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NPS Form 10-900
(Rev. 11-90)

OMB No. 10024-0018

**United States Department of the Interior**
**National Park Service**

# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to compete all items.

## 1. Name of Property

Historic name: Chevy Chase, ~~Maryland~~ Historic District
Other names/site number: N/A

## 2. Location

Street & Number: Roughly bounded by Grafton Street, Cedar Parkway, Wisconsin Avenue, East-West Highway, subdivision lot lines, and Western Avenue [N/A ] Not for Publication
City or town: Chevy Chase [N/A ] Vicinity
State: Maryland Code: MD County: Montgomery Code: 031 Zip Code: 20815

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [ ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant
[ ] nationally [ ] statewide [ ] locally. ([ ] See continuation sheet for additional comments.)

_____

Signature of certifying official/Title Date

_____

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] See continuation sheet for additional comments.)

_____

Signature of certifying official/Title Date

_____

State or Federal agency or bureau

## 4. National Park Service Certification

I, hereby, certify that this property is:
National Register.
( ) see continuation sheet
[ ] determined eligible for the National Register
( ) see continuation sheet
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other, (explain:)

Signature of the Keeper Date of Action [ ] entered in the

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Chevy Chase, Maryland Historic District — Montgomery County, MD
**Name of Property** — **County and State**

## 5. Classification

| **Ownership of Property** | **Category of Property** |
|---|---|
| [x] Private | [ ] Building(s) |
| [x] Public-Local | [x] District |
| [ ] Public-State | [ ] Site |
| [ ] Public-Federal | [ ] Structure |
| | [ ] Object |

**No. Resources within Property**

| Contributing | Noncontributing | |
|---|---|---|
| ___ | ___ | Buildings |
| ___ | ___ | Sites |
| ___ | ___ | Structure |
| ___ | ___ | Objects |
| ___ | ___ | Total |

Name of related multiple property listing
N/A

Number of contributing resources previously listed in the National Register 0

## 6. Function or Use

Historic Functions (enter categories from instructions)
Domestic
Social

Current Functions (enter categories from instructions)
Domestic
Social

## 7. Description

Architectural Classification (enter categories from instructions)
Late 19th and 20th Century Revivals
Late Victorian

Materials (enter categories from instructions)
foundation STONE, CONCRETE, BRICK
walls STUCCO, WOOD, BRICK
roof SLATE, ASPHALT

**Narrative Description**
Describe the historic and current condition of the property on one or more continuation sheets

(SEE CONTINUATION SHEETS)

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Chevy Chase, Maryland Historic District — Montgomery County, MD

**Name of Property** — **County and State**

## 5. Classification

| Ownership of Property | Category of Property |
|---|---|
| [x] Private | [ ] Building(s) |
| [x] Public-Local | [x] District |
| [ ] Public-State | [ ] Site |
| [ ] Public-Federal | [ ] Structure |
| | [ ] Object |

**No. Resources within Property**

| Contributing | Noncontributing | |
|---|---|---|
| 1446 | 277 | Buildings |
| 1 | ___ | Sites |
| ___ | ___ | Structure |
| ___ | ___ | Objects |
| 1447 | 277 | Total |

Name of related multiple property listing
N/A

Number of contributing resources previously listed in the National Register 0

## 6. Function or Use

Historic Functions (enter categories from instructions)
Domestic
Social

Current Functions (enter categories from instructions)
Domestic
Social

## 7. Description

Architectural Classification (enter categories from instructions)
Late 19th and 20th Century Revivals
Late Victorian

Materials (enter categories from instructions)
foundation STONE, CONCRETE, BRICK
walls STUCCO, WOOD, BRICK
roof SLATE, ASPHALT

**Narrative Description**

Describe the historic and current condition of the property on one or more continuation sheets

(SEE CONTINUATION SHEETS)

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Chevy Chase, Maryland Historic District — Montgomery County, Maryland
**Name of Property** — **County and State**

## 8. Statement of Significance

Applicable National Register Criteria
(Mark x in one or more boxes for the criteria qualifying the property for National Register listing.)

