTSMAN	1917-1927	C	1		ARTIFIC		1/1		SIDE GABLE	ASPHALT		RESIDENTIAL			
3606	THORNAPPLE	TUDOR REV	1917-1927	C	1.5		CLAPBD	CLAPBD	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3608	THORNAPPLE	CRAFTSMAN	1917-1927	C	1.5	3	CLAPBD	CLAPBD	CASEMT	6/1	SIDE GABLE			RESIDENTIAL			
3609	THORNAPPLE	QUEEN ANNE	1860-1916	C	2.5	4	CLAPBD	SHINGLE	1/1	1/1	CROSS GABLE	ASPHALT		RESIDENTIAL			
3610	THORNAPPLE	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3611	THORNAPPLE	NEO-QUEEN ANNE	1942-1997	NC	2	2	SHINGLE	SHINGLE	1/1	1/1	CROSS GABLE	ASPHALT		RESIDENTIAL			
3812	THORNAPPLE	DUTCH COLONIAL	1917-1927	C	1.5	3			6/6	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
3613	THORNAPPLE	BUNGALOW	1917-1927	C	1.5	2	SHINGLE	SHINGLE	6/1		CROSS GABLE	ASPHALT		RESIDENTIAL			
3614	THORNAPPLE	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3615	THORNAPPLE	BUNGALOW	1917-1927	C	1.5	2	SHINGLE	SHINGLE	6/1		CROSS GABLE			RESIDENTIAL			
3818	THORNAPPLE	COLONIAL REV	1917-1927	C	2	3	CLAPBD	CLAPBD	8/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3700	THORNAPPLE	DUTCH COLONIAL	1917-1927	C	1.5	2	CLAPBD	CLAPBD	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL			
3701	THORNAPPLE	CRAFTSMAN		C	2.5	3	STUCCO	SHINGLE	6/6	6/6		ASPHALT		RESIDENTIAL			
3702	THORNAPPLE	CRAFTSMAN-BUNG	1860-1918	C	1.5	2	CLAPBD	CLAPBD	TRIPART	4/1	SIDE GABLE			RESIDENTIAL			
3703	THORNAPPLE	MODERN	1942-1997	NC	2.5	4	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
3704	THORNAPPLE	COLONIAL REV	1917-1927	C	1.5	4	CLAPBD	CLAPBD	1/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL			
3705	THORNAPPLE	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
3706	THORNAPPLE	COLONIAL REV-FOUR S	1860-1918	C	2.5	5	SHINGLE	SHINGLE	1/1	1/1	PYR HIP	TIN		RESIDENTIAL			
3707	THORNAPPLE	DUTCH COLONIAL	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL			
3708	THORNAPPLE	COLONIAL REV-FOUR S	1860-1916	C	2.5	5	SHINGLE	SHINGLE	1/1	1/1	PYR HIP	SLATE		RESIDENTIAL			
3709	THORNAPPLE	MODERN	1942-1997	NC	2	3	BRICK	ARTIFIC	6/9	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3711	THORNAPPLE	MODERN	1942-1997	NC	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
3712	THORNAPPLE	COLONIAL REV-FOUR S	1860-1916	C	2.5	5	SHINGLE	SHINGLE	1/1	1/1	PYR HIP	SLATE		RESIDENTIAL			
3713	THORNAPPLE	MODERN	1942-1997	NC	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL			
3714	THORNAPPLE	COLONIAL REV	1928-1941	C	2	3	CLAPBD	CLAPBD	8/8	6/6	SIDE GABLE			RESIDENTIAL			
3715	THORNAPPLE	QUEEN ANNE	1860-1916	C	2.5	3	CLAPBD	CLAPBD	2/2	2/2	SIMPLE HIP	ASPHALT		RESIDENTIAL			
3716	THORNAPPLE	COLONIAL REV	1928-1941	C	2	3	SHINGLE	SHINGLE	8/8	8/8	SIDE GABLE	SLATE		RESIDENTIAL			
3718	THORNAPPLE	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
3600	UNDERWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
3601	UNDERWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	STONE		RESIDENTIAL			
3602	UNDERWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE		RESIDENTIAL			
3603	UNDERWOOD	COLONIAL REV	1928-1941	C	2.5	2	BRICK	BRICK	8/8	6/6	SIDE GABLE	STONE		RESIDENTIAL			
3604	UNDERWOOD	COLONIAL REV	1917-1927	C	1.5		SHINGLE	SHINGLE	8/8		FR GABLE	ASPHALT		RESIDENTIAL			
3605	UNDERWOOD	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	CLAPBD	CLAPBD	8/8	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL			
3606	UNDERWOOD	CRAFTSMAN-FOUR SQ	1860-1916	C	2.5	3	CLAPBD	SHINGLE		6/1	PYR HIP	ASPHALT		RESIDENTIAL			

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3607	UNDERWOOD	CRAFTSMAN-BUNG	1860-1916	C	2	3	SHINGLE	SHINGLE	9/1	9/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3608	UNDERWOOD	CRAFTSMAN	1860-1916	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	FR GABLE	ASPHALT		RESIDENTIAL		
3609	UNDERWOOD	DUTCH COLONIAL	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/6	6/6	GAMBREL	WOOD		RESIDENTIAL		
3610	UNDERWOOD	CRAFTSMAN	1860-1916	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	FR GABLE	ASPHALT		RESIDENTIAL		
3611	UNDERWOOD	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT		RESIDENTIAL		
3613	UNDERWOOD	BUNGALOW	1860-1916	C	1.5	3	CLAPBD	SHINGLE	9/1		CROSS GABLE	ASPHALT		RESIDENTIAL		
3615	UNDERWOOD	COLONIAL REV	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3700	UNDERWOOD		1942-1997	NC	2.5	4	ARTIFIC	ARTIFIC	6/1	6/1	CROSS GABLE	WOOD		RESIDENTIAL		
3701	UNDERWOOD	MODERN-RANCH	1942-1997	NC	1		BRICK				SIDE GABLE	ASPHALT		RESIDENTIAL		
3702	UNDERWOOD	COLONIAL REV	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3703	UNDERWOOD	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL		
3704	UNDERWOOD	DUTCH COLONIAL	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL		
3705	UNDERWOOD	FOLK VICTORIAN	1860-1916	C	2	2	CLAPBD	CLAPBD			CROSS GABLE			RESIDENTIAL		
3706	UNDERWOOD	CRAFTSMAN	1860-1916	C	2	2	CLAPBD	CLAPBD		6/1	CROSS GABLE	ASPHALT		RESIDENTIAL		
3707	UNDERWOOD	BUNGALOW	1917-1927	C	2.5		SHINGLE	SHINGLE		6/1	GAMBREL			RESIDENTIAL		
3708	UNDERWOOD	DUTCH COLONIAL	1917-1927	C	2	2	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL		
3709	UNDERWOOD	DUTCH COLONIAL	1917-1927	C	2	3	CLAPBD	CLAPBD	6/6	6/6	GAMBREL			RESIDENTIAL		
3710	UNDERWOOD	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	CLAPBD	CLAPBD	12/1	1/1	GAMBREL	ASPHALT		RESIDENTIAL		
3712	UNDERWOOD	COLONIAL REV	1942-1997	NC	2.5	3	BRICK	BRICK	6/8	6/6	SIDE GABLE	SLATE		RESIDENTIAL		
3713	UNDERWOOD	QUEEN ANNE	1860-1916	C	2.5	2	CLAPBD	CLAPBD	1/1	1/1	FR GABLE	ASPHALT		RESIDENTIAL		
3714	UNDERWOOD	TUDOR REV	1928-1941	C	2.5	3	BRICK	STUCCO	4/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3715	UNDERWOOD	BUNGALOW	1928-1941	C	2.5	4	SHINGLE	SHINGLE	6/1	6/1		ASPHALT		RESIDENTIAL		
3717	UNDERWOOD	MEDITERRANEAN REV	1860-1916	C	2	3	STUCCO	STUCCO	6/1	6/1	PYR HIP	TILE		RESIDENTIAL		
3701	WILLIAMS	COLONIAL REV-GEORGI	1917-1927	C	2.5	3	STUCCO	STUCCO	6/6	9/9	SIDE GABLE	SLATE		RESIDENTIAL		
3703	WILLIAMS	CRAFTSMAN-BUNG	1860-1916	C	1.5	2	SHINGLE		6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3705	WILLIAMS	CRAFTSMAN-BUNG	1860-1916	C	1.5	2	SHINGLE		6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3706	WILLIAMS	TUDOR REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	CROSS GABLE	STONE		RESIDENTIAL		
3707	WILLIAMS	FOLK VICTORIAN	1860-1916	C	2	3	CLAPBD	CLAPBD	2/2	2/2	CROSS GABLE	ASPHALT	c1840	RESIDENTIAL	WILLIAMS, R	
3708	WILLIAMS	DUTCH COLONIAL	1928-1941	C	2	2	BRICK	CLAPBD	8/8	6/6	SIDE GABLE	STONE		RESIDENTIAL		
3709	WILLIAMS	COLONIAL REV-SHINGLE	1917-1927	C	2.5	2	SHINGLE	SHINGLE	FIXED	6/1	FR GABLE	ASPHALT		RESIDENTIAL		
3710	WILLIAMS	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	6/6	SIDE GABLE	STONE		RESIDENTIAL		
3711	WILLIAMS	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	CLAPBD		6/1	CASEMT	SIDE GABLE	ASPHALT		RESIDENTIAL		
3712	WILLIAMS	DUTCH COLONIAL	1928-1941	C	2	3	BRICK	CLAPBD	6/6	6/6	GAMBREL	STONE		RESIDENTIAL		
3713	WILLIAMS	COLONIAL REV	1917-1927	C	2	3	SHINGLE	SHINGLE	12/1	18/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3714	WILLIAMS	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/6	4/4	SIDE GABLE	STONE		RESIDENTIAL		
3715	WILLIAMS	MODERN-RANCH	1942-1997	NC	1	3	BRICK		CASEMT		CROSS HIP	ASPHALT		RESIDENTIAL		
3716	WILLIAMS	TUDOR REV	1928-1941	C	2.5	3	BRICK	BRICK		6/6	CROSS GABLE	STONE		RESIDENTIAL		
3717	WILLIAMS	COLONIAL REV	1917-1927	C	2	3	SHINGLE	SHINGLE	6/6	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
3718	WILLIAMS	FOLK VICTORIAN	1860-1916	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3720	WILLIAMS	DUTCH COLONIAL	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/6	6/6	GAMBREL			RESIDENTIAL		
3800	WILLIAMS	CAPE COD	1917-1927	C	1.5	3	CLAPBD	CLAPBD	6/1		SIDE GABLE	ASPHALT		RESIDENTIAL		
3801	WILLIAMS	CRAFTSMAN-BUNG	1860-1916	C	1.5	3	SHINGLE		6/6	6/6	SIDE GABLE	CEDAR		RESIDENTIAL		
3802	WILLIAMS	DUTCH COLONIAL	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL		
3803	WILLIAMS	DUTCH COLONIAL	1917-1927	C	1.5	3	SHINGLE	SHINGLE	6/6	6/6	GAMBREL	CEDAR		RESIDENTIAL		
3804	WILLIAMS	MODERN	1942-1997	NC	2	2	BRICK	CLAPBD	4/4	6/6	CROSS GABLE	ASPHALT		RESIDENTIAL		
3805	WILLIAMS	COLONIAL REV	1928-1941	C	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	STONE		RESIDENTIAL		
3806	WILLIAMS	FOLK VICTORIAN	1860-1916	C	2.5		CLAPBD	CLAPBD	2/2	2/2	CROSS GABLE	ASPHALT		RESIDENTIAL	WILLIAMS, R	
3807	WILLIAMS	QUEEN ANNE	1860-1916	C	2.5	2	CLAPBD	CLAPBD	2/2	1/1	CROSS GABLE	ASPHALT	1868	RESIDENTIAL	WILLIAMS, R	
3810	WILLIAMS	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/1	8/1	SIDE GABLE	ASPHALT		RESIDENTIAL		
3811	WILLIAMS	CRAFTSMAN	1860-1916	C	1.5	3	SHINGLE		1/1	1/1	PYR HIP	ASPHALT		RESIDENTIAL		
3812	WILLIAMS	TUDOR REV	1928-1941	C	2.5		BRICK	CLAPBD	6/1	6/1	CROSS GABLE	STONE		RESIDENTIAL		
3813	WILLIAMS	CRAFTSMAN	1860-1916	C	2.5	2	CLAPBD	CLAPBD	3/1	3/1		SLATE		RESIDENTIAL		
3814	WILLIAMS	DUTCH COLONIAL	1917-1927	C	2.5	3	CLAPBD	CLAPBD	6/6	6/6	GAMBREL	ASPHALT		RESIDENTIAL		
3815	WILLIAMS	QUEEN ANNE	1860-1916	C	2	2	ARTIFIC	ARTIFIC	1/1	1/1	CROSS GABLE	ASPHALT		RESIDENTIAL		

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3816	WILLIAMS	COLONIAL REV	1917-1927	C	2	3	SHINGLE	SHINGLE	6/6	6/6	GAMBREL	ASPHALT	1926	RESIDENTIAL
3817	WILLIAMS	COLONIAL REV	1917-1927	C	2	3	BRICK	SHINGLE	6/6	6/6	SIDE GABLE	ASPHALT		RESIDENTIAL
3818	WILLIAMS	DUTCH COLONIAL	1928-1941	C	2.5	3	BRICK	CLAPBD	6/1	6/1	GAMBREL	ASPHALT		RESIDENTIAL

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Chevy Chase Survey District, Phase II
THE HAMLET BLOCK

13 BUILDINGS

Num.	Street	Style	Date	Cat.	Stories	Bays	Wall 1	Wall 2	Win. 1	Win. 2	Roof Shape	Roof Matl.
3803	BLACKTHORN	COLONIAL REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	ASPHALT
3805	BLACKTHORN	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/9	6/6	PYR HIP	SLATE
3807	BLACKTHORN	COLONIAL REV	1928-1941	C	2.5	3	BRICK	BRICK	6/9	6/6	PYR HIP	SLATE
3809	BLACKTHORN	COLONIAL REV	1928-1941	C	2	2	BRICK	BRICK	6/6	6/6	FRONT GABLE	SLATE
7701	CONNECTICUT	MODERN	1942-1997	NC	1.5	5	BRICK	BATTEN	FIXED		SIMPLE HIP	ASPHALT
7705	CONNECTICUT	MODERN	1942-1997	NC	2.5	5	BATTEN	BATTEN	FIXED	FIXED	SHED	ASPHALT
3804	EAST-WEST	COLONIAL REV	1928-1941	C	2	5	BRICK	BRICK	6/9	6/6	SIDE GABLE	
3806	EAST-WEST	COLONIAL REV	1928-1941	C	2	5	BRICK	BRICK	CASEMT	CASEMT	SIDE GABLE	SLATE
3808	EAST-WEST	COLONIAL REV	1928-1941	C	2	5	BRICK	BRICK	CASEMT	CASEMT	SIDE GABLE	SLATE
3810	EAST-WEST	COLONIAL REV	1928-1941	C	2	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	SLATE
7700	GLENDALE	COLONIAL REV	1928-1941	C	2.5	2	BRICK	BRICK	CASEMT	CASEMT	SIMPLE HIP	SLATE
7702	GLENDALE	COLONIAL REV	1942-1997	NC	2	3	BRICK	BRICK	8/8	8/8	SIDE GABLE	ASPHALT
7704	GLENDALE	COLONIAL REV	1942-1997	NC	2	5	BRICK	BRICK	6/6	6/6	SIDE GABLE	ASPHALT

8. Significance

Survey No. M: 35/13/4

Period	Areas of Significance	Check and justify below		
___ 1600-1699	___ archeology-prehistoric	_x_ community planning	___ landscape architecture	___ religion
___ 1700-1799	___ archeology-historic	___ conservation	___ law	___ science
_x_ 1800-1899	___ agriculture	___ economics	___ literature	___ sculpture
_x_ 1900-	_x_ architecture	___ education	___ military	___ social/ humanitarian
	___ art	___ engineering	___ music	___ theater
	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1892-1947 **Builder/Architect** see attached sheet

check: Applicable Criteria: _x_ A ___ B _x_ C ___ D
and/or
Applicable Exceptions: ___ A ___ B ___ C ___ D ___ E ___ F _

Level of Significance: ___ national ___ state _x_ local

HISTORICAL CONTEXT:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s): Industrial/Urban Dominance A.D. 1870-1930
Modern Period A.D. 1930-Present

Prehistoric/Historic Period Theme(s): Architecture, Landscape Architecture, and Community Planning

Resource Type: Historic District

Category: Residential

Historic Environment: Suburban

Historic Function(s) and Use(s): Commercial, educational, residential, and religious

Known Design Source: Arthur Heaton, architect
E. Burton Corning, architect
Ralph W. Berry, architect
A.W. Smith, architect
Harry P. Baxter, architect
Clarke Waggaman, architect
Waggaman and Brawner, contractors
Monroe and Robert Bates Warren, contractors
George F. Mikkelson & Son, contractors
Shannon & Luchs, contractors

(see continuation sheet for other builders)

Phase II Known Major Architects, Builders, and Contractors

Architects

Arthur Heaton
Ralph W. Berry
E. Burton Corning
A.W. Smith
Harry P. Baxter
Clarke Waggaman

Builders and Contractors

Waggaman and Brawner
Monroe and Robert Bates Warren
George F. Mikkelson & Son
Shannon and Luchs Construction Company
Rex Homes Corporation
Frank Simpson Building Corporation
Everett A.R. Searle
Merle T. Jacobs
L.E. Breuninger & Sons
David J. Courtney
M.B. Swanson
Gilbert S. Seek
A.C. Warthen
Meatyard Construction Co.
L.E. Brashears
C.M. Lightbown
McLachlen and Gaver
W.J. Wire
George T. Gilleland
Griffin Brothers
Morrison Brothers
Frank Winn Construction Company
Jacobson Brothers

Summary Statement of Significance:

The more than 1,946 buildings of the Chevy Chase Survey District (Phase II) are eligible for the National Register of Historic Places for their local architectural and community planning significance. This district has strong historical associations with the Chevy Chase Land Company and reflects the planning and architectural philosophy initiated by Francis G. Newlands and the Chevy Chase Land Company that encouraged certain kinds of family and social life. Even the Village of Martin's Additions, which was not a CCLC development, choose to follow most of the CCLC's guidelines. This is evident in the pattern of tree-shaded streets, architectural diversity, and generous setbacks reflecting the privacy and union with nature representative of suburban residential design in the first half of the twentieth century. However, there are important differences in chronological development that create significant distinctions between Chevy Chase Village and its four sister jurisdictions. The Town of Chevy Chase, Section 3 and 5 of the Village of Chevy Chase, and the Village of Martin's Additions are products of the automobile age largely built after 1920.