[ X ] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ X ] Property is associated with the lives of persons significant in our past.

[ X ] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**
(Mark x in all the boxes that apply.)

[ ] **A** owned by a religious institution or used for religious purposes.

[ ] **B** removed from its original location.

[ ] **C** a birthplace or grave.

[ ] **D** a cemetery.

[ ] **E** a reconstructed building, object, or structure.

[ ] **F** a commemorative property.

[ ] **G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**
(Enter categories from instructions)

Community Planning and Development
Architecture
Engineering
Social History
Politics/Government
Entertainment/Recreation

**Period of Significance**
ca. 1760-1941

**Significant Dates**
1892

**Significant Person**
(Complete if Criterion B is marked above.)
Francis G. Newlands

**Cultural Affiliation**

**Architect/Builder**
Chevy Chase Land Company, Owner/Dev.
Lindley Johnson, Architect
Leon Dessez, Architect
Nathan F. Barrett, Landscape Engineer
W. Kesley Schoepf, Civil Engineer
Samuel Gray, Sanitary Engineer
Arthur Heaton, Architect

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**Narrative Statement of Significance**
SEE CONTINUATION SHEET

Chevy Chase, Maryland Historic District — Montgomery County, MD
**Name of Property** — **County and State**

**9. Major Bibliographic References**

[ X ] See continuation sheet

Previous documentation on file (NPS):

[ ] preliminary determination of individual listing (36 CFR 67)
[ ] previously listed in the NR
[ ] previously determined eligible by the National Register
[ ] designated a National Historic Landmark
[ ] recorded by Historic American Buildings Survey #_____
[ ] recorded by Historic American Engineering Record #_____

Primary location of add. data:
[X ] State SHPO office
[ ] Other State agency
[ ] Federal agency
[ X ] Local government
[ ] University
[ X ] Other
Specify repository:
M-NCPPC, Montgomery County Historic Preservation Section and the Chevy Chase Historical Society

**10. Geographical Data**

Acreage of property approximately 100 acres

UTM References

| | Zone | Easting | Northing |
|---|---|---|---|
| 1 | /1 /8 / | / 3/1 /8/4 /6 /0 / | /4 /3 /1 /7 /2 /5 /0 / |
| 2 | /1 /8 / | / 3/2 /1 /9/ 5/ 0/ | /4 /3 /1 /7 /2 /5 /0 / |
| 3 | /1 /8 / | /3 /2 /0 /1 /1 /0 / | /4 /3 /1 /5 /8 /4 /0 / |
| 4 | /1 /8 / | /3 /2 /0 /0 /0 /0 / | /4 /3 /1 /5 /0 /0 /0 / |
| 5 | /1 /8 / | /3 /1 /9 /0 /0 /0 / | /4 /3 /1 /5 /0 /0 /0 / |

[ X ] See continuation sheet

Verbal Boundary Description
See attached map

[ ] See continuation sheet

Boundary Justification

[ X ] See continuation sheet

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Chevy Chase, Maryland Historic District — Montgomery County, MD
**Name of Property** — **County and State**

**11. Form Prepared By**

Name/title Kimberly Prothro Williams, Elizabeth Jo Lampl, and William B. Bushong
Organization M-NCPPC, Montgomery County Historic Preservation Date October, 1998
Street & Number 1109 Spring Street Telephone 301-563-3400
City or Town Silver Spring State MD Zip code 20910-3760

**Additional Documentation**

Submit the following items with the completed form:

**[ x ]Continuation Sheets**

**Maps**

[ x ] A **USGS map** (7.5 or 15 minute series) indicating the property's location.