The Phase II survey district when contrasted with the Village reflects this shift in American society (see Phase I: Chevy Chase Village Survey District Maryland Inventory of Historic Properties Form). More than a thousand suburban houses were built in the 1920s alone in greater Chevy Chase that were usually traditional in intent, economical in construction, and modern in their appliances. Most of the houses were period revivals, but the most popular styles continued to be "English" Tudor or Georgian modes. However, speculative builders also erected many frame Craftsman bungalows. Often the materials for these houses were precut and the construction was fast. Fortunately, building inspectors, appointed from the outset as part of the local governments of these communities, ensured that the construction was not flimsy and that there was diversity in house design. Each of these Craftsman and Mission bungalows, Spanish, Dutch Colonial, Georgian, and Tudor Revival style houses has its own individuality, patch of lawn, and together created the reassuring sense of a cohesive, stable community.

This survey district generally reflects the boom and maturation of Chevy Chase as a preminent suburban community in Montgomery County with a period of significance that spans from 1892 to 1947. The houses have a coherent ideological identity and represent a special kind of dwelling designed for a new, suburban place. These houses were neither city houses wholly oriented to the street like row houses nor country houses as they stood for the most part on smallish lots. Technological advances were also impressive. Indoor plumbing, built-in gas and electric facilities, coal-fired central heating systems, once luxuries, became standard features. These houses epitomized the level of comfort attainable for the middle class and above all expressed the confidence and optimism of an era that witnessed the rise of the United States as an economic and political world power in the first half of the twentieth century.

Historic Context

Montgomery County, Maryland is a renowned suburban region of metropolitan Washington, D.C. with numerous distinct subdivisions clustered around Bethesda-Chevy Chase, Silver Spring, and Takoma Park. This "down county" suburban landscape, concentrated inside the Beltway (I-495) and bordered by the District of Columbia, has been shaped by successive waves of development occasioned by booms in the growth of the federal government and the transportation innovations of the commuter railroad, the electric streetcar, and the automobile. During the last quarter of the nineteenth century, the federal government dramatically enlarged its role in American life as the nation evolved into a great industrial power. In response to the rapid postwar expansion of the economy and the introduction of inventions that transformed industry and agriculture, Congress established new Washington-based agencies in the 1880s related to labor, commerce, agriculture and science. Civil-service reform, enacted in 1883, made government jobs more secure, and the local real estate market boomed as federal employment grew from 7,800 in 1880 to 23,000 by 1890.[1]

The population of Montgomery County expanded steadily after 1890 from 27,185 to 32,089 by 1910. During World War I the government workforce exploded from 39,000 to 94,000 and, after the war, thousands of families poured into the county looking for houses to escape crowded urban quarters.[2] Suburban growth before 1920 had been clustered near the District line, and it had not been large enough to impact the agricultural patterns of County life. Population surged from 34,921 in 1920 to 49,026 by 1930. The 1920 census recorded 7,464 houses in the County. By 1930 the census indicated that an additional 3,506 houses had been built.[3] The suburbs had gained on rural Montgomery County and soon demanded new forms of local government and services. New governmental bodies, such as the Washington Suburban Sanitary Commission (1918) and Maryland-National Capital Park and Planning Commission (1927) were formed to manage growth through standardized water and sewer systems and zoning. In 1940 the Bethesda District, which includes Chevy Chase, contained one-third of the county's residents as the population increased to 83,912.[4]

The decade after World War II was another major watershed in regional growth, as Washington, now a world capital and completely filled out, spilled out over its boundaries. By 1974 Montgomery County had a population of 579,700. Today the federal government has agency offices throughout the metropolitan area and continues to have a profound impact on a local economy supporting more than 3 million people spread across jurisdictions in suburban Maryland and Virginia and the District of Columbia.

Montgomery County's Railroad and Streetcar Suburbs

On May 25, 1873 the first train steamed across Montgomery County on its approximately 42-mile journey from Point of Rocks to Washington, D.C. The B&O's Metropolitan Branch had an immediate impact on the agricultural economy and the county's suburban development. The railroad transformed upper Montgomery County from pine forest into productive farmland, opened new markets for existing agricultural endeavors, and, with the ready application of lime shipped from Frederick, rejuvenated cleared fields exhausted by tobacco cultivation before the Civil War. Commercial vegetable and fruit farming, meat production, and dairying flourished along the B&O route in the 1880s. Shipping centers at Gaithersburg, Barnesville, Boyds, and Germantown formed village hubs for moving dairy products, beef, fruit, and vegetables to market. The railroad also spurred the development of resorts and subdivisions in the 1870s and 1880s, such as the Methodist campground at Washington Grove, a hotel and summer cottages at Forest Glen, and a rural retreat at Capitol View along with commuter residences at Takoma Park, Woodside, Linden, Kensington, and Garrett Park.[5]

The B&O provided the corridor for new suburban growth, and the Civil Service Act of 1883 created a stable middle-class market of homebuyers seeking affordable suburban houses. Initially, developers in Montgomery County, such as Benjamin F. Gilbert at Takoma Park (1883) and Benjamin F. Leighton at Woodside (1889), targeted their subdivisions at young or lower-level federal employees. They emphasized the low cost of land and initially provided few amenities for settlers. However, entrepreneurs like Brainard H. Warner at Kensington (1887) and Henry Copp at Garrett Park (1887) planned to build affluent, full-fledged railroad commuter suburbs. They promised new residents macadamized streets, electricity, water, gas, and sewer lines as well as the social prestige equal to upper-income commuter suburbs like Tuxedo Park in New York, Hyde Park in Chicago, and Bryn Mawr in Philadelphia.[6]

By the late 1880s the railroad had stimulated a land boom in the county within a national climate of real estate speculation between 1887 and 1892. All over the nation investment syndicates and improvement companies platted residential subdivisions and industrial cities around almost every railroad junction and river bend. The introduction of a practical electric street railway in Richmond in 1888 by Frank Sprague further accelerated national investment in suburban real estate with a new form of public transportation that was much faster and cheaper to build than steam railroads.[7] Real estate prices climbed steadily in the Washington metropolitan region until the Panic of 1893 burst the bubble. During this real estate boom in 1888, four streetcar railway companies were chartered by Congress in Washington, D.C. Three of the new companies, the Brightwood, Rock Creek, and Georgetown and Tennallytown Railways, ran to the District's boundary with Montgomery County. The Brightwood Railway had a route along the Seventh Street Road (Georgia Avenue) and contributed to the growth of Takoma Park. The Rock Creek Railway would be rechartered for Francis Newlands in 1890 and built out along Connecticut Avenue into Montgomery County to service his Chevy Chase

Land Company development. The Georgetown and Tennallytown Railway and its Montgomery County extension, called the Tennallytown and Rockville Railway, ran out along Wisconsin Avenue to Bethesda Park, a popular but short-lived amusement park with a ferris wheel, bandstand, and dancing pavilion. A hurricane destroyed the park in 1896 and it was never rebuilt. However, by then, new developments off Wisconsin Avenue in the Bethesda-Chevy Chase area, like Somerset, Friendship Heights, and Drummond, indicated the trolley line would be a sound investment. New owners purchased the company and eventually extended the line out to Rockville by 1900.[8]

Newlands' Rock Creek Railway primarily opened Connecticut Avenue for the benefit of his investment properties in Montgomery County and the District. However, the railway also made branch trolley lines possible between Chevy Chase Lake and Kensington and Chevy Chase Circle and Glen Echo. The Chevy Chase Lake and Kensington Railway began operation in 1895, and soon thereafter, Redford and William Walker subdivided a 64-acre tract along that line just beyond the Chevy Chase Lake called Kenilworth (now North Chevy Chase). The Glen Echo Railway ran from Glen Echo to the Rock Creek Railway at Chevy Chase Circle and was built to promote a planned exclusive resort created by Edmund and Edwin Baltzley of Philadelphia. Damaged by a fire in 1890, the Baltzleys changed their plans for the property and opened a Chautauqua assembly accessed by a second trolley line called the Washington and Great Falls Electric Railway (later Washington Railway and Electric Company) that ran along Conduit Road to the Glen Echo Chautauqua and then on to Cabin John. The Baltzley brothers, beset by bad luck, the 1893 financial panic, and rumors of malaria at Glen Echo, eventually went bankrupt. The Washington Railway and Electric Company in 1911 purchased the National Chautauqua of Glen Echo and developed the facility into a famous amusement park that flourished into the 1950s.[9]

The spread of electrified traction and the growth of streetcar suburbs into Montgomery County was typical of trends in many American cities between 1888 and 1918. By 1893, just five years after Sprague's successful Richmond experiment, more than 250 streetcar companies had been incorporated in the United States. In 1903, 98 percent of these lines were electrified. The electric streetcar represented progress and technical achievement and any forward-looking small town or large city could not afford to be without them. Streetcar entrepreneurs commonly extended the lines out into open country and kept the fares cheap, depending on high passenger volume and weekend excursions, to turn a profit.[10] In Montgomery County, the street car companies initially encouraged week-end pleasure-riding by establishing attractions and amusement parks, such as Chevy Chase Lake and Chevy Chase Springs Hotel, Bethesda Park, or resort hotels at Glen Echo and Forest Glen at or near the end of their lines.[11]

Tracks radiating out from the city like spokes in a wheel tied residential areas to the central business district and the retailing hub of the city. Government clerks, lawyers, bankers, scientists, military officers, and other white-collar professionals that made up the populations of communities like Chevy Chase, Kensington, Forest Glen, and Garrett Park were essentially

city people living in the countryside. It was Washington, not Rockville, that was the focal point of their lives and their place of employment, entertainment, and shopping. Suburban families formed separate church congregations and organized civic associations, but still read the Washington papers and shopped at downtown stores that delivered their goods and groceries via the B&O or the streetcars. They also supported local schools, but many families sent their children on the streetcar into the District to take advantage of better public and private schools.[12] In the period between 1890 and 1920, the electric streetcar opened a suburban ring of pleasant neighborhoods of large detached houses, grassy yards, and tree-lined streets in Montgomery County where none had existed before.

The Automobile Suburbs of the Interwar Era

The 1920s was a remarkable decade in American life that witnessed significant advances in science and technology, the rise of the city as the locus of the national experience, an outburst of creativity in art, literature, and music, and the flowering of consumerism spurred by advertising and new forms of credit. It was a decade of swift social change and material bounty that increased leisure time and spawned mass amusements including professional sports, movies, and fads. Of all the technological wonders, including electric toasters and vacuum cleaners, radios, and talking movies, the mass-produced automobile would most impact American society. College students at the end of the 1920s named Henry Ford as third--behind Jesus Christ and Napoleon Bonaparte--in a poll asking them to rank the greatest people of all time. Ford's Model T had brought ownership of the automobile within the reach of all middle-class Americans. By 1925 Ford was manufacturing 9,000 cars per day or one every ten seconds and priced them at $290 or about three-months pay for the average worker. In that same period the automotive mode of transportation was adopted by the average Washington commuter.[13]

Before 1920 construction in communities from Bethesda to Silver Spring reflected relatively steady growth. Developers, who had only to file a plat with the County surveyor to begin selling lots or building houses, had created a significant array of fashionable suburban communities including Chevy Chase, Somerset, Kensington, North Woodside, Woodside Park, Garrett Park, and Capitol View Park. Older suburbs along the B&O Metropolitan line shared in the phenomenal suburban development of Montgomery County in its first automobile age, but Chevy Chase, Bethesda, and Silver Spring experienced the most explosive growth.

Interspersed between these fashionable subdivisions and the upcounty agricultural belt, wealthy Washingtonians built large private estates with considerable acreage, including such Bethesda area landmarks as the 1925 Wilkens Estate (Master Plan Site #30/1) and 1927 Woodend (Master Plan Site #35/12). These mammoth Georgian Revival houses, designed by John Russell Pope, were symbols of wealth and synonymous with suburban luxury. Country clubs also contributed to an upscale town and country tone in Montgomery County's suburbs. The Chevy Chase Club (1895) and the Columbia Country Club (1909), both on Connecticut Avenue in and adjacent to the Chevy Chase community, started the trend. By 1922 the

Woodmont Country Club had moved from Washington to Bethesda and the construction of the now famous clubhouses and golf courses at Burning Tree and Congressional Country Clubs soon followed in the 1920s. By 1932 the county was the location of twelve country clubs with golf, tennis, and equestrian facilities comprising approximately three quarters of all country clubs in the metropolitan region.[14]

Real estate developers in the 1920s naturally played up the appeal of recreational opportunities, scenic beauty, and the sophistication of "country club homes." Builders planned numerous country club subdivisions, including Bradley Hills (touted in 1924 as "Washington's Country Club District"), Manor Club, west of Georgia Avenue near Norbeck, developed in the mid-1920s under the direction of E. Brooke Lee and Howard Duckett, and the Kennedy Chamberlin Development Company's 1927 Kenwood suburb. Aimed at an affluent market, developers also upgraded Bethesda areas platted before the war that had not been developed, such as Edgemoor, which was resubdivided to create more attractive building lots, redesigned with winding roadways, and enhanced with landscaping.[15]

Another significant subdivision in the Bethesda area was Battery Park, developed by Maddux, Marshall, Mallory, and Moss in 1923 as a "colony for officers of the Army, Navy, Marine Corps and members of the diplomatic service."[16] With these new country club subdivisions, the Bethesda district, which included Chevy Chase, emerged in the 1920s as by far the most affluent section of the suburban county.

In the decade of the 1920s, about 80 subdivision plats were filed in Montgomery County. Seventeen of these plats were additions to or resubdivisions of land in the Chevy Chase survey area and was indicative of the significant role this community played in the county's real estate boom. The Chevy Chase Land Company sold large sections of property for residential construction both in the District of Columbia and Maryland in this period and began developing a commercial center at Connecticut and Western Avenues on the south side of the District line in 1928.[17] Houses in Chevy Chase sold at well-above-average prices. Bungalows offered in 1927 sold for $8,150 and "a detached stucco dwelling, a short distance from the Chevy Chase and Columbia Country Clubs" cost $10,750.[18]

Outside of the Chevy Chase-Bethesda area, the most active subdivision development occurred in Silver Spring. Key figures in the development of Silver Spring real estate were E. Brooke Lee and Charles W. Hopkins. Lee is a near-legendary figure in Montgomery County who had a tremendous influence on the county government in the 1920s and 1930s as the leader of the Democratic party and a close associate of Governor Albert Ritchie. Lee, a World War I hero, real estate magnate, and county political boss, owned a great deal of land in the Silver Spring area and developed a series of family farms and estates into new suburbs. His North Washington Real Estate Company developed Blair-Takoma, Sligo Park Hills, South Woodside Park, Highland View, North Hills, Country Club Park, Indian Spring Park, and Indian Spring Terrace in the 1920s. Houses in Lee's subdivisions were attractive Craftsman Bungalow, Colonial Revival, and Period Revival-style houses that were usually less expensive than those

in the Bethesda-Chevy Chase area. A typical advertisement offered new 5-room bungalows in the Blair-Takoma and Silver Spring subdivisions for $6,000 in 1927. A major amenity of Lee's subdivisions in the Silver Spring area were the Argyle and Indian Spring country clubs and the close proximity of new parks and parkways laid out by the Maryland-National Capital Park and Planning Commission bordering Rock and Sligo Creeks.[19]

A second noteworthy developer of Silver Spring subdivisions was Charles W. Hopkins of Newport News, Virginia. As president of the Blair Development Company and Woodside Development Corporation, he directed the subdivision of the Blair neighborhood in 1922 and Woodside Park in 1923. Woodside Park was a substantial development on the 182 acres of Washington Evening Star editor Crosby S. Noyes' former estate. Restrictions provided that only single-family detached houses would be erected, barred commercial or business uses in the neighborhood, and required a minimum setback of 40 feet and a house construction cost of at least $6,000. Many of the houses in the subdivision were completed in 1925 and 1926.[20]

Suburban development in Montgomery County boomed until the stock market crash of 1929 curtailed expansion and speculation. The Depression hit the rural sections of the county the hardest as many farms fell into bankruptcy. Residents of the suburbs also felt the impact of the market's collapse, but to some extent were insulated by federal employment. The New Deal program's creation of the Home Owners Loan Corporation (HOLC) in 1933 and Federal Housing Administration (FHA) in 1934 first bolstered and then boosted the real estate market. During the 1920s the typical mortgage was five to ten years, and the loan was usually not paid off in full when the final settlement was due. In periods when money was easy, renewal was no problem. When money was tight, it might be impossible to secure renewal and foreclosure would ensue. Mortgages, financed or refinanced under the HOLC program, were fully amortized and payment extended to periods of twenty years. The FHA was a New Deal program that stimulated the housing industry without government spending and broadened opportunities for home ownership by backing mortgage loans at six percent interest with fully amortized monthly payments over twenty-five or thirty years. The immediate impact of the mortgage program was the lowering of average monthly house payments and reduction of the national rate of mortgage foreclosure.[21]

As it became cheaper to buy than rent, builders were put back to work and housing starts and sales began to accelerate rapidly after 1936. Silver Spring, Takoma Park, and Chevy Chase received a substantial share of FHA financial commitments in the metropolitan region between 1935 and 1939, including highly visible experimental multi-family housing projects like Falkland Garden Apartments at East-West Highway. Another major factor in the surge of suburban growth in Montgomery County between 1935 and 1941, despite the depressed national economy, was the enormous numbers of new federal employees moving to Washington in need of housing. Coupled with the ease of financing a FHA mortgage, the county's suburbs boomed again and by 1940 the federal government had emerged by far as the single largest employer.[22]

The population of Montgomery County doubled in the 1930s and the county's growth rate of 71 percent far outstripped the region's 44 percent average rate of growth. Population growth

was largely concentrated in the Bethesda district, which increased from 12,018 to 26,114, and Wheaton, which expanded from 13,377 to 28,877. Newcomers were attracted to the quality of Montgomery County schools and services, its parks and recreational facilities, and its planned, protected suburban communities. House construction continued at a fast pace throughout established subdivisions from Bethesda to Silver Spring. Many other subdivisions, platted in the late 1920s and early 1930s, such as Woodmoor and Burnt Mills Village near Four Corners and Glenbrook Village and Wyngate in Bethesda, flourished, with largely square, brick Colonial Revival-style houses that sold from $6,000 to $7,000. Domestic architecture in this period usually was brick and built in an austere Georgian or Federal Revival style. It is likely that the suburbs of Washington contain more Depression-era houses than any other part of the country, as housing starts in Montgomery County between 1935 and 1939 totaled 7,254 new dwelling units. This total, although it included multi-family apartments, equaled the number of houses that had been built in the entire County up until 1920. Contributing to the growth of housing was the construction of several hundred multi-family apartment units, a building type first introduced in the County in 1935.[23]

By the late 1920s, the automobile and the spreading of Washington, D.C. had created in Montgomery County a new suburban culture that, within two decades, would dominate the region. By 1940 the profile of suburbanites in Montgomery County as well-educated, native-born whites earning above-average incomes applied to 87 percent of the population. Suburbanization of the county had significantly altered the local economy from a traditional agrarian base in 1920 to a heavy dependence on work in the federal government or the real estate, insurance, and banking industries. These suburban families were still urban oriented. Fathers traveled into the city to go to work as their maids traveled out, and the downtown still provided the best shopping and entertainment.[24]

Chevy Chase Village represents an electric streetcar suburb that opened the country club development in the county. With the coming of the automobile, areas like the Town of Chevy Chase, Sections 3 and 5, and Martin's Additions flourished. Yet another stimulus to suburbanization, almost equal to the trolley and the automobile, was the New Deal's HOLC and FHA programs. Hundreds of houses built in the mid-1930s, most visible in the cohesive developments in the Town of Chevy Chase, represent this important period of building activity in the County. Chevy Chase is largely a complex twentieth-century neighborhood with a rich heritage that in its fabric represents one of the most intact and important examples of suburban planning and domestic architectural expression built in the region before World War II.

Neighborhood Sketches of the Phase II Survey Area

One of the most influential aspects in the development of modern Chevy Chase would be the creation of these special taxing districts. Laid out between 1914 and 1924, these districts localized the cost of additional county services in the suburbs, including police and fire

protection, street paving, and garbage collection. The county would create eleven special taxing areas to protect rural citizens from the burden of paying higher taxes for improvements that might be enjoyed by a single suburban neighborhood. The Village (Section 2), Section 3, Martin's Additions, Section 4 of the Town of Chevy Chase, and Section 5 all became special taxing districts by 1918 and formed citizen committees that have since evolved into the modern-day elected boards of these communities. Before World War I the Chevy Chase Land Company or developers, such as Harry Martin, emulating the company, planned and designed these suburbs through restrictions placed into deeds. Required setbacks, minimum costs for house construction, and prohibitions on rowhouses and commercial properties had created a clustering of substantial homes on sizeable building lots.[25] The homeowners of these new subdivisions clearly wished to maintain the existing property values as well as increase the tax base to pay for needed services.

All of the taxing districts in Chevy Chase operated in a similar manner with an elected citizens' committee that held an annual public meeting at which a report of activities was given to the residents of the neighborhood and the annual tax rate was set by a vote of the residents. The early meetings of these citizen committees was usually concerned with road improvements, trash pick-up, and health and safety issues. Each of the five Chevy Chase, Maryland taxing districts developed a constitution and by-laws and a set of regulations to govern their communities. Each committee had oversight authority for streets and sidewalks, trash collection, and snow removal, as well as traffic, health, and building regulations. This board also appointed a health officer, usually a resident doctor from the community, and a building inspector to serve two-year terms. The health officer enforced public health ordinances and had the power to set and maintain a quarantine, if necessary.[26]

By the early 1920s all of the jurisdictions had detailed building regulations, designed to enhance residential real estate values, and barred any commercial or industrial uses and mandated single-family occupancy. These regulations required that all applications be accompanied with plans and specifications and that the building inspector "retain and file a copy of same." Unfortunately, most of the permit applications and permits and nearly all of the plans and specifications probably have been discarded or lost. Financial records are extant and show that each community collected a fee of $5 for the permit and a $50 deposit to cover an street damage. These financial records remain one of the most valuable clues for identifying the architects and builders of the houses of the Phase II survey area.[27]

The early minutes of the various governments reflect that the spirit of community building and social activities went hand in hand. The ladies of these neighborhoods were often the driving forces behind fundraising activities, such as lawn parties, food sales, and progressive suppers. Some events were purely social, such as the 1916 Fourth of July celebration held at the corner of Brookville Road and Cummings Lane, sponsored by the "community clubs" of Section 3, Section 5, and Martin's Additions. The monthly business meetings of the Section 5 citizens association were probably typical of these decision-making gatherings. Much of the deliberation concerned street lights, the grading, surfacing, and draining of streets, street car service and its

costs, and occasional neighbor complaints, including James Harper's shock over the "bad language" of the boys playing ball on the lots adjoining his house (3614 Underwood Street). The meetings usually ended with entertainment, including solos by Mr. and Mrs. Norcross and Miss Etheridge; an illustrated talk on his travels in India by Eugene Stevens; or a literature reading by Mrs. Eugene Stevens followed by cake and ice cream. Community involvement was significant as labor for many tasks related to road filling and grading and sidewalk repair was routinely provided by residents. One such occasion was Thanksgiving morning in 1918, when the occupants of Thornapple Street banded to together to grade and fill potholes with cinders obtained from the Chevy Chase Lake power plant.[28]

During the interwar years the local governments became more formal in their operations. This was evident by the late 1920s as all of the groups prepared and preserved typed minutes and reports. The records of Section 4 (Town of Chevy Chase) reflected the typical work of the local government as they managed the burgeoning growth of their communities. Road surfacing and improvements, new curb and gutter construction, planting trees and landscape improvements, building inspections, weekly Saturday clean-ups, and resolving neighbor conflicts were all important day-to-day activities monitored by the citizen's committee in the 1930s. Another indicator of the growing professionalism of local government was Section 4's employment of Ralph W. Berry, a professional civil engineer, as a superintendent to administer the section's overall physical supervision. The building inspector, an official since the beginnings of the community's local government, became a member of the superintendent's staff. Section 4 residents sent their complaints to the superintendent who received letters concerning youngsters pulling Halloween pranks and painting the stop signs orange, roaming dogs, and overgrown shrubs and bushes. In 1932 Berry relayed in his report to the Citizen's Committee the complaint of Mrs. Alexander Powell who appealed for relief from rats. The superintendent stated:

> It seems her particular neighborhood is infested with huge rats. The Poske house on the corner of Spruce Street (now Hillcrest Place) and Bradley Lane, now vacant, appears to be their citadel, but now that no food is forthcoming from that source, they have taken to foraging the neighbors.[29]

Presumably the rat troubles were quickly eradicated as there was no further mention of them in future reports. Another menace was announced in an "important notice" of 1939 asking "Does your dog annoy your neighbor?" The notice addressed the constant complaints received concerning dogs barking into the early hours of the morning, stating that "possession of dogs is one of the privileges of suburban life, but this privilege should not be allowed to interfere with your neighbor's enjoyment of peace in his home and quiet for his hours of rest which also should be a privilege of suburban life."[30]

As the area matured in the 1940s, the average homeowner in Chevy Chase looked more to local government to ensure community upkeep rather than the direction of the construction of roads, sewers, houses, or other improvements that enhanced property values. In Martin's

Additions in 1945, Wallace Janssen, secretary and treasurer of the Martin's Additions citizens' committee, reported that for their local taxes, homeowners received lighted streets, twice weekly garbage collection from the back door, and weekly trash removal, street and sidewalk repairs, street cleaning, replacement of street signs, and mowing of park strips and vacant lots.[31] Today the local municipalities of Chevy Chase continue to be governed by elected board who serve without compensation. These boards elect their own officers and have the authority to pass municipal ordinances and regulations. They administer the affairs of the municipality and provide many of the same services began by their predecessors in the early twentieth century.

MARTIN'S ADDITIONS

Martin's Additions, named for its developer Harry Martin who purchased land east of Brookville Road and platted four additions between 1904 and 1906, lies adjacent to the planned development of the Chevy Chase Land Company. It contains a circa-1760 log cabin and a 200-year-old house historically known as "No-Gain" built by the McCubbin family as well as the only commercial strip in Chevy Chase at Taylor Street and Brookville Road. The large majority of the building stock of this neighborhood are small-scale wooden houses built between 1904 and 1941, and it is one of the only areas of Chevy Chase that has a notable concentration of one-story houses (Taylor Street). Predominant architectural styles in Martin's Additions include Craftsman Bungalows and small-scale Period Revival houses in the Tudor and Georgian styles.

The community grew slowly in the first decade of the twentieth century. In 1921 a local census recorded that the community had a population of 235 including 142 adults over the age of 21. In a citizens' committee plan for a ten-year development program for the community in 1931, it was revealed that only 150 of the 350 lots subdivided in the community had houses built on them. Ralph Chase, the chairman of the citizens' committee, noted the community was "not even half fully developed" and recommended a long-range plan for the improvement of roads, sidewalks, trees and parks, vacant lots, drainage facilities, street lights, and refuse collection. The object of the program of development was to "develop every part of Martin's Additions in such a way that the community will enjoy every modern convenience and service."[32] The subtext of the proposed improvements was a larger tax base and reduction of taxes. Many of the proposals for paving roads, building sidewalks block by block, planting and pruning street trees, and constructing adequate street drains set forth by the citizens' committee did significantly enhance the physical character of the neighborhood and by 1941 more than 260 houses had been built in Martin's Additions.[33] Today there are more than 290.

The people who resided in Martin's Additions from the outset largely comprised professional families of federal employees. Early prominent residents included Dr. Arthur Stimson (Public Health Service), Curtis S. Feeser (General Accounting Office), John H. Dynes (Federal Trade Commission), R. Palmer Teal (U. S. Treasury Department), and George W. Stone (Supervising Architect's Office). Stone, a government architect, lived on Cummings Lane

across the street from the family of A. E. Corning. Corning's son E. Burton Corning became a draftsman for Arthur Heaton, a prolific Chevy Chase house designer, and eventually the younger Corning went on to form his own successful firm. He designed a number of outstanding houses in Chevy Chase, including his own 1929 residence at 4102 Leland Street, in Section 4 of the Town of Chevy Chase. Just up the street from the Stones and Cornings lived wealthy William Orme, one of six brothers who were partners in the Emerson-Orme Buick Distributors in the District of Columbia. Many other residents on both sides of Brookville in Martin's Additions and Sections 3 and 5 on streets such as Turner, Taylor, Thornapple, Underwood, Woodbine, and Williams Lane were also largely federal employees working at agencies like the Bureau of Standards and the Department of Agriculture.[34] A well-remembered farm in Chevy Chase just outside the eastern boundary of Martin's Additions was the approximately 30-acre Cummings property maintained by Alice Cummings well into the twentieth century. The "Pleasant Grove" farmhouse, a frame vernacular center gable Gothic Revival I-house built sometime in the 1860s still stands at 3309 Cummings Lane.

SECTION 3

The Chevy Chase Land Company first platted Section 3 in 1905 with expansive lots but almost immediately re-subdivided the land in 1907, doubling the planned density of the subdivision and requiring 30-feet street setbacks for all new houses. The *Sanborn Fire Insurance Map* (1916) shows small groups of houses in Section 3 clustered along Connecticut Avenue, Bradley Lane, Raymond, and Shepherd Streets, but overall this area was sparsely developed before World War I. Section 3 boomed in the 1920s and by the publication of the *Klinge Real Estate Atlas* (1931) the lots, especially south of Shepherd Street, had been nearly completely built out. This map also indicated that the houses were mostly frame construction.[35] Predominant architectural styles in Section 3 include Craftsman Bungalows and Period Revival houses in the Tudor and Georgian styles. However, the area also includes several blocks of substantial masonry and frame houses along Bradley Lane and Connecticut Avenue in the Arts and Crafts and Tudor Revival styles that rival, in scale and design, the streetcar-era residences erected in Chevy Chase Village.

The earliest houses of Section 3 occupied corner lots in an attempt to attract development. Through the early decades of the twentieth century the community was really a paper plat subdivision that was in reality a sparsely developed open space used by the Chevy Chase Club as a cross country riding ground. During the 1920s the open fields of the platted subdivision were quickly transformed into a residential suburb by an army of enterprising builders and contractors. The most prominent of the builders was Horace Troth, who had worked as a carpenter for John Simpson, learning his craft as an apprentice erecting fashionable houses in Cleveland Park in the District. Troth married Simpson's daughter and later often built houses in collaboration with John Simpson's son, Frank, in Chevy Chase. Many of the houses erected in Section 3 are the work of craftsmen and builders who were related and had trained in the

traditional manner of the artisan working within a family business before setting out on their own. The Troth and Simpson clan built many houses in Section 3 between 1922 and 1939 along with other family run contracting firms, such as Jacobsen Brothers and Brown Brothers who erected many houses on Georgia and Fulton Streets. Larger speculative construction firms like McLachlen and Gaver and the Warren Brothers also flourished in Section 3 in this period, erecting houses on Shepherd, Delaware, and Florida.[36]

Monroe and Robert Bates Warren ran one of the largest building firms working in Chevy Chase in the 1920s and 1930s. The Warrens built hundreds of houses in what today is the Town of Chevy Chase. Initially, they built simple one and one-half story bungalows but they adopted repeating house prototypes designed by architects by the mid-1920s. This shift may have been a reaction to the protests of the residents of Shepherd Street who filed a petition in 1925 with the Section 3 citizens' committee decrying the character of the residences being built by the Warrens. The citizens' committee met with the builders and informed them of the adverse sentiment in the community and in Chevy Chase in general concerning the Warrens' Bungalow houses. It is not known if this experience influenced the Warrens, but they did seek out professional designers in this period to add Period Revival flair and enough variety in their house designs to avoid criticism.[37]

SECTION 5

Section 5 was created from a mosaic of the Williams family land holdings centered on Williams Lane; a small subdivision, independent of the CCLC known as Otterbourne, platted in this area between Underwood and Thornapple Streets in 1894; and the CCLC land purchased in 1890 from J.M. Williams along Connecticut Avenue between what are now Leland and Woodbine Streets.

Richard Williams purchased 212 acres of the No Gain estate in 1830 and constructed a farmhouse in 1840 facing Brookville Road (*Locational Atlas* Site 35/13-3 at 3703 Williams Lane). Williams married about 1845 and, with his wife Julia, raised five children on this farm. After 1868 his daughters Bettie and Ariana were married and Williams built houses as wedding gifts for them near his own house. These buildings are extant and face each other at 3806 and 3807 Williams Lane. In 1890 J.M. Williams, an heir to Richard Williams, sold most of the farm to the CCLC but retained 33 acres along Williams Lane and Brookville Road. In 1894, John Frank Ellis purchased 141/2 acres of Williams' No Gain tract and filed a plat for a 69-lot subdivision called "Otterbourne" and named its main streets Douglas (now Underwood) and Percy (now Taylor). This was a clear reference to the medieval Ballad of Chevy Chase, which had been the origin for the name of the CCLC's bold new real estate enterprise. It was on the plains of Otterbourne in Scotland that the armies of Lord James Douglas and Sir Henry Percy met in their fabled battle. By 1931 most of the No Gain tract in Section 5 had been developed as the J.M. Williams Subdivision with houses fronting Williams Lane and Underwood Street.[38]

Architectural styles in Section 5 reflect its evolutionary development from farmland to suburb and include folk Victorian farmhouses and cottages, Four Squares, Craftsman Bungalows, and Period Revival houses in the Tudor and Georgian styles. Many of the houses erected between 1892 and 1920 are frame construction and represent the work of craftsman builders. Houses fronting Woodbine, Glendale, and Leland Streets and those on Thornapple and Underwood Streets and Williams Lane in the block adjacent to Connecticut Avenue were built on CCLC's lots platted after 1923 and are usually brick and more uniform in their Period Revival designs.