[ x ] A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

[ x ] Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

[ x ] Figures (maps)
[ x ] Historical photographs

**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

_____

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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## DESCRIPTION

## I. SUMMARY

Chevy Chase, Maryland is a nationally acclaimed, post-Victorian suburban community located in southern Montgomery County, bordering the District of Columbia. The Chevy Chase, Maryland Historic District includes a small part of the much-larger Chevy Chase zip code. It is comprised of several of the principal "sections" and subdivisions of Chevy Chase laid out by the Chevy Chase Land Company (the Land Company) and others between 1890 and 1917 and developed through the 1940s. The period of significance of the historic district is ca. 1760 - 1941.[1]

The years 1890 to 1917 represent the peak years in which the suburb was planned and primarily guided by the vision of Land Company founder and president, Francis G. Newlands.[2] When Chevy Chase was begun in 1890, the technology of the electric streetcar, the backbone of the development, was only two years old, making the suburb a pioneer of its type. With its fine landscaping, quality homes, and communal institutions, Chevy Chase belonged to a select national group of "exclusive planned residential communities" of the 1880-1900 period that set the standard for upper middle class suburban living.[3] By 1917, when America entered World War I, the concept of the *suburban ideal* had been refined into a "consistent design program" across the country, and suburb became more uniform in character.[4] Thus, the historic district contains those sections and subdivisions that represent Chevy Chase, Maryland's plan during its development as a streetcar suburb. **(Figure 1 and Boundary Map)**. Because the suburb covered a vast area and evolved over a fifty year period, however, much of the built environment within the district dates to the automobile age, and in particular, to the 1920s, when a building boom revived the more sparsely developed subdivisions of the district. Despite the lengthy period of growth, the historic district is a remarkably cohesive entity that serves as the ultimate

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[1] The ca. 1760 start date incorporates extant, non-suburban structures built prior to the suburb's creation. The 1941 close date relates to the waning of the period of architectural development and the existence of the 1941 F.H. M Klinge *Atlas of Montgomery County* that allows one to date the buildings in the district as pre- or post-1941.

[2] Francis Newlands founded the Chevy Chase Land Company in 1890 and provided the Company's guiding principles until his death in 1917.

[3] Mary Corbin Sies, "The City Transformed: Nature, Technology, and the Suburban Ideal, 1877-1917," *Journal of Urban History*, Vol. 14 No. 1 (November 1987), 81-111.

[4] Ibid.

representation of the Land Company's early planning ideals, and provides an excellent illustration of suburban planning and architecture.

Developed by the Chevy Chase Land Company approximately five miles from the original Washington City limits, the historic sections of Chevy Chase were organized specifically around Connecticut Avenue extended and its streetcar line, the Rock Creek Railway. Brookville Road, an 18th-century rolling road that ran through the area and generally parallels Connecticut Avenue today, was originally planned for eradication, but retained early on by the Land Company as a northern route through the suburb, defining its eastern edge. Bradley Lane, a 19th-century farm road, bisected the suburb and served as an important east-west corridor connecting Chevy Chase to the Georgetown and Rockville Turnpike (Wisconsin Avenue) and Bethesda.

From the beginning, Chevy Chase was planned to be opened as a suburb in five phases, with each new development in Maryland designated as a "section." An 1892 promotional plat titled "Chevy Chase, Adjacent to Washington, D.C., Section 2" contains an insert showing the original layout of these five sections. These sections were well separated from one another and extended north from the border with the District of Columbia all the way to Jones Mill Road (now Jones Bridge Road). In actuality, Chevy Chase did evolve via the opening of five different sections, but the boundaries of most of these were reconfigured (Sections 3, 4, and 5, in particular). Located primarily south of the Bethesda/Silver Spring Highway (now East-West Highway), each section had its own formal subdivision plat, filed with the County and opened for the sale of lots.[5]

The Land Company subdivisions were opened in the following order:

1. Section 2 (1892; resubdivided in 1909)
   Section 2 plat of Hesketh Street west of Cedar Parkway, 1924.

2. Section 3 (1905; resubdivided in 1907)

3. Section 4 (opened in two phases in 1909)
   Section 4 Addition, 1910

[5] In a few cases, the Land Company sold lots to homeowners prior to the filing of a subdivision plat. Examples include the sites of Boxwood at 3815 Bradley Lane in Section 3; the Devereux House at 3911 Bradley Lane and Mactier House and School at 6704 Connecticut Avenue in Section 4; and, outside of the district, the house at 3815 Williams Lane, in Section 5. In several cases, deeds covering the sale of these lots do not contain the covenants developed by the Land Company for the specific "Sections."