TOWN OF CHEVY CHASE

The largest of the four municipal areas is the Town of Chevy Chase, first platted as Section 4 in 1909 and extended through annexations to include an area today that is roughly bounded by 46th Street and West Avenue to the west, Bradley Lane to the south, Connecticut Avenue to the east; and East-West Highway to the north. This community developed into a solid middle-class automobile-commuter suburb characterized by long curvilinear curb-and-gutter streets lined with well-planted lots and Period Revival residences largely erected between 1922 and 1941. Before 1915 there were approximately 36 houses scattered on the landscape of what now comprises the Town of Chevy Chase. A few farmhouses, like the circa 1888 Offutt house at 4500 Leland Street, still stood, but the major landmarks were substantial houses on Bradley Lane and Blackthorn Street occupied by the Glassie, Imirie, Devereaux, and Bowie families as well as the Chevy Chase School for Girls on Connecticut Avenue. Many of the houses in the Town were built during the real estate boom of the 1920s and approximately eighty-five percent of the 1,023 houses in the neighborhood were completed by the outbreak of World War II. The predominant architectural styles in the Town are conservative Georgian and Federal Colonial and Tudor Revival residences interspersed with rustic bungalows or romantic Mediterranean-style houses.[39]

BUILDING THE TOWN OF CHEVY CHASE, SECTION 3, SECTION 5, AND MARTIN'S ADDITIONS

Although there are clusters of houses in the Phase II survey area that pre-date or are contemporaneous to residences in the Village, these areas were too sparsely developed before World War I to establish the character of a classic street car suburb and were overcome in the building boom of the 1920s. The undeveloped land of the Town, Sections 3 and 5, and Martin's Additions became prime residential real estate. New houses sprouted up throughout this area and created an architectural character quite different from Chevy Chase Village, which by 1920 was termed "old Chevy Chase" in the real estate sections of the local newspapers.

The economic depression of the 1890s, the birth of the 1913 income tax, and the sobering effect of World War I changed architectural tastes and fashions. Even affluent families began to build smaller-scale and more reserved houses and managed without servants. The mobility provided by affordable automobiles freed people to move around and some observers argued the residence had lost its importance. Radio broadcasting and air travel reached the public in the 1920s and the automobile and electricity came into general use. The parlor and the porch and the formal lifestyle they supported were the first to go as the automobile restructured the household patterns and the look of American suburbs.[40]

Early operative builders, like Monroe and Robert Bates Warren, who had established their reputation in the District erecting luxury co-op apartments, supplied much of the building stock in the Phase II area. In their 57-acre Leland development (Town of Chevy Chase) alone, the Warrens built more than 200 houses in the 1920s. Initially, these houses were bungalows, but early in the 1920s a switch was made to architect-designed brick and frame "English and Colonial" six-room, two-story, three-bedroom designs. The $2 million development was strategically placed adjacent to the Chevy Chase Land Company holdings between Wisconsin and Connecticut Avenue just south of the then-proposed East-West highway that would link Bethesda and Silver Spring. This placed the development near two major arterials "approximately twenty minutes drive from the very center of Washington" and had the added advantage of allowing the firm to construct Bethesda's first shopping center, a row of Tudor-style stores on Wisconsin Avenue. The Warrens priced the houses from $10,000 to $12,000, including all modern amenities; and squarely aimed sales at the middle-class market.[41]

Research to date indicates that the large-scale operative builders were most active after 1922 in what today is the Town of Chevy Chase and employed architects to design the residences. Surviving municipal building permits from Section 4 issued between 1935 and 1959 in the Town of Chevy Chase reveal that Meadowbrook, Inc., Shannon and Luchs, and George F. Mikkelson and Son were prolific builders who routinely employed architects. Rising young practitioners, such as E. Burton Corning and Harry Edwards, who worked for Shannon and Luchs, the Mikkelsons, and the Warrens, figured prominently on these permits. Corning and Edwards both became major Washington architects working in the Art Deco and Moderne styles by the end of the 1930s. Edwards worked for the Warrens on the Leland development in the 1920s and continued his association with Monroe Warren, Sr. after he founded the Chevy Chase-based Meadowbrook, Inc. building concern in 1932. Former Section 4 building inspectors A.W. Smith and R.W. Berry also were frequently cited as architects by the Mikkelsons.[42]

The most prolific construction concerns in Chevy Chase in the interwar period were the Shannon and Luchs Construction Company and Monroe and Robert Bates Warren. Together they built more than 400 houses, a substantial share of the building stock of the present Town of Chevy Chase, in their Leland, Meadowbrook, and Chevy Chase Park developments. Both Herbert T. Shannon and Monroe Warren were prominent members of the Home Builders Association of Washington, Inc., established in 1924. Shannon and his associate Waverly Taylor conceived of the plan to organize a group to represent the interests of "individuals, firms, or corporations engaged in the building of housing primarily as principals, as differentiated from those building primarily as the agents of others."[43] The term that these building concerns used to distinguish themselves from general contractors was "operative home builders." The association's membership roll was a who's who of Washington's large-scale speculative house builders and real estate developers, including Shannon and Luchs, M. and R. B. Warren, D. Dunigan, Inc., Thomas Jamesson, B. H. Gruver, Kennedy Brothers, J. B. Shapiro, Inc., Harry Small, Morris Cafritz Company, Walter A. Dunigan, Middaugh and Shannon, Douglas and Philips, Maddox, Marshall and Company, Harry Wardman Construction Company, and B. F. Saul and Company. It was estimated that these firms produced about 80% of the housing built for sale or rental in the Washington area at that time. The organization immediately flexed its cooperative muscle, ending the "pirating of building labor" caused in the past by competing firms offering workers higher wages. Soon after formation the new association refused to accede to house plasterers' demands for higher wages, and they broke their strike within a month. They were also able to pressure building suppliers to hold down the prices of materials.[44]

Shannon and Luchs and the Warrens were the big builders in Chevy Chase and enjoyed most of their success west of Connecticut Avenue in what today is the Town of Chevy Chase. This was probably due to the availability of larger tracts of land for subdivision in what was called Leland, Meadowbrook, and Chevy Chase Park north and west of the original platted bounds of Section 4, the area controlled by the Chevy Chase Land Company. Home building in Section 4 and much of the Chevy Chase territory east of Connecticut Avenue seems to have been dominated by traditional, family-run, contracting businesses. Two of the major family-run contracting firms were George F. Mikkelson and Son (James Mikkelson) and Frank Simpson Building Corporation, which was a corporate name adopted in the 1920s for the Simpson-Troth-Orem building and real estate combine that built several hundred houses in Chevy Chase between 1900 and 1940, especially north of Bradley Lane and east of Connecticut Avenue.

With the noted exception of the large-scale developers, Shannon and Luchs and the Warrens, the usual practice was to hire local Chevy Chase builders, such as the Mikkelsons, Frank Simpson, and Horace Troth, who thrived despite keen competition from a large number of builders and carpenters attracted to the area during the building boom of the 1920s. In the case of Simpson and Troth, they established their reputations on their Brookville Road shops, crews (many of whom were family members), and the ability to coordinate the work. They often

brokered lumber and materials from Thomas W. Perry who opened a lumber yard and building supply company in 1912 located near the B&O rail line at Chevy Chase Lake. Any builder and his crew depended on the timely arrival and adequate quality of materials, so it is no surprise that Simpson and Troth normally dealt with a local supplier. It is also known from oral tradition that Perry was a source of plans for local builders and that the Simpson-Troth clan used the American Builder trade magazine as a source for the designs of their houses. Numerous frame "English" Colonial Revival, Craftsman, or Tudor Revival-style houses along Shepherd Street, Williams Lane, Florida Street, Raymond Street, and Brookville Road can be attributed to the Simpsons and Troths through the use of municipal account ledgers recording permit fees and building deposits.[45]

Other contractors who have been identified with Chevy Chase houses, especially in Sections 3 and 5, included David J. Courtney, Gilbert S. Seek, A. C. Warthen, McLachlen and Gaver, Griffin Brothers, Morrison Brothers, Jacobson Brothers, and Meatyard Construction Company.[46] Many of these builders resided in Chevy Chase or Kensington and together represented the contractor-entrepreneur bidding on and building houses. Many of these contractors practiced their craft much as builders in the nineteenth century had. They brokered materials, built for speculation, provided one client with a customized design, or erected an architect-designed house. Most of these contractors specialized in house construction using stock designs and pattern books that they personalized to suit the residential needs and desires of their clients. Usually the alterations were superficial, changing wall surfaces, closets, or paneling.

Real estate advertisements at the height of the building boom captured the character of typical contractor-built houses erected in parts of Martin's Additions and Section 5 in this period. At Brookville Road and Turner and Taylor Streets, "Chevy Chase Bungalows" were sold for $9,950. Each of these houses included "five large rooms, hot-water heat, electricity, gas, oak floors, open fireplaces, built-in refrigerators, tiled baths, large dry cellars, unusually large, high-roofed attics, big lots."[47] On Thornapple Street in Section 5, a group of "Center Hall Colonial English-type Cottages went for sale at that time. These houses, priced at $13,500 and built midway between Connecticut Avenue and Brookville Road, were all "Center Hall plan and English Cottage type--nestling under the shade of towering trees and surrounded by Homes of consistent character." These houses were described as "tastefully decorated and built to endure" and included "large rooms; open fireplaces; hardwood floors; spacious porches; big wardrobe closets; laundry equipment; hot-water heating plant, separate heater for hot water."[48]

REPRESENTATIVE DEVELOPMENTAL CLUSTERS

The Chevy Chase Survey District (Phase II) is the product of a mosiac of developments that reflect the growth and maturation of greater Chevy Chase as one of Montgomery County's most prestigious suburbs. The Chevy Chase Land Company owned the core of this area in what was historically Sections 3, and 5 and controlled land sales and housing development. Major portions of modern-day Section 5, including Williams Lane and Otterbourne and the Town of Chevy Chase annexations added to Section 4, such as Norwood, Leland, Chevy Chase Park, and Meadowbrook, and, most notably, the entire Village of Martin's Additions, represent developments beyond the control of the Chevy Chase Land Company. In several cases, these developments were parcels that were held by area farm families or obtained by entrepreneurs speculating in the local real estate market. However, in all cases these small scale developer and speculators emulated the prevailing guidelines for housing development established by the Chevy Chase Land Company. Harry Martin, the developer of Martin's Additions created a neighborhood directly patterned after Newlands' Chevy Chase Village with two major exceptions. First, he reduced the cost of houses on major streets from $5,000 to $3,000 and on secondary streets from $3,000 to $1,000 minimums. Secondly, through a covenant, he barred African Americans from purchasing houses in Martin's Additions. In all other respects the early deeds for land sales in Martin's Additions mirror those of Chevy Chase Village.[49]

Several areas beyond the CCLC landholdings, including Norwood Heights (1893) located on the southwestern edge of the Town of Chevy Chase and Otterbourne (1896) in the center of Section 5 represent smaller scale attempts to profit from association with Newlands' concern. Norwood Heights was fledgling platted community with less than a half dozen houses on Ridge Streets and Bradley Lane near the Rockville Pike (Wisconsin Avenue). Evidence of this early subdivision is still present in a variety of vernacular Queen Anne and Foursquare houses in this area that predate 1910. Otterbourne had an H-shaped plan laid out between Brookville Road and Dalkeith Street and also has Folk Victorian and Foursquare house types that reflect its early development. This area was absorbed into Section 5, and by the 1920s, the east-west cross streets were extended out to Connecticut Avenue and renamed from Douglas to Underwood and Percy to Thornapple Streets. Another interesting development was the Williams Lane area which was held by the heirs of Richard Williams who had purchased 212 acres of the No Gain estate in 1830. About 1840 Richard Williams built a two-story frame house (3707 Williams Lane) accessed by a semi-circular drive leading out to Brookville Road. Later he built two Folk Victorian houses for his daughters, Betty and Ariana, who resided with their husbands at what are now 3806 and 3807 Williams Lane. The Williams family retained 33 acres after selling off property to the CCLC and later many of the houses on this street were built by the Simpson-Troth combine. Simpsons lived in a Williams Lane house that had been made out of the Williams' barn (3713) and Troth's daughter Lillian, after her marriage to house painter-carpenter William Lyles Offutt, lived in the old Richard Williams farmhouse.[50]

One of the most interesting areas in Chevy Chase is the Bradley Lane corridor in Section 3 and the Town of Chevy Chase. Abutting the Village and the grounds of the Chevy Chase Club, many of these houses match the scale and design sophistication of buildings in the Village. Noted Washington architect George Oakley Totten, the designer of many fashionable Beaux Arts mansions that today serve as embassies on 16th Street and Massachusetts Avenue in the District of Columbia, designed the Glassie house at 4201 Bradley Lane. Clarke Waggaman, also renowned for his Beaux Arts mansion designs, especially in the Kalorama neighborhood of Washington, remodeled an existing house at 3911 Bradley Lane for Dr. Devereaux in 1912. Philip Jullien, a Chevy Chase resident and the designer of Congressional Country Club, remodeled Boxwood into a dramatic Neo-classical house about ca. 1919-1926. The ca. 1912 Gherardi house (3807 Bradley Lane) by an unknown architect or builder was another outstanding house erected in this prestigious area of Chevy Chase before World War I. Mixed with these massive houses are well-scaled and detailed contractor-built properties, such as 3707 Bradley (1924) by Frank Simpson and 4307 Bradley (1934) by George F. Mikkelson and Son. Together these houses create one of the most impressive streetscapes in all of Chevy Chase.[51]

The decade after the end of World War I was the first to reflect the impact of the automobile on Chevy Chase's domestic architecture. A number of families had purchased cars and built freestanding "auto houses" by 1916, but it was not until after the war that buildings regularly included an attached garage as part of the house's overall design. By the late 1920s garages built into the basements of Period Revival and Tudor-style houses were a typical part of Chevy Chase house design. Offering more freedom and luxury than the older streetcar, the car would soon replace the trolley and bus as a means of discretionary travel. By the late 1920s the car was a basic mode of journey-to-work movement for many Chevy Chase residents commuting into Washington, D.C. In fact, developments by the Warren Brothers at Leland, a long walking distance from the streetcar line, had been predicated on the new residents being automobile owners and commuters. Their advertisements called for Washingtonians, by means of their automobiles, to follow "the road to happiness" out to Leland, and their booster publication for the community went to great lengths to describe the outstanding roads in the community and ease of automobile access to major highways from Leland.[52]

A number of significant automobile-oriented residential developments were built in the Town of Chevy Chase, including Chevy Chase Park, Mikkelson's Subdivision, and Meadowbrook. Chevy Chase Park was a Shannon and Luchs Development largely built up between 1926 and 1941. The firm commissioned Arthur Heaton to design many of these finely detailed houses built during the 1930s. Heaton, a major figure in the development of the domestic architecture of the Washington region, designed a series of three and four bedroom houses in Colonial Revival and Tudor Revival styles for Shannon and Luchs that were built throughout their developments in the Town on Leland, Maple, and Ridgewood Streets. Mikkelson's Subdivision was an area developed by George and James Mikkelson clustered around Beechwood Drive, Meadow Lane, Sycamore Street, and Hillcrest Place. The Mikkelsons commissioned Ralph Berry, a former Section 4 building inspector and professional civil

engineer, to design their prim brick Georgian Revival and Tudor Revival houses largely built in the 1930s. Meadowbrook was a development launched by Monroe Warren, Sr. who started his own operative building firm in 1932 headquartered in Chevy Chase known as Meadowbrook, Inc. This operation built more than 60 fine Colonial Revival style houses in this development along Chatham Road and Aspen and Blackthorn Streets.[53]

The most interesting and unique automobile-oriented development in Chevy Chase was the Hamlet a project launched during the depths of the Depression by the Newlands heirs. The family's publicly-stated motivation behind the project was the rekindling of the community planning ideals of Francis Newlands. However, the project may also have been a means of keeping the CCLC a going concern during hard times. Shortly after Janet Newlands Johnston married her third cousin, CCLC landscape architect William Sharon Farr, she conceived the idea of building new upscale housing in Chevy Chase that would be built on company land and leased to residents rather than sold outright. California architect Dan Kirkuff, who had designed 14 houses for the family in Reno, Nevada, designed the cluster of houses called "The Hamlet" on Blackthorn Street. The modern residential units embodied the line and details of early American vernacular farm houses and two large yellow brick gate houses announced the entry into a central automobile courtyard. Kirkhuff explained to the press that early American architecture, particularly buildings in the vicinity of the College of William and Mary, had inspired his building design, while the gardens and layout had been influenced by the European villages he had admired while he served in the army during World War I. How much of this was for publicity is hard to gauge, but it was clear that the CCLC was looking for a departure from the traditional Period-revival architecture and house layout that had been the staple of merchant builders flourishing in the Town in this period.[54]

Conclusion

As modern postwar suburban developments exploded on the landscape of Montgomery County in the 1950s, Chevy Chase came to epitomize the mature conservative neighborhood of expansive, tree-shaded houses. The neighborhood was not without its critics, and it is interesting that 89-year-old Frank Lloyd Wright received a standing ovation from members of the Bethesda-Chevy Chase Chamber of Commerce when in 1958 he spoke to them and called Chevy Chase "a blighted area."[55] The incident made great local news copy at a time when debates over modern versus traditional architecture were followed with interest in Washington. Wright's main purpose for this visit to the area was a lecture concerning the proposed design for a new cultural center. It is obvious that the houses of Chevy Chase represent an important cultural expression of American wealth and power in the early twentieth century and reflect in their traditional design the optimism, family stability, and comfort considered central to the domestic architecture of the post-Victorian American suburb before 1950.

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ENDNOTES

1. For a discussion of patterns in the suburban growth of Montgomery County, see Ray Eldon Heibert and Richard K. MacMaster, A Grateful Remembrance: The Story of Montgomery County, Maryland. (Rockville, Maryland: Montgomery County and the Montgomery County Historical Society, 1976), 209-226 and 265-270; and for Washington's economic and population growth after 1880, see Constance Green, Washington: A History of the Capital. (Princeton, New Jersey: Yale University Press, 1962; reprint edition 1976), vol. II, 9-34; and see also Kathryn Schneider Smith, Washington At Home: An Illustrated History of Neighborhoods in the Nation's Capital. (Northridge, California: Windsor Publications, Inc., 1988), 9-14.

2. Heibert and MacMaster, A Grateful Remembrance, 265; and see also Andrea Rebeck, "Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes." Unpublished report for the Historic Preservation Commission and Maryland Historical Trust, December, 1987, 3.

3. Heibert and MacMaster, A Grateful Remembrance, 265.

4. Ibid., 248, 282-288, and 302-304.

5. Heibert and MacMaster, A Grateful Remembrance, 210-217.

6. Ibid.

7. Kenneth T. Jackson, Crabgrass Frontier: The Suburbanization of the United States. (New York and Oxford: Oxford University Press, 1985), 108-111.

8. Leroy O. King, 100 Years of Capital Traction. (Dallas, TX: Taylor Publishing Company, 1976), 100; and William G. Allman, "Land, Transportation, and Recreation Planning in the Electric Streetcar Era in Montgomery County, Maryland." (MA Thesis, George Washington University, 1982), 21-26.

9. William Offutt, Bethesda: A Social History of the Area Through World War II. (Bethesda, MD: The Innovation Game, 1995), 72-108.

10. Jackson, Crabgrass Frontier, 111-112.

11. Offut, Bethesda, 72-108.

12. Heibert and MacMaster, A Grateful Remembrance, 231-232.

13. Jackson, Crabgrass Frontier,157-163; Frederick Gutheim, Worthy of the Nation: The History of Planning for the National Capital. (Washington: Smithsonian Institution Press, 1977), 139-140.

14. For a period description of Montgomery County and its place as the "country club suburb" of the nation's capital, see Montgomery County: Home Community of the Nation's Capital. (Washington, DC: Judd and Detweiler, 1932). Copy located in the "Montgomery County History" Vertical file, Montgomery County Public Library, Rockville, MD.

15. Heibert and MacMaster, A Grateful Remembrance, 265-270.

16. Evening Star (Washington), May 26, 1923.

17. For a list of all plats filed and an overview of suburban development in the county in the 1920s, see Rebeck, "Montgomery County in the Early Twentieth Century." Report on file, M-NCPPC, Silver Spring, Md.

18. Heibert and MacMaster, A Grateful Remembrance, 267-270.

19. Ibid.

20. Rebeck, "Montgomery County in the Twentieth Century," Report on file at M-NCPPC, Silver Spring, Md.

21. Jackson, Crabgrass Frontier, 195-218.

22. Jackson, Crabgrass Frontier, 212-213; and see also Heibert and MacMaster, A Grateful Remembrance, 301-303.

23. Heibert and MacMaster, A Grateful Remembrance, 302-303; and see also Offutt, Bethesda, 419.

24. Heibert and MacMaster, A Grateful Remembrance, 303.

25. Heibert and MacMaster, A Grateful Remembrance, 253-255.

26. Offutt, Bethesda, 187-190.

27. As part of this project, the municipal records of Section 3, Section 5, the Town of Chevy Chase, and Martin's Additions were searched for materials related to building permits. The only substantial collection of permits that was found was located in the Town records that covered the years 1933 to 1959. The Town and Section 5 retain possession of their municipal records; these can be seen by researchers by appointment. Section 3 has deposited its early papers at the Chevy Chase Historical Society and Martin's Additions' community records are stored at the Montgomery County Historical Society. Similar building regulations can be found in the records of each municipality.

28. "Minute Book of the Chevy Chase Citizen's Association, Section 5," 1916-1923. In the possession of the Village of Section 5, Chevy Chase, Maryland.

29. "Report of the Superintendent, February 11 to March 10, 1932," Secretary's Minutes, Citizen's Committee Section 4, In the possession of the Town of Chevy Chase, Maryland.

30. "Important Notice," June 30, 1939. Secretary's Minutes, Citizen's Committee Section 4, In the possession of the Town of Chevy Chase, Maryland.

31. Wallace Janssen, "A Look Back At The Village of Martin's Additions." Unpublished typescript on file at the Chevy Chase Historical Society.

32. "Proposed Ten-Year Development Program for Martin's Additions to Chevy Chase, Md," presented by Ralph H. Chase." In the Records of Martin's Additions," Vertical File, 1931. Montgomery County Historical Society.

33. Frank H.M. Klinge, Atlas of Montgomery County, Maryland, Vol. 1. (Lansdale, PA: Frank H.M. Klinge, 1941), 5.

34. George Winchester Stone, Jr., "My Local Habitation and its Name: Reminiscences of the Quality of Life in Martin's Third Addition to Chevy Chase, 1909-1930." Unpublished typescript on file at the Chevy Chase Historical Society. Stone's memoir is one of the most useful and interesting of earl Chevy Chase resident's recollections. A substantial portion of the manuscript has been published in Offutt, Bethesda, 177-183.

35. Frank H.M. Klinge, Atlas of Montgomery County, Maryland, Vol. 1. (Lansdale, PA: Frank H.M. Klinge, 1931), 3.

36. A remarkable account ledger entitled, "Buildings, Permits, and Deposits," Section 3, Records, is on file at the Chevy Chase Historical Society. This ledger identifies by lot and block number every parcel for which a building deposit and permit fee was received and who submitted the deposits and fees between 1922 and 1955. Used in conjunction with tax maps and community directories, it is possible to identify contractors and builders who erected many of the houses in Section 3.

37. April 29, 1925. Section 3, Minutes, 1912-1926.

38. LeoGrande, "'No Gain': Portrait of a Yeoman Family Farm in Montgomery County, Maryland; and "Offutt, Bethesda, 156.

39. Town of Chevy Chase, 1-43. This monograph prepared under the auspices of the Town of Chevy Chase, provides an outstanding introduction to the history of this municipality and Chevy Chase in general.

40. Jackson, Crabgrass Frontier, 174-177.

41. The Maryland News, June 7, 1929.

42. Building Permits, 1934-1959, Records of the Town of Chevy Chase. Used with permission of the Town and on file in their archives.

43. "History of the Home Builders Association of Metropolitan Washington," Home Builders Monthly (June 1954), 7, 9, and 11; and "History of the Home Builders Association of Metropolitan Washington," Home Builder (December 1958), 8-27. Quotation can be found in the latter article on page 8.

44. "History of the Home Builders Association of Metropolitan Washington," Home Builder (December 1958), 8-27.

45. "An Interview with David S. Orem," by Mary Anne Tuohey and Marjorie Zapruder, March 21, 1988. Chevy Chase Historical Society Oral History Project. Transcript on file at the Chevy Chase Historical Society; Interview with David S. Orem by William Bushong, January 24, 1997; Offutt, Bethesda, 195-196. Municipal records of the Town, Section 5, and Section 3 show numerous entries of the Troth-Simpson connections. See note 119 for the locations of these records.

46. "Building Permits, and Deposits." Section 3, Records; "Account Ledger Book," 1923-1930," Section 5, Records.

47. Evening Star (Washington), February 27, 1926.

48. Evening Star (Washington), April 10, 1926 and March 27, 1927.

49. For Harry Martin's deed covenants, see Land Records, Liber JLB 192, Folio 378. Professor William LeoGrande provided this reference.

50. Offutt, Bethesda, 156.

51. Notice of the construction of the Glassie house and attribution to Totten was recorded in the Montgomery County Sentinel, February 4, 1910; information on the Devereaux house and its designer came from the Waggaman and Ray Papers, #138, Prints and Photographs, Library of Congress, Library of Congress; and for attribution of Jullien as designer of the remodeling of Boxwood, see Bud and Claire Lent, Boxwood: A House's History in Chevy Chase, Copy on File, M-NCPPC.

52. Evening Star (Washington), March 6, 1926; and for the promotional piece, see the Maryland News, June 7, 1929.

53. Arthur Heaton's drawings produced for Shannon and Luchs Building Corporation are housed with his office's collection at the, Prints and Photographs Division of the Library of Congress. Building Permits, 1934-1959, Records of the Town of Chevy Chase. Used with permission of the Town and on file in their archives.

54. Evening Star (Washington), May 26, 1934; Dan Kirkhuff, "A Model Block of Houses. . . Washington's Hamlet." Architectural Forum, vol. 63, (November 1935): 526-527.

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55. Washington Daily News, October 3, 1958.

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9. Major Bibliographical References

Survey No. M: 35/13/4

See continuation sheets

10. Geographical Data

Acreage of nominated property 704 acres

Quadrangle name Washington West, D.C.-MD.-VA Quad

Quadrangle scale 1:24,000

Verbal boundary description and justification

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

state NA	code	county	code
state	code	county	code

11. Form Prepared By

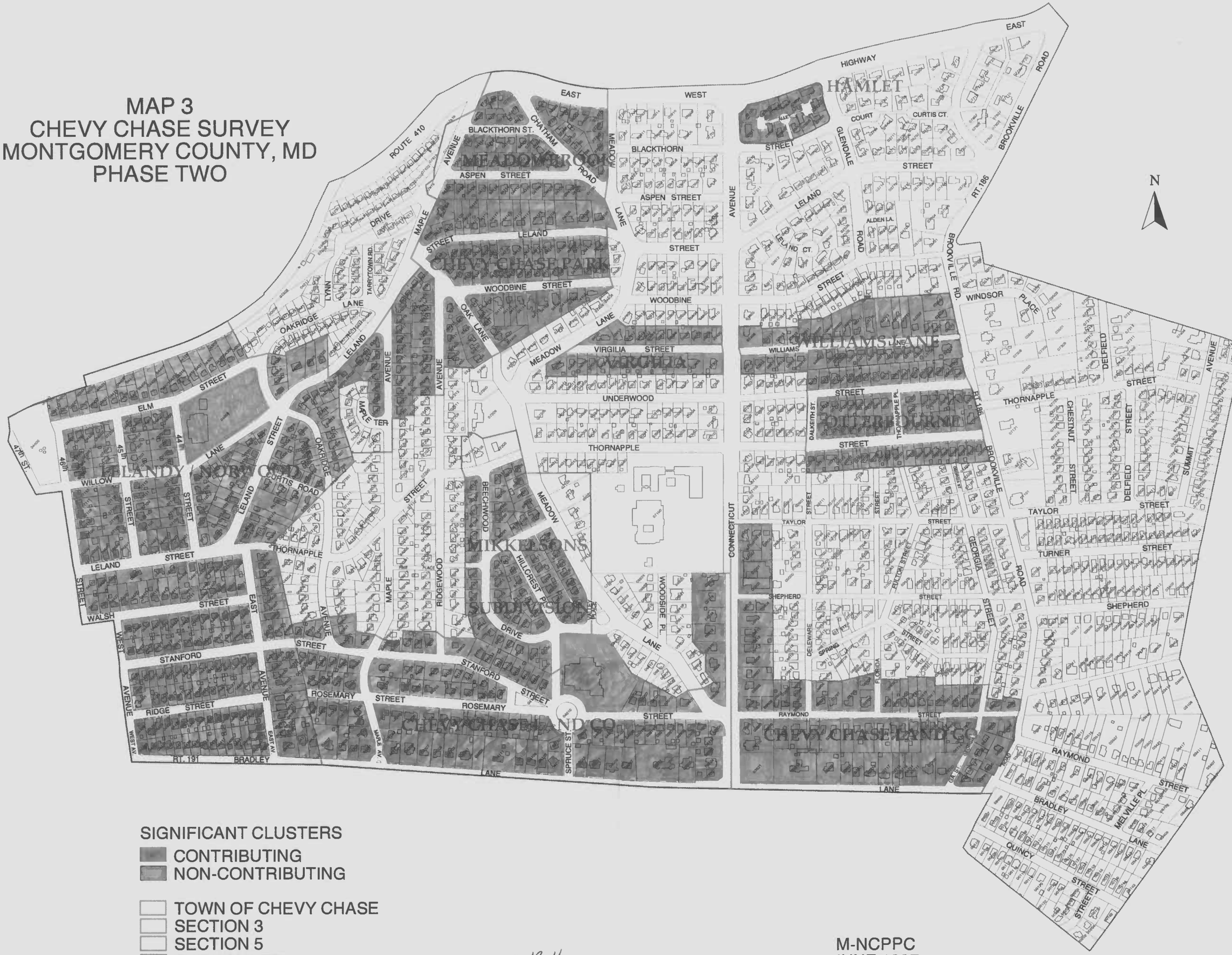
name/title	William Bushong, Clare Lise Cavicchi, Robin Ziek, Historic Preservation Planners		
organization	Maryland-National Capital Park and Planning	date	June 30, 1997
street & number	8787 Georgia Avenue	telephone	301-495-4570
city or town	Silver Spring	state	MD

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

MAP 3
CHEVY CHASE SURVEY
MONTGOMERY COUNTY, MD
PHASE TWO



SIGNIFICANT CLUSTERS
- CONTRIBUTING
- NON-CONTRIBUTING

- TOWN OF CHEVY CHASE
- SECTION 3
- SECTION 5
- THE HAMLET

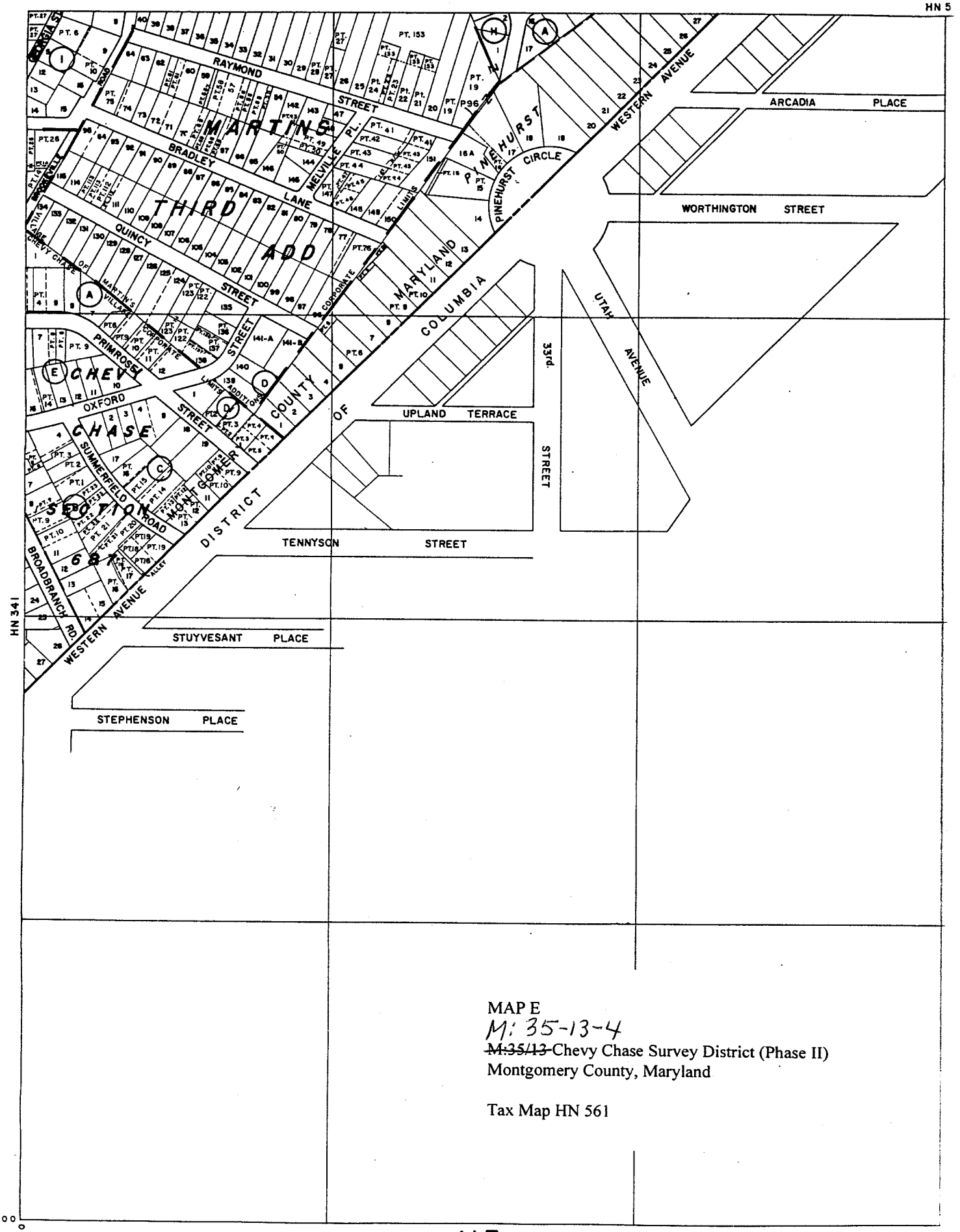
M:35-13-4

M-NCPPC
JUNE 1997

HN561

H5

HN 5



N1

HN 341

MAP E

M: 35-13-4

~~M:35/13~~ Chevy Chase Survey District (Phase II)