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4. Section 5 (1923)
Section 5-A, 1928

5. Section 1 (1925)
Section 1-A, 1927.

In addition, two subdivisions in the District of Columbia also were subdivided and opened during the same time frame: Chevy Chase, D.C., subdivided in 1907, and Chevy Chase Heights, platted in 1911. (See Significance Statement for more information on these District developments.) By 1915, the Land Company had accumulated and platted a substantial amount of land north of the District line, as shown on a map produced by their real estate arm, Thos. J. Fisher & Co. **(Figure 2)**.

The first section to be developed was Section 2 (known today as Chevy Chase Village), subdivided in 1892.[6] As originally conceived, Section 2 embraced the traits of picturesque suburban planning put forth by Frederick Law Olmsted and his followers. Specifically, it was purely residential, many streets were designated as "parkways" and laid along curvilinear routes, lots were ample and well-landscaped, and single-family homes were free-standing and capacious. Section 2 was laid out in a series of east/west streets running perpendicular to the streetcar line along Connecticut Avenue, while north/south parkways generally paralleled the Avenue, but conformed to the natural topography following curvilinear paths. The plan for Section 2 included a hierarchy of street widths, ornamented open spaces (the most prominent of which were linked to Chevy Chase Circle), and "parking" strips between streets and sidewalks that were planted generously with trees.

The next section opened for development was Section 3, first subdivided in 1905 and, shortly thereafter, resubdivided in 1907. Located on flatter and formerly cultivated terrain, its plan featured straight and angular streets, with the latter differentiating it from the traditional grid. At only 30 feet wide, the streets in Section 3 were much narrower than those of Section 2, as were the areas for landscaping between the street and sidewalk. Section 3 had a distinct character; more like a small village.

[6] Logically, one would assume that Section 1 would be developed first, but, in 1892, Section 1 (located south of Grafton Street and north of Western Avenue) was used as a hunting grounds, first by the Dumblane Hunt Club, and then by the nascent Chevy Chase Club.

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The plan of Section 4,[7] subdivided in two phases in 1909, communicates a return to the planning ideals of Section 2, including wider streets that conformed to topography, roomy lots, and rustic streambed reservations. Section 4's topography was the most varied of the Land Company sections, and its ridges and valleys imparted the area with a picturesque ambience. Other distinctive features of Section 4 were the large open space at its center that protected natural springs and a 300,000-gallon water tower, as well as a large lot to its north, which held, at the time, a private school for girls (but was originally dedicated to the Chevy Chase Inn).

Several adjacent subdivisions developed by others prior to 1917 also are contained within the boundaries of the district. These subdivisions form an integral part of Chevy Chase. All but one developed by this date are included in the district because they were either based upon the Land Company model or derived direct benefit from Land Company investments.[8] These subdivisions included: Otterbourne (1893), Sonneman's Additions (1896 and 1901), Martin's Additions (1904-1906), Chevy Chase Park (1910), and Edward Jones' Subdivision of Part of the Estate of the Late J.M.C. Williams (1913), were all laid out prior to 1917 and made use of Connecticut Avenue, the streetcar line, or the increasingly accessible Brookville Road for their developments **(Figure 3)**. In addition, the developments include architecture of high artistic value and integrity.

Due to the Land Company's large reserves and the vast personal wealth of Newlands, the emerging suburb of Chevy Chase was able to survive financial panics and slow growth in its early years. Although its major sections were subdivided between 1892 and 1917, much of the actual construction, especially in Sections 3 and 4, did not occur until the 1920s and 1930s. Therefore, although the street plans date to the streetcar days, a significant component of the improved environment bears signs of the influx of the automobile; namely, driveways, detached garages, and, increasingly after the mid-1920s, houses with integral garages. In addition, operative home builders working in the 1920s resubdivided several of the earlier Land Company plats, inserting the meandering streets, cul-de-sacs, and driveways associated with the automobile age into the streetcar suburb plan. Several of the Land Company's parcels, however, remained entirely undeveloped during the streetcar era and are strictly a product of the automobile age. Sections 1, 1-A, 5, and 5-A, for example, were not platted until the 1920s, when the planning philosophy of the Land Company could no longer be described as "picturesque."