Montgomery County, Maryland

Tax Map HN 561

N26000

W18000

H5

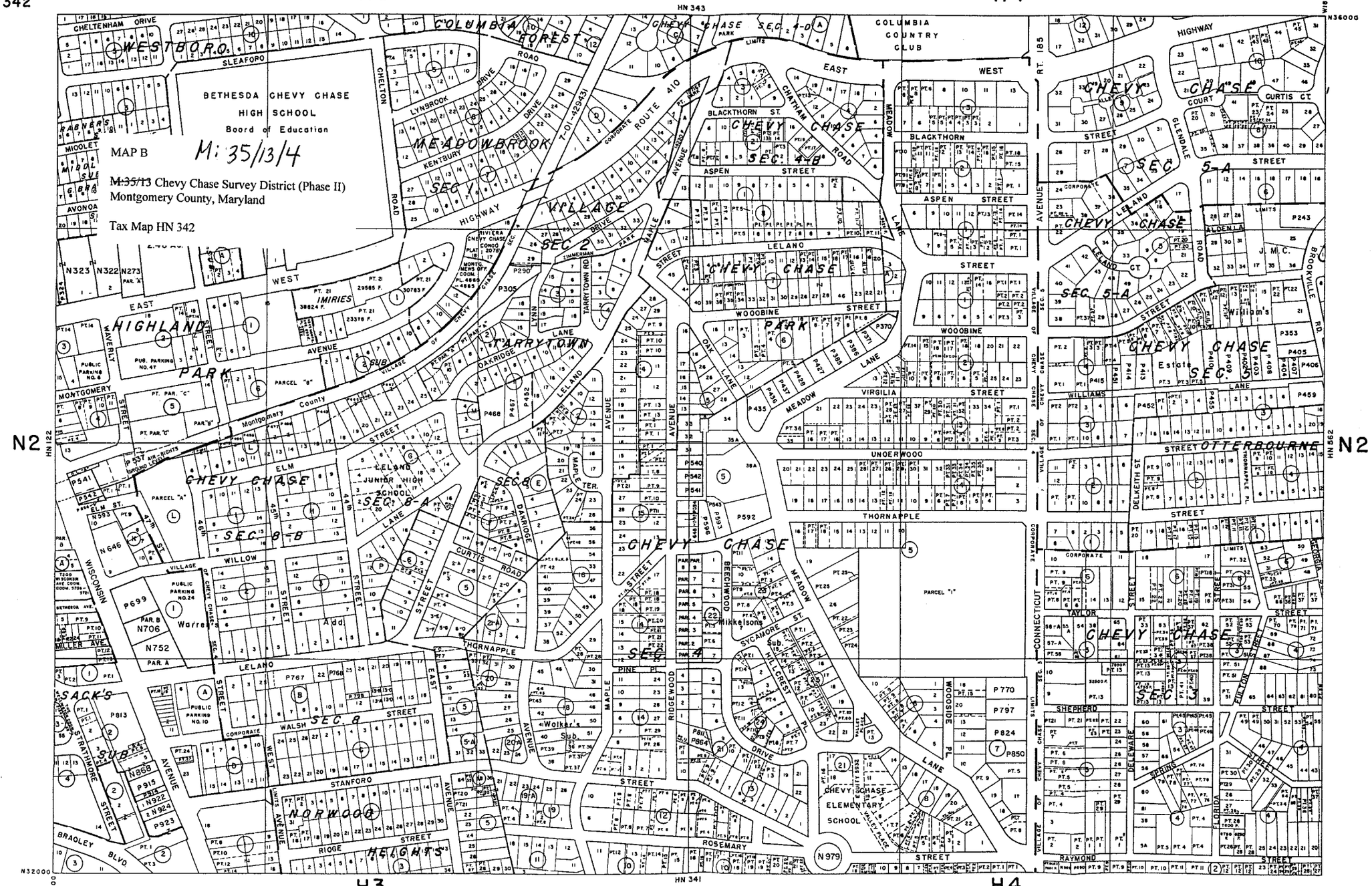
ROADS AND STREAMS ARE CONTROLLED FROM PLANIMETRIC MAPS COMPILED BY | LEGEND | THESE MAPS ARE PROTECTED

MAP D

M:35-13-4

~~M:35/13~~ Chevy Chase Survey District (Phase II)
Montgomery County, Maryland

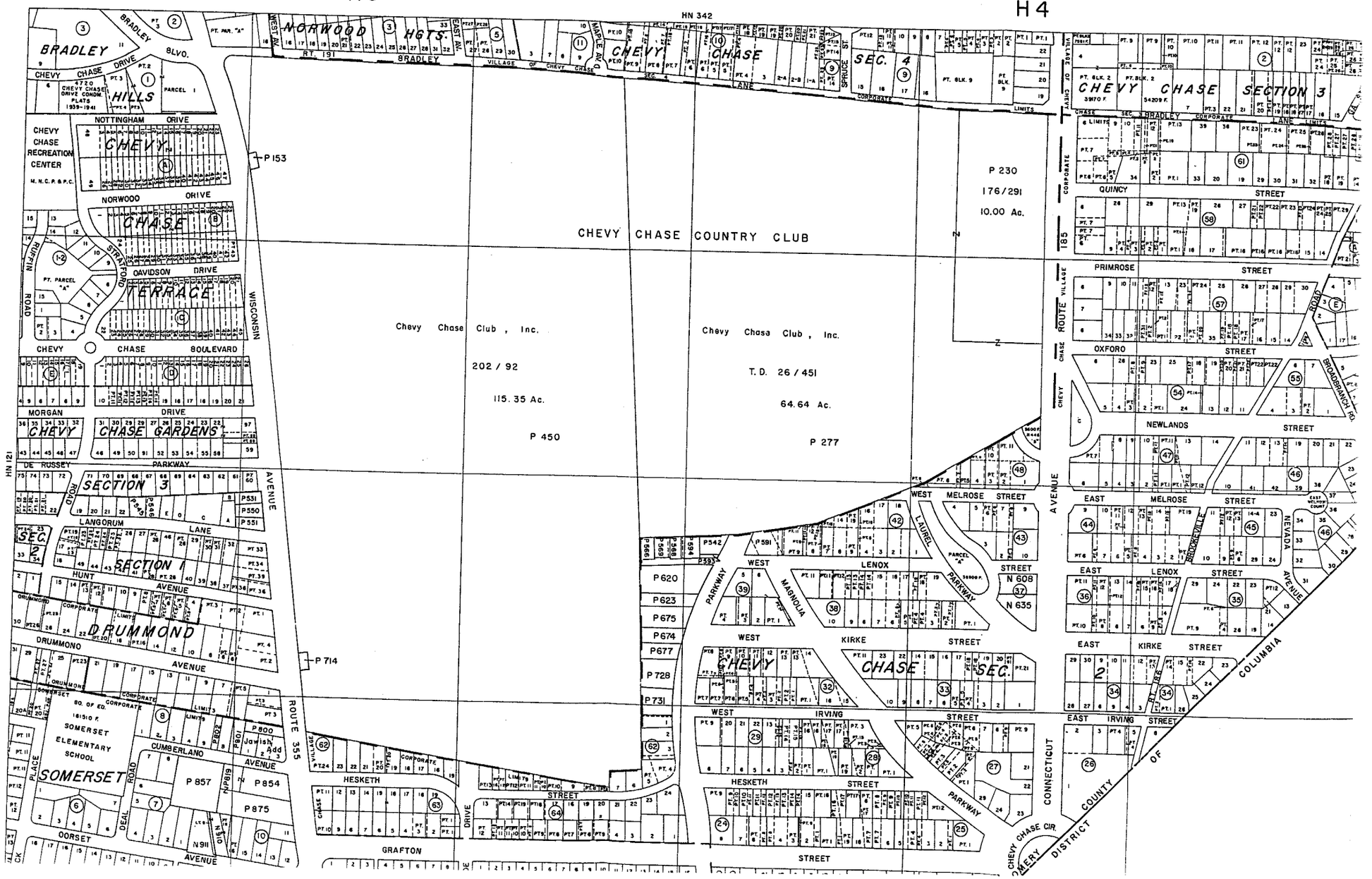
Tax Map HN 562


HN 342
H3
H4
HN 343
N2
HN 122
HN 562
HN 341
N32000
W24000
N36000
W1800
BETHESDA CHEVY CHASE
HIGH SCHOOL
Board of Education
MAP B
M: 35/13/4
~~M:35/13~~ Chevy Chase Survey District (Phase II)
Montgomery County, Maryland
Tax Map HN 342
WESTBORO
COLUMBIA FOREST
MEADOWBROOK
VILLAGE
HIGHLAND PARK
TARRYTOWN
CHEVY CHASE
COLUMBIA COUNTRY CLUB
LELAND JUNIOR HIGH SCHOOL
NORWOOD HEIGHTS
SACK'S SUB
CHEVY CHASE ELEMENTARY SCHOOL
PARCEL "1"
Mikkelsons
Walker's Sub.
Warren's Add.
Williams Estate
OTTERBOURNE
THORNAPPLE
LELAND
WOOBINE
UNDERWOOD
VIRGILIA
ASPEN
BLACKTHORN
EAST
WEST
ELM
WILLOW
WALSH
STANFORD
RIDGE
ROSEMARY
RAYMOND
SHEPHERD
TAYLOR
MONTGOMERY
WISCONSIN
CONNECTICUT
DELAWARE
FLORIDA
BROOKVILLE RD.
RT. 185
HIGHWAY
ROUTE 410
CORPORATE LIMITS
CHEVY CHASE VILLAGE SEC. 5
CHEVY CHASE VILLAGE SEC. 3

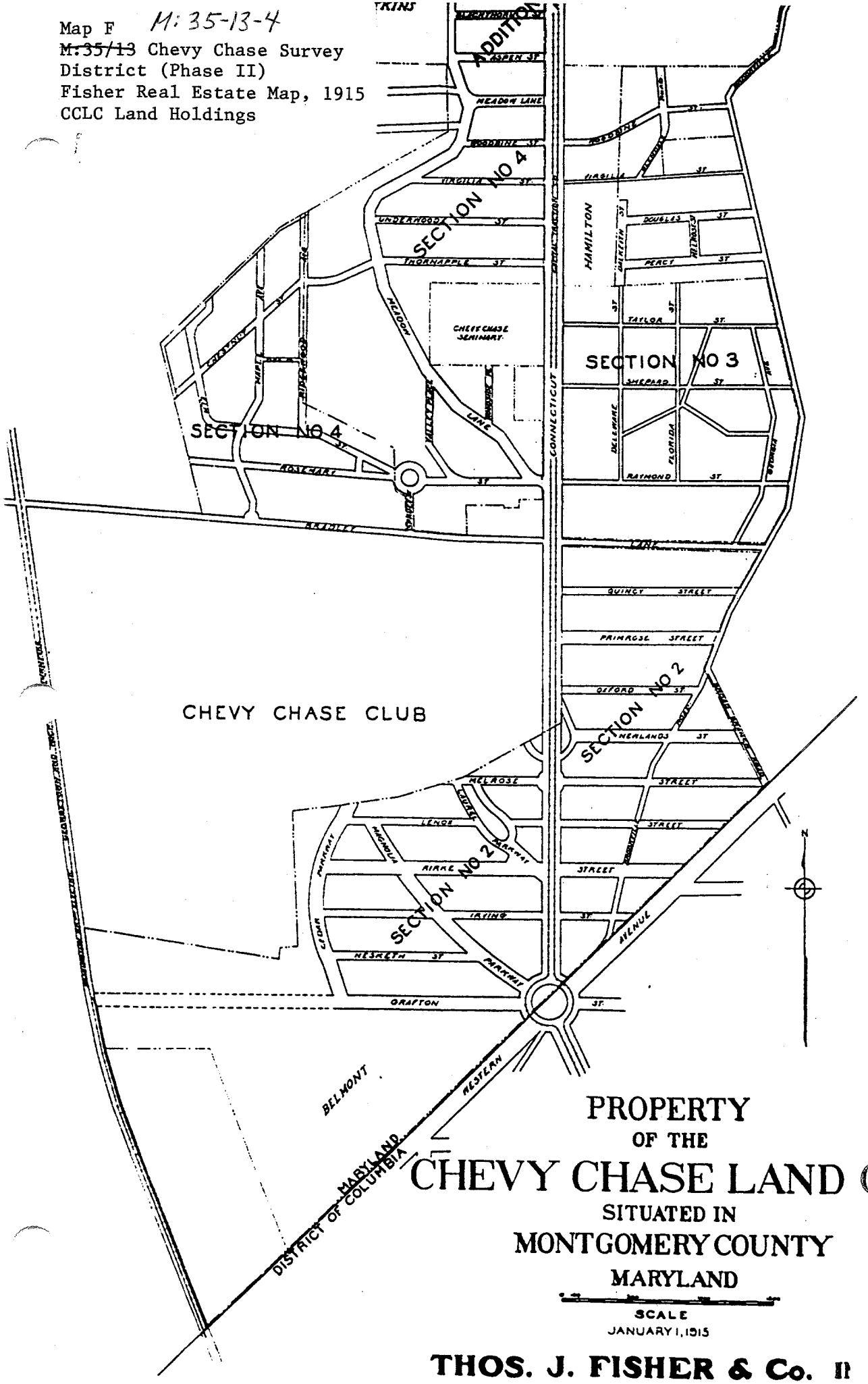
MAP C
M: 35-13-4
M: ~~35/13~~ Chevy Chase Survey District (Phase II)
Montgomery County, Maryland

Tax Map HN 341

Map HN341



Map F M:35-13-4
~~M:35/13~~ Chevy Chase Survey
District (Phase II)
Fisher Real Estate Map, 1915
CCLC Land Holdings



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

SCALE
JANUARY 1, 1915

THOS. J. FISHER & Co.

AGENTS

Map G M:35/13/4
~~M:35/13~~ Chevy Chase Survey
District (Phase II)
aldwell Map, 1915

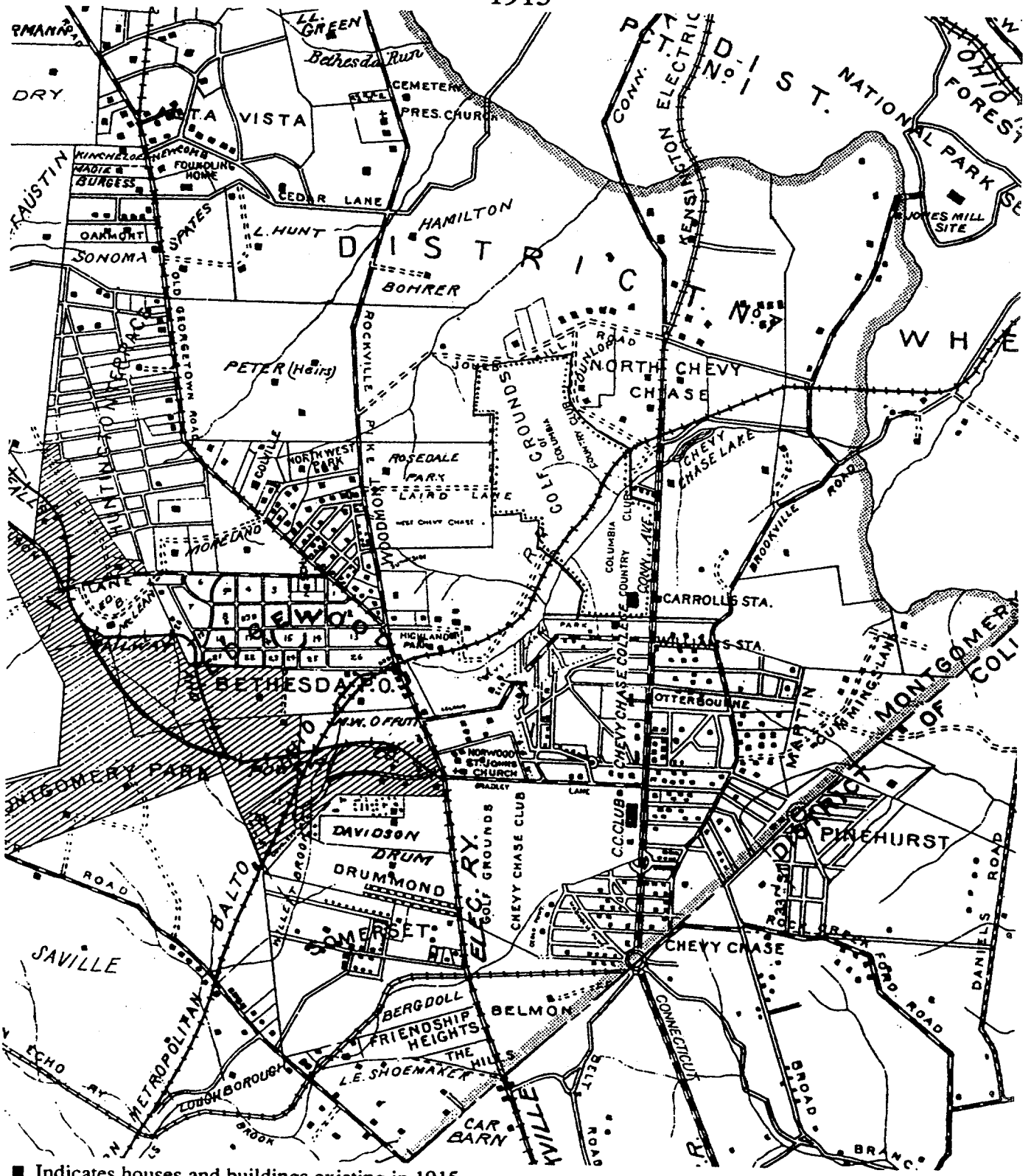
DETAIL FROM

BETHESDA DISTRICT

MONTGOMERY COUNTY, MARYLAND

Compiled by S.D. Caldwell

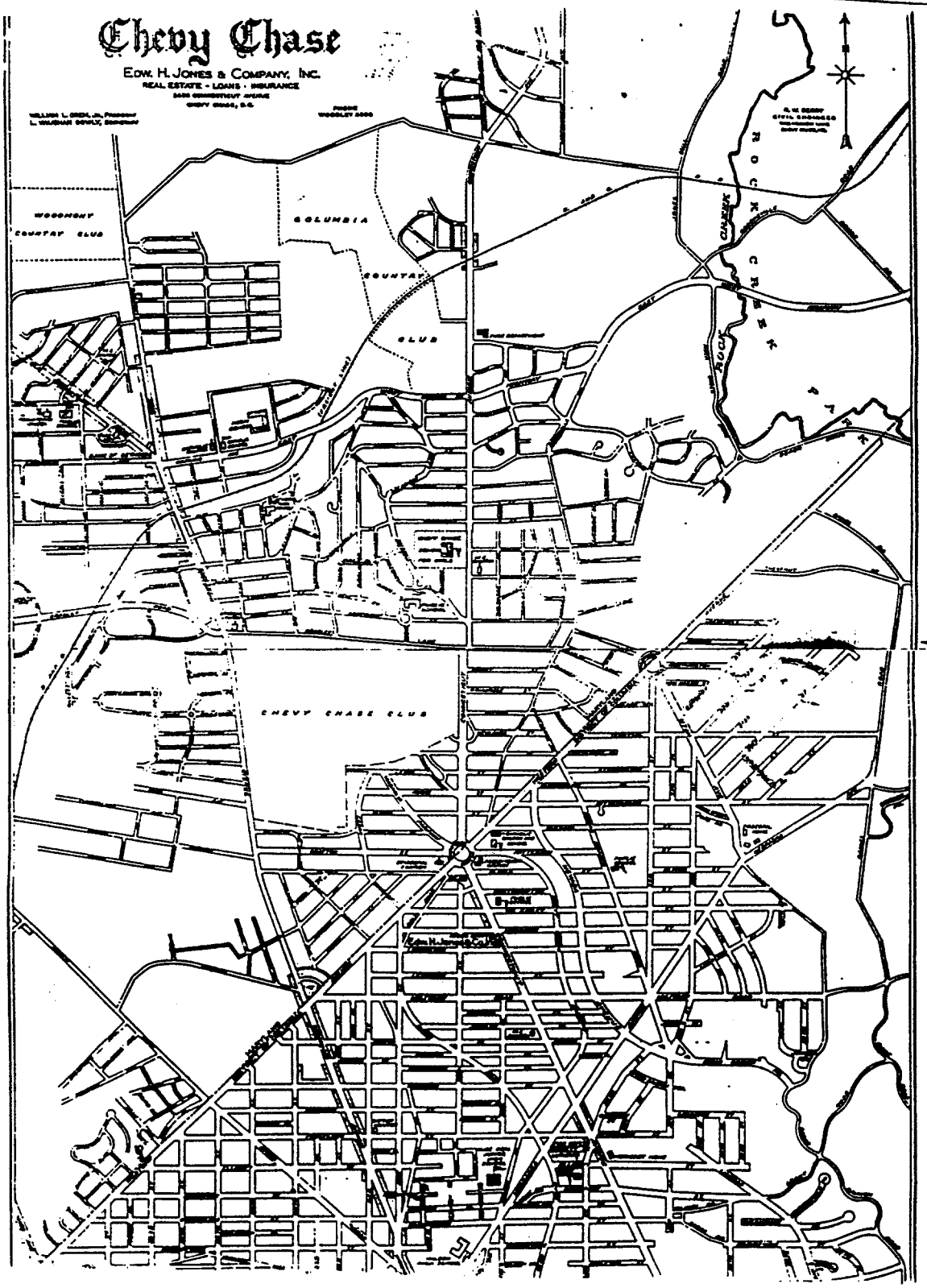
1915



■ Indicates houses and buildings existing in 1915.

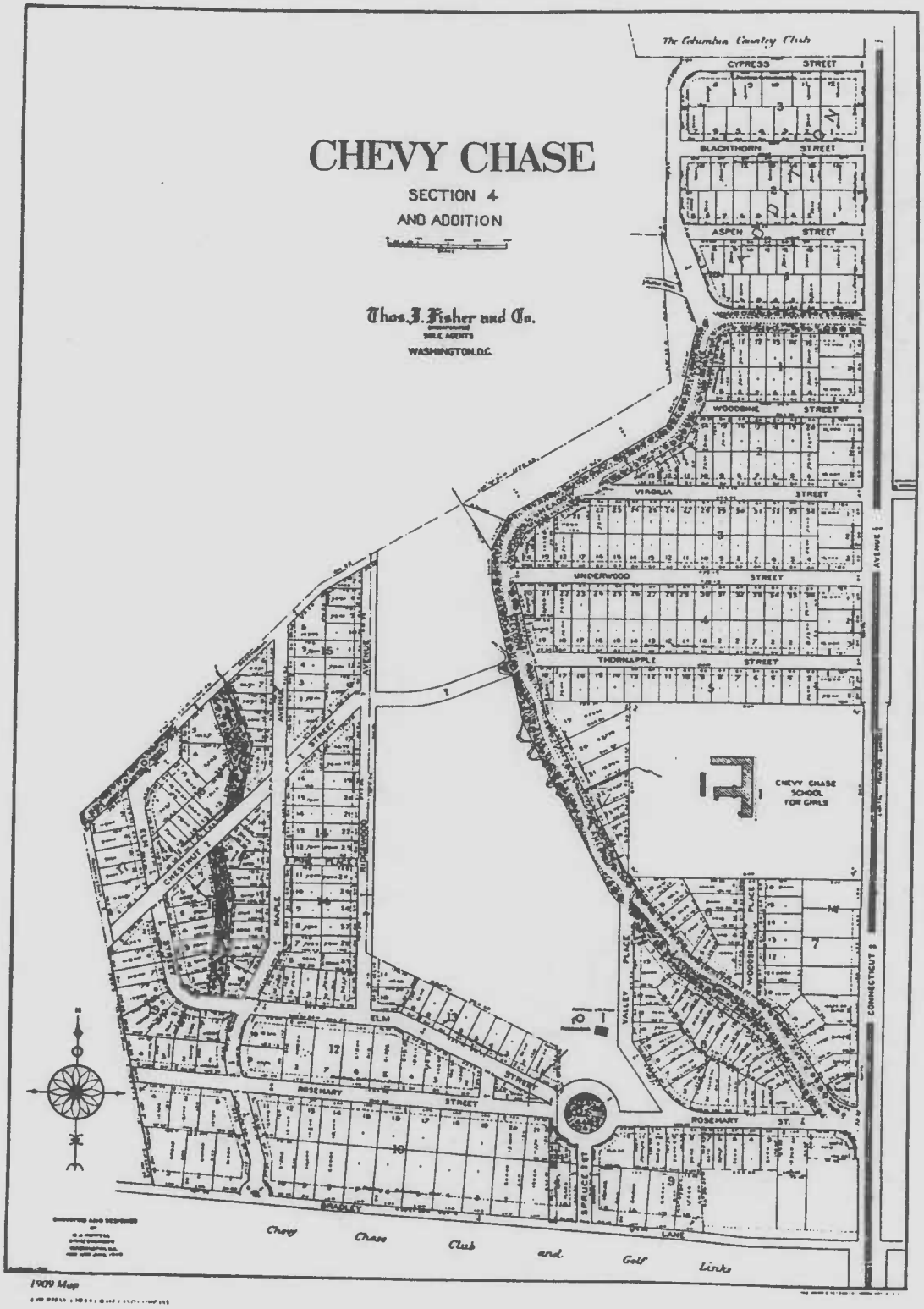
MAP COURTESY, MAUREEN ENGLISH

Map H M:35/13/4
~~M:35/13~~ Chevy Chase Survey
District (Phase II)
Edward Jones Real Estate
Map, ca. 1936



Map I M:35-13-4
~~M:35/13~~ Chevy Chase Survey District (Phase II)

Section 4 Plat, 1909



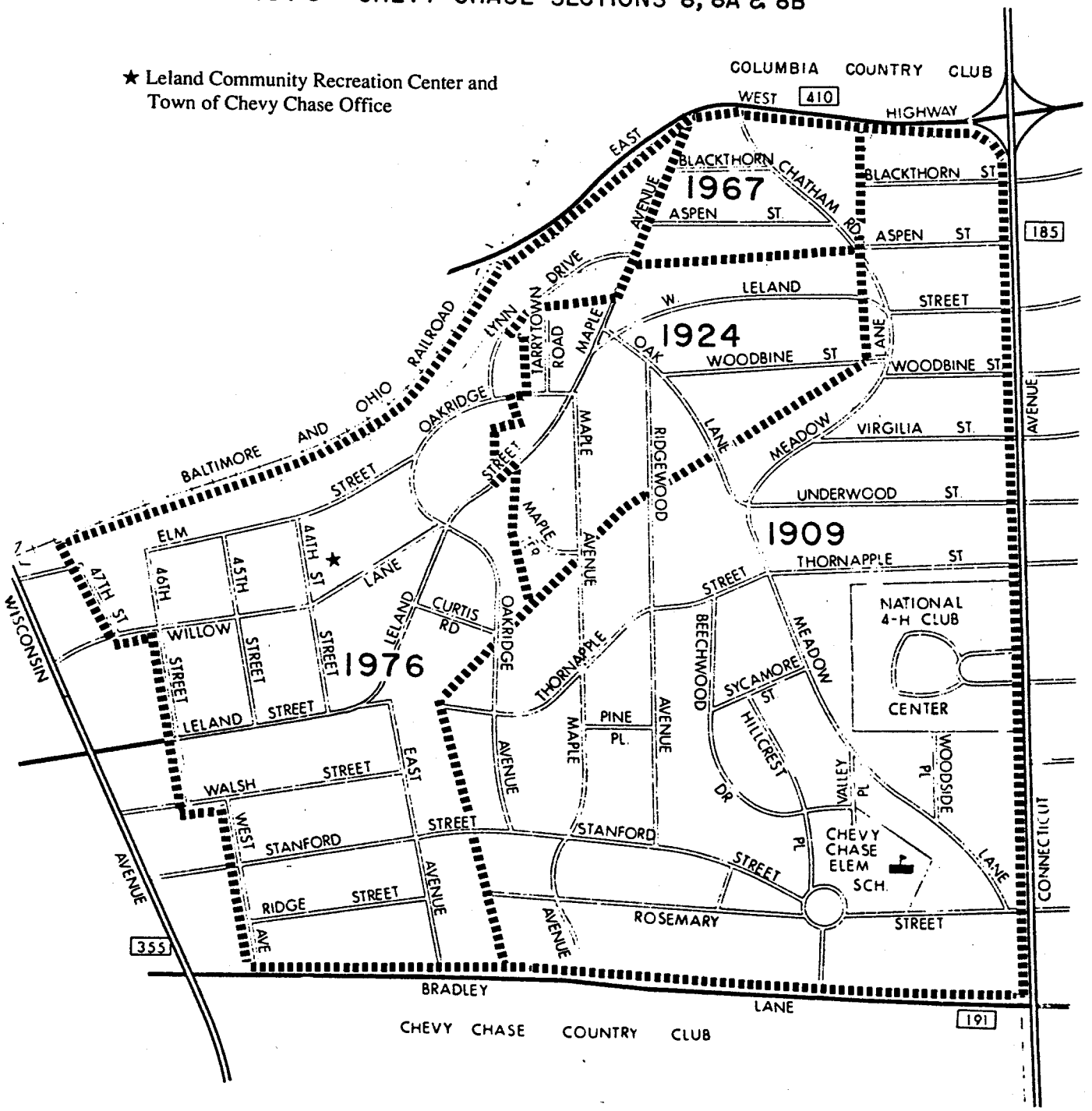
Map J M: 35-13-4
~~M-35/13~~ Chevy Chase Survey
District (Phase II)

Town of Chevy Chase
Annexation Map

GROWTH OF THE TOWN OF CHEVY CHASE

1909 CHEVY CHASE SECTION 4
1924 CHEVY CHASE PARK
1967 CHEVY CHASE SECTION 4B
1976 CHEVY CHASE SECTIONS 8, 8A & 8B

★ Leland Community Recreation Center and Town of Chevy Chase Office



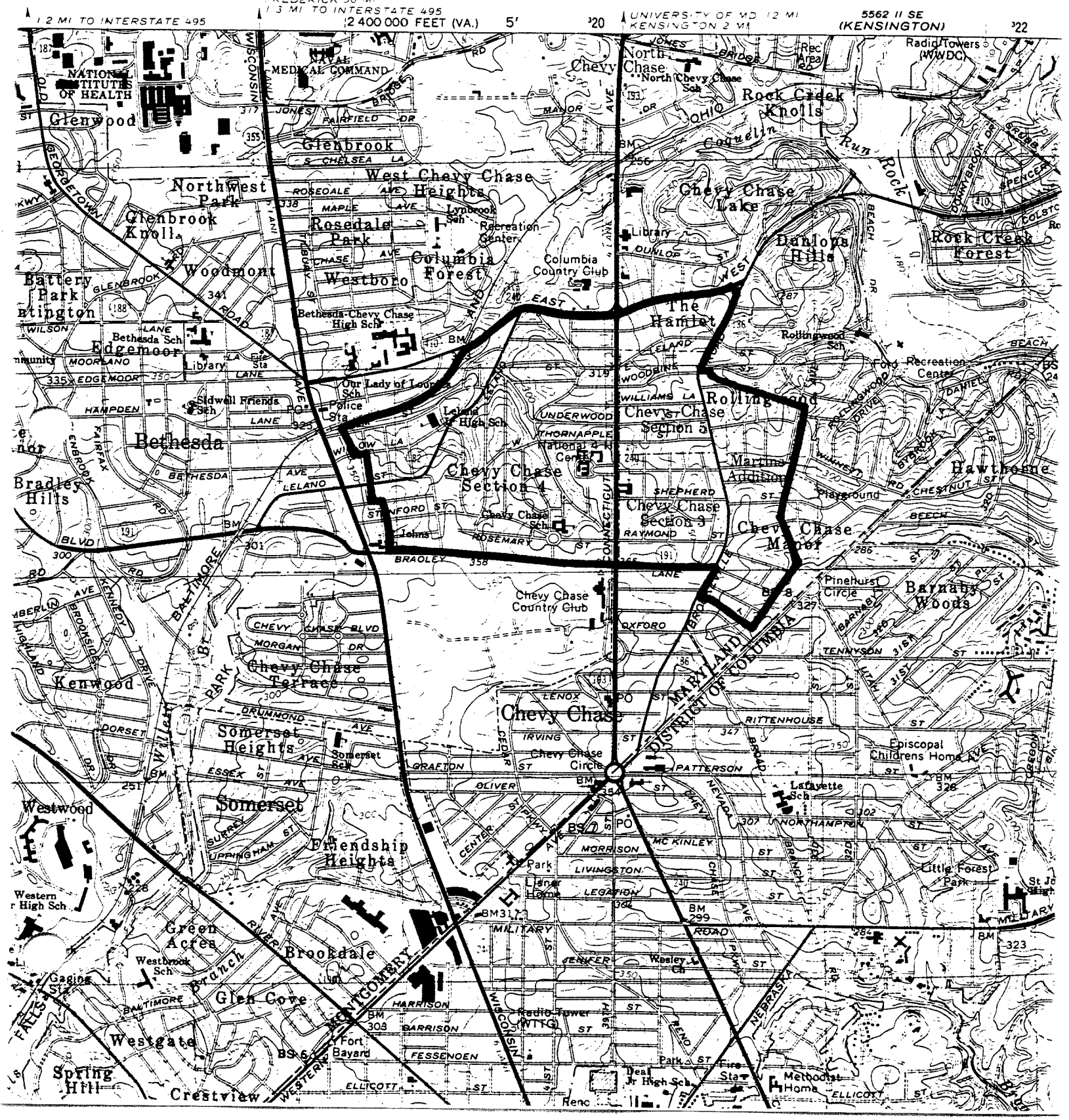
MAP A

M: 35-13-4

~~M:35/13~~ Chevy Chase Survey District (Phase II)
Montgomery County, Maryland

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

S
INTERIOR
VEY



M. 35/13/4

Chevy Chase Survey District

Town of Chevy Chase

Montgomery County, MD

Clare Lise Cavicchi

6.25.97
Negatives at:
MD. SHPO

View Northeast on Leland Street
toward Oak Lane

STARLB 00868 NHNRP

M 35/13/4

Chevy Chase Survey District

Town of Chevy Case

Montgomery County, MD

Clare Lise Cavicchi

6. 25 1997
negatives at:
MD SHPO

View Northwest on Leland Street
from Meadow Lane

STARLB 00868 MHMH

M: 35/13/4

Chevy Chase Survey District

Town of Chevy Chase

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997

Negatives at:
MD SHPO

View Southeast on Maple Ave
From Maple Terrace

STARLB 00868 MNN7A

M: 35/13/4

Chevy Chase Survey District

Town of Chevy Chase

Montgomery County MD

Clare Lise Carucci

6. 25. 1997

Negatives at:

MD SHPO

View Southeast on Maple Avenue

from Leland Street

STARLB 00868 HNN8D

M: 35/13/4

Chevy Chase Survey District

Town of Chevy Chase

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997

Negatives at:
MD SHPO

View Northwest on Beechwood Drive
toward Sycamore Street

STARLB 00868 NNNSA

M 35/13/4

Chevy Chase Survey District

Town of Chevy Chase

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997

Negatives at:
MD SHPO

View South on Beechwood Drive
From Sycamore Street

STARLB 00868 NNN6A

M: 35/13/4

Chevy Chase Survey District

Section 3

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997
Negatives at:
MD SHPO

View Northwest on Bradley Lane
toward Connecticut Avenue

STARLB 00868 HHN6B

M: 35/13/4

Chevy Chase Survey District

Martin's Additions

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997
Negatives at:
MD SHPO

View West on Raymond Street
toward Melville Place

STORLB 00868 MNN48

M: 35/13/4

Chevy Chase Survey District

Martin's Addition

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997
negatives at:
MD SHPO

View West on Turner Street
toward Brookville Road

STARLB 00868 NNN6B

M: 35/13/4

Chevy Chase Survey District

Section 3

Montgomery County. MD

Clare lise Cavicchi

6 25 1997

Negatives at:

MD SHPO

View Northwest on Raymond Street

toward Florida Street

STARLB 00868 MHH7D

M 35/13/4

Chevy Chase Survey District
Section 5
Montgomery County, MD
Clare Lise Cavicchi

6.25 1997
Negatives at:
MD SHPO

View West on Williams Lane
from Brookville Road

STARLB 00868 HHNSA

M: 35/13/4

Chevy Chase Survey District

The Hamlet Block

Montgomery County, MD

Clare Lise Cavicchi

G. 25 1997
Negatives at:
MD SHPO

View North on Blackthorn Street
Between Connecticut Ave. + Glendale Rd.