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[7] Section 4 is part of the Town of Chevy Chase today.

[8] Norwood Heights, platted by Edwin Haight in 1893, was accessible via the Tenallytown and Rockville Railway and was developed independently of the Chevy Chase model or the Rock Creek Railway.

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Based upon the original subdivision plat maps and architectural integrity, the proposed historic district boundaries do not always align cleanly with major arteries. The district is bounded roughly by Grafton Street on the south; Wisconsin Avenue (the edge of the grounds of the Chevy Chase Club) and the area near East Avenue and Leland Street on the west; Leland Street, East/West Highway, Thornapple, and Woodbine on the north; and the various lot lines of houses in Sections 5 and Martin's Additions on the east; and Western Avenue on the southeast. The district embraces the grounds of the Chevy Chase Club, including the golf course, club buildings and landscaping features. The historic district boundaries includes 1,724 resources, comprising all of the area today known as Chevy Chase Village; the Village of Chevy Chase, Section 3; a large part of the Town; and a large percentage of the Village of Martin's Additions. (See below for further detail.)

The topography is flat in much of the eastern section of the district but generally undulates and has areas of relatively steep slopes in the western section. The landscape architecture throughout the area is one of the aspects of the district that is highly characteristic of the post-Victorian suburb. The historic district is essentially a residential park, with an abundance of lawn, large street trees, mature shrubs, and non-developed reservations. The street plans which were developed between 1892 and 1917 for the various subdivisions are largely intact today, although certain landscape amenities planned in the early years went unimplemented. The district consists of a homogeneous environment of detached single-family residences built primarily between 1892 and 1941. Within this framework, however, there is a great variety of architectural style.

Chevy Chase, Maryland was planned to be and survives today as an exclusive planned residential community. The highly impressive residential architecture of Chevy Chase provides an illustration of changing tastes between the years 1892 and 1941. The suburb contains examples of some of the most inventive "Academic Eclectic" house types in Montgomery County, with the largest concentration of older buildings found in the Village. The Village is comprised of an outstanding range of suburban architecture, including large-scale Shingle Style, Colonial Revival, Arts and Crafts, Tudor Revival, and Mediterranean Revival buildings. Section 3 includes examples of Colonial Revival, Craftsman Bungalow, and foursquare types from the 1907-1941 period. Here, the houses are often smaller in scale than in the Village and situated on smaller lots. North of the Village, in Section 4 and its Addition (part of today's Town of Chevy Chase), the streets are lined with distinctive examples of Colonial Revival, Arts and Crafts, Craftsman Bungalow, Mission, Tudor Revival, and Renaissance Revival style architecture from the same period as Section 3. The houses are often similar in scale to those in Section 3, but are often situated on larger lots.

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Several important religious, communal, and educational buildings which support the community are centered along the principal artery of Connecticut Avenue. A non-contributing strip of commercial buildings, located on the east side of Brookville Road in Martin's Additions provides Chevy Chase, Maryland with its only commercial development, as commercial building was banned by the Land Company. Most of the suburb's stores, therefore, can be found south of the District line, in the area today known as Chevy Chase, D.C. The area's oldest church, All Saints' Episcopal, is located at Chevy Chase Circle on a site provided by the Land Company and forms a gateway to the community. It was joined by two other churches on the District of Columbia side of the Circle and by a small circa 1912 Baptist chapel at Connecticut Avenue and Shepherd Street, in Maryland (replaced mid-century by the present Gothic Revival Methodist church on the site). The "Village Hall" and Post Office, located in the 5900-block of Connecticut Avenue, was built by the Land Company circa 1900 as a library/post office. The 1911 clubhouse of the Chevy Chase Club, a golf and tennis club nestled between today's Village and Town, is also a prominent, contributing building that historically identified the community as a place of prestige and social elegance.