STARLB 00868 NNN4A

M: 35/13/4

Chevy Chase Survey District

Section 5

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997

Negatives at:
MD SHPO

View East on Thornapple Street

from Thornapple Place

M: 35/13/4

Chevy Chase Survey District

Section 5

Montgomery County, MD

Clare Lise Cavicchi

6.25.1997

negatives at:
MD SHPO

View East on Thornapple Street

from DelKeith Street

STAPLE GOES HERE

M 35/13/4

Chevy Chase Survey District

7 8 1 01

Montgomery County, MD

Bill Bushong

4/97

Neg.'s at MD SHPO

3806 Williams Ln. (Sec. 5)

View to south

M 35/13/4 E1X01

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg.s at MD SHPO

3510 Thornapple St.

View Northeast E1X01

(Section 5)

10 x 13

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Bill Bushong
4/1997
neg. location:
Maryland SHPO
4500 Leland St., southeast view
(Town of Chevy Chase)

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
. Bill Bushong
3/1997
Neg. location:
Maryland SHPO
3815 Williams Lane, south elevation
(Section 3, Chevy Chase)

M 35/13/4 5 x 01

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3518 Thornapple St.

View northeast

(Sec. 5)

M: 35/13/4
Chevy Chase Survey District
Montgomery County, MD
. Bill Bushong
. 4/97

Negatives at MD SHPO

3518 Thornapple St.
"No Gain"
View ~~South~~ Southwest
(Section 5)

BOX 11

M: 35/13/4

Chevy Chase Survey District

Montgomery Co., MD

Clare Lise Cavicchi

3/1997

Neg. Location:

Maryland SHPO

3807 Williams Lane, northeast view

(Section 5, Chevy Chase)

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Bill Bushong
2.97
Neg. Location:
Maryland SHPO
3707 Williams Lane, south elevation
(Section 5, Chevy Chase)

M: 35/13/4

Chevy Chase Survey District

Montgomery Co., MD

B.11 Bushong

3/1997

Neg. Location:

Maryland SHPO

3705 Underwood St., south elevation

(Section 5, Chevy Chase)

4428

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD
Clare Lise Cavicchi
4/97
Negs at MD SHPO
4428 Stanford (Town)
View to south

CCL_51

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Neg.s at MD SHPO

EB-821

3906 Virgilia (Town)

View to SE

M 35/13/4

Chevy Chase Survey District
Montgomery County, MD

B.11 Bushong
4/97
Neg.'s at MD SHPO

3911 Aspen St. (Town)
View to north

cont'd

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Kathy Schuler

11/1996
Neg. Location:
Maryland SHPO
6609 Brookville Rd., NW elevation
(Martin's Additions)

M: 35/13/4 (10) x 22

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

~~7~~ 15 Brookville Rd. (Sec. 5)

View to n~~e~~ast

#85

M. 35/13/4
Chevy Chase Survey District
Montgomery County. MD
Bill Burleigh
Neg's at MD SHPO 4/97

6819 Connecticut Ave. (sec. 3)
View to
east

M 35/13/4

Chevy Chase Survey District 6A 19
Montgomery County, MD

Bill Bushong
4/97
Neg.'s at MD SHPO

3711 Taylor (Sec. 3)
View to northeast

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Leslie Anderson

12/96

Neg.s at MD SHPO

3410 Cummings Ln (Martin's Add)

View to South

ST-20

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

3806 Shepherd St, (see. 3)

5 B 21.4

View south

M 35/13/4

Chevy Chase Survey District 6

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3712 Woodbine (Sec. 5)

View to south

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

3608 Raymond St.

(Sec. 3)

View to south west

0039

M 35 1.3/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

7200 Connecticut Ave. (Town)

View northwest

M 35/13/4

Chevy Chase Survey District

Montgomery County MD

Bill Buchanan

4/97

Negs at MD SHPO

3717 Bradley Lane

View northeast (Sec. 3)

M. 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

9-5-61 4/97

Negs at MD SHPO

Chevy Chase Elementary School (Town)

View southwest

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Negs at MD SHPO

Chevy Chase Elementary School

Rosemary St. (Town)

View northwest

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

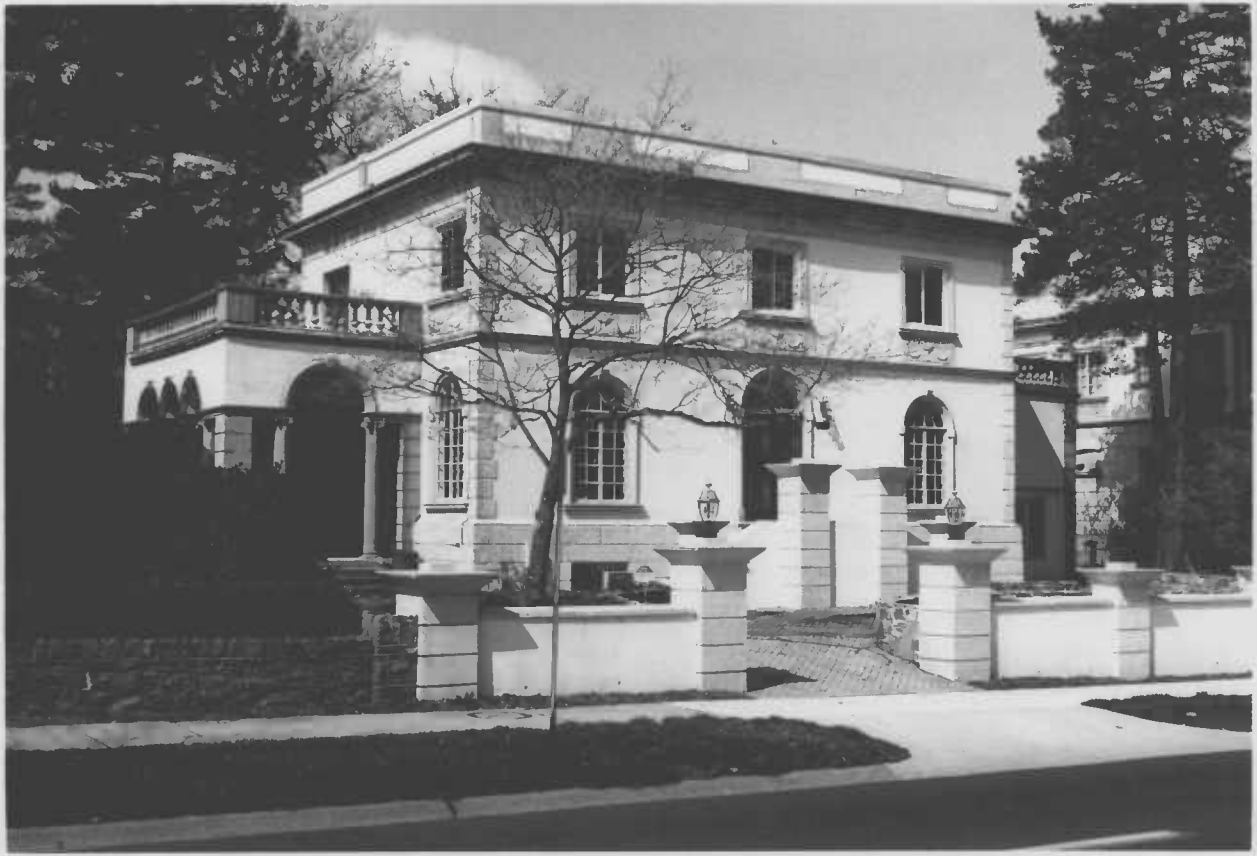
Neg's at MD SHPO

Chevy Chase Elementary School

Rosemary St.

(Town)

View North



M 35 1:3/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

7202 Connecticut Ave.

(Town)

View West

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Bill Bushong
4/1997
Maryland SHPO for Neg.
7204 Connecticut Ave., east elevation
(Town of Chevy Chase)

M: 35/13/4

Chevy Chase Survey District

Montgomery County. MD

Bill Bushong

4/97

Neg's at MD SHPO

3807 Bradley Lane (Sec. 3)

view north

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bensley

4/97

Neg's at MD SHPO

6515 Brookville Rd. (Martin's Add.)

View northeast

8F9

380

M. 35/13/4

Chevy Chase Survey District

Montgomery County. MD

Bill Bushong

4/97

Negs at MD SHPO

3803 Bradley Lane (Sec. 3)

View North

SB 16

3003

M: 35/13/4 5491

Chevy Chase Survey District

Montgomery County. MD

Bill Bushey

4/97

Neg.'s at MD SHPO

3905 Blackthorn St. (Town)

View North

M. 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs. at MD SHPO

3912 Aspen St. (Town)

View southwest

4/8 91

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

3911 Bradley Lane (Town)

View northwest

M 35/13/4 #185

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg.s at MD SHPO

3815 Bradley Lane (Sec. 3)

View northwest

M 35/13/4 01 091

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Negs at MD SHPO

4109 Leland St.

(Town)

View to north

M 35/13/4

Chevy Chase Surey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Neg's at MD SHPO

6907 Maple Ave. (Town)

View to east

13C 20

M. 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

7108 RIDGEWOOD (TOWN)

View to west

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3814 Williams (Sec. 5)

View to South

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3801 Williams Ln.

(see. 5)

View to north

10 of 10

M. 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3609 Underwood St.
(Sec. 5)

View to north

EE 8 101

M: 35/13/4

Chevy Chase Survey District 15

Montgomery County, MD

B.11 Bushong

4/97

Neg's at MD SHPO

3608 Underwood (Sec. 5)

View to South

MI 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

7102 Florida Ave. (Sec. 3)

View to east

60-7

M: 35/13/4

6-29

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong
4/97

Neg's at MD SHPO

7005 Georgia St.

(see. 3)

View to ~~East~~

M 35 13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

3609 Sprig St.

(see. 39

View North

E 28

M: 35/13/4
Chevy Chase Survey District
Montgomery County, MD
B. Il Bushong
4/97
Neg's at MD SHPO

7315 Delfield (Martin's Add.)
View to west

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Leslie Anderson

12/96

Negs at MD SHPO

3512 Raymond (M.A.)

View To Southwest

M: 35/13/4

Chevy Chase Survey District 61 781

Montgomery County, MD

Clare Rice Cavicchi

4/97

Negs at MD SHPO

6908 Ridgewood (Torn)

View to

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg.'s at MD SHPO

3700 Raymond St.

(section 3)

View South

6E 10

3613

M: 35/13/4

Chevy Chase Survey District

Montgomery Co., MD

Clare Lise Cavicchi

3/1997

Neg. Location:
Maryland SHPO

3613 Underwood, northwest view

(Section 5, Chevy Chase)

M: 35/13/4 12 of 71

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Neg: at MD SHPO

7320 Meadow Lane (Town)

View to northwest

M: 35/13/4
Chevy Chase Survey District
Montgomery County MD
Clare Lise Cavicchi
4197
Neg.'s at MD SHPO

4106 Leland (Town)
View to southwest

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3808 Woodbine St.
(See 5)

View to south

1 of 25

NO
PARKING
ANY
TIME

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3808 Raymond (Sec. 3)

View to South

139

M: 35/13/4
Chevy Chase Survey District
Montgomery County, MD
B.11 Bushong
4/97
Neg's at MD SHPO

3414 Shepherd St.
(Martin's Add.)
View to South

8F-22A

M 35/13/4

Chevy Chase Survey District
Montgomery County, MD

Negs at MD SHPO

6H 11
6806 Delaware St. (Sec. 3)
View ~~West~~

6H-11

M: 35/13/4

Chevy Chase Survey District
Montgomery County, MD
Bill Bushong
4/97
Neg.'s at MD SHPO

3706 Williams Lane
(Sec. 5)
View to south

10TB49

M: 35/13/4 51 151

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

4313 Elm St. (Town)

View to North

M: 35/3/4

Chevy Chase Survey District

Montgomery County, MD

B. Bushong

4/97

6F-16

Negs at MD SHPO

3805 Raymond (Sec. 3)

View to northwest

6F-15

M: 35/13/4

Chevy Chase Survey District

Montgomery County MD

Bill Bushong

4/97

6C-22

Negs at MD SHPO

7109 Fulton St. (sec. 3)

View to n/east

6C22

M 35 1/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg.s at MD SHPO

7103 Georgia St.

(section 3) 6 C 4

View to nw

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Leslie Anderson

11/96

MA1-5

Neg.s at MD SHPO

7210 Chestnut (M.A.)

View to west

MA1-5

M 35/13/4 9 of 18

Chevy Chase Survey District

Montgomery County, MD

Leslie Anderson

12/96

Neg's at MD SHPO

3505 Cummings Lane

View to (N.A.)

North

21 MW

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Leslie Anderson

11/96

Negs at MD SHPO

7203 Chestnut St. (Martin's Addition)

View to East

E/ HH

M 35/13/4
Chevy Chase Survey District
Montgomery County, MD
Leslie Anderson
11/96
Negs at MD SHPO

7205 Chestnut St.
(Martin's Add.)
View to East

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3509 Windsor Pl.

(Sec. 5)

View to northeast

(10) of 5

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Burbery

4/97

Neg's at MD SHPO

1-801

3806 Woodbine St

(Sec. 5)

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Negs at MD SHPO

7106 Meadow Lane (Town)

View to

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Bill Bushong 4/97

Neg. location:
Maryland SHPO
7214 Maple St., east elevation
(Town of Chevy Chase)

6901

M=35/13/4

Chevy Chase Survey District

Montgomery Co., MD

Clark Rise Cavicchi

2.97

Neg. location:

Maryland SHPO

6901 Oakridge St., west elevation

(Town of Chevy Chase)

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
B.11 Boshong
2.93
Neg. location:
Maryland SHPO
4213 Thornapple Street, southeast elevation
(Town of Chevy Chase)

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Kitty Schuler
11/1996: Neg. Location.
Maryland SHPO
3512 Turner Lane, north elevation
(Martin's Additions, Chevy Chase)

M: 35/13/4

Chevy Chase Survey District

Montgomery Co., MD

Clare Lise Cavicchi

3/1997

Neg. location:

Maryland SHPO

3604 Shepherd St., southeast view

(Section 3, Chevy Chase)

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
B.11 Bushong
3/97
neg. location:
Maryland SHPO
6903 Oakridge St., northeast view
(Town of Chevy Chase)

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Clare Lise Cavicchi
3/1997
Neg. Location:
Maryland SHPO
3805 Williams Lane, south elevation
(Section 5, Chevy Chase)

M: 35/13/4

Chevy Chase Survey District

Montgomery Co., MD

Clare Lise Cavicchi

3/1997

Neg. Location:

Maryland SHPO

6711 Georgia St., southeast view

(Section 3, Chevy Chase)

M. 35/13/4

Chevy Chase Survey District
Montgomery County, MD

Bill Bushong
4/97
Negs at MD SHPO

3803 Underwood St. (Sec. 5)
View to north

6705

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Clare Lise Cavicchi

3/1997
Neg. location:
Maryland SHPO
6705 Georgia St., southeast view
(Section 3, Chevy Chase)

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
B.T Bushong

3/1997
Neg. Location:
Maryland SHPO
3709 Thornapple Street, south elevation
(Section 5, Chevy Chase)

M: 35/13/4

1389

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Negs. at MD SHPO

4105 Stanford (Tour)

View to northwest

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Leslie Anderson

11/96

Neg.'s at MD SHPO

3404 Turner Ln. (Martin's Add.)

View to South

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Clare Hire Cavicchi

4/97

Negs at MD SHPO

3706 Raymond (Sec. 3)

View to

1 18101

M: 35/13/4
Chevy Chase Survey District
Montgomery County, MD
Bill Bushong
4/97
Negs at MD SHPO

7201 Connecticut Ave. (sec. 5)
View to west

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Neg.'s at MD SHPO

4209 Bradley Lane (Town)

View northwest (

M. 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

4201 Oakridge Lane

(Town)

91097 View west

M: 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg.s at MD SHPO

3715 Williams (sec. 5)

View to north

8 & 9/

EZ 1BL01

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg.s at MD SHPO

3700 Underwood St.

(Sec. 5)

View southwest

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

3708 Taylor St (sec. 3)

View to south

68 15A

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

B.11 Bushong

4/97

Neg's at MD SHPO

7307 Summit Ave. (Martin's Add.)

View to east

9/98

07 18

M 35/13/4
Chevy Chase Survey District
Montgomery County, MD
Leslie Anderson
11/96
Neg.'s at MD SHPO

3409 TAYLOR ST.
(Martin's Add'n.

View to north

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg's at MD SHPO

3701 Shepherd St. (Sec. 3)

View to North

5A 6A

M 35 113/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs. at MD SHPO

4402 Leland St. (Town)

View south

15E17

M: 35/13/4 of 191
Chevy Chase Survey District
Montgomery County, MD
Clare Lise Cavicchi
4/97
Negs at MD SHPO

4219 Leland St. (Town)
View Northeast

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Neg.'s at MD SHPO

Leland Center

View southwest

M 35/13/4

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/97

Negs at MD SHPO

7612 Lynn Dr. (Town)

View to northwest

16I 16

M 35/13/4

18 I 51

Chevy Chase Survey District

Montgomery County, MD

Bill Bushong

4/99

negs at MD SHPO

Leland Center

View West

M: 35/13/4
Chevy Chase Survey District
Montgomery Co., MD
Bill Bushong
4/1997
Neg. Location:
Maryland SHPO
4-H Complex on Connecticut Ave., east elevation (Town of Chevy Chase)

M. 35/13/4

Chevy Chase Survey District

Montgomery county MD

Clare Lise Cavicchi

2/97

Negs at MD SHPO

7012 Meadow Lane (Town)

E-IE1 View to SW

M 35/13/4 02 491

Chevy Chase Survey District
Montgomery County, MD

Bill Bushong
4/97
Negs at ~~MD~~ MD SHPO

3917 Aspen St. (Town)
View to northeast

M 35/13/4

81-741

Chevy Chase Survey District

Montgomery County, MD

Clare Lise Cavicchi

4/97

Negs at MD SHPO

7308 Maple Ave. (Town)

View to west

M: 35/13/4
Chevy Chase Survey District
Montgomery County, MD

Bill Bushong
4/97
Negs at MD SHPO

3919 Virgilia St. (Town)
View to north

1289