Contributing resources in the Chevy Chase, Maryland historic district include the following elements:

1) Non-suburban architectural resources dating from c. 1760-1892;
2) The planning features of Chevy Chase, Maryland, including the original network of streets and landscape features, such as open spaces, mature trees, and remnants of historic plantings;
3) Single-family, suburban residences built between 1892 and 1941 that have been identified as contributing structures; and
4) Community institutions, including schools, churches, the library/post office (Village Hall), the Chevy Chase Club (its grounds and several contributing buildings), and other structures constructed between 1892 and 1941.

The Chevy Chase, Maryland Historic District stands in excellent condition in terms of both its original layout and architecture. It retains its integrity of location, design, setting, materials, workmanship, feeling and association. A description of the contributing features of the district follows.

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## II. PRE-SUBURBAN ARCHITECTURE (ca. 1760-1892)

Prior to the development of Chevy Chase, the area was woodland and cultivated farmland. At the time of the Land Company purchases, several farmhouses and associated buildings stood in the vicinity (see "The Terrain: Chevy Chase Before the Subdivision" in Section 8 of this nomination). Only a few of these resources survive within the historic district boundaries, including the **"No Gain" Farmhouse and Cabin** and the **Williams Lane Farmhouse**. A few remnants of the **Bradley Farmhouse** have been incorporated into the primarily 20th-century Bradley House at the Chevy Chase Club.

The **"No Gain" Farmhouse and Cabin**, located at 7121 Brookville Road and 3510 Thornapple Street, respectively in today's Section 5, survive as the district's oldest resources of the pre-suburban era. Both of these resources were once part of the "No Gain" estate, a late 18th-century tobacco farm (later converted to grain cultivation) which reached its apogee in the mid-19th century. The "No Gain" estate continued to be farmed into this century until 1904 when the property was subdivided for residential development into Griffith's and later, Martin's Additions.

According to documentary evidence, but not confirmed by field investigation, the log cabin was built ca. 1760 and the farmhouse was erected after 1783.[9] The farmhouse is a large and rambling frame structure composed of several parts built in several phases.[10] It is characterized by a notable two-story porch which extends across the entire south elevation. The log cabin, facing Thornapple Street, is a 1 1/2-story, one-room log structure with corner V-notching. It is raised upon a stone foundation and is covered with a gable roof. A circa 1996 one-story, frame wing addition extends off of the rear of the log structure.

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[9] According to local tradition, the farmhouse was erected by 1800. The ca. 1760 date for the log cabin is largely based upon local tradition and presented in written accounts, but has not been substantiated by primary source research or architectural findings. The post-1783 date of construction for the farmhouse is based upon the 1783 Tax which lists "one old dwelling house, barn, two or three small outhouses, 200 acres cleared land" valued at L300. It is assumed that the main farmhouse was thus built after 1783. See the following articles, "The Oldest Living Cabin," *The Washington Post*, November 2, 1969; "No Gain Still Stands,"*The Sentinel*, January 14, 1976; "Poor Zechariah! If He Could Only See 'No Gain' Now," *The Journal*, September 6, 1973.

[10] The three parts of the house include: 1) the principal block--a two-story frame L-house covered with a cross gable roof; 2) a 1-1/2-story frame wing to its west that is covered with a wide gable roof and featuring an integral porch on the north elevation and central brick chimney; and 3) a one-story frame addition built against the south elevation of the main block of the former farmhouse.

The three farmhouses at **3707, 3806 and 3807 Williams Lane** were erected in the last quarter of the 19th century on property owned by local resident John M.C. "Clayton" Williams. After purchasing the 32-acre tract of land in 1883 across which Williams Lane was later dedicated, Clayton Williams began construction of his own residence, a two-story, cross-gabled farmhouse at **3707 Williams Lane**. The three-bay, central gable elevation facing Brookville Road was the original front of the house, but as the area became developed, and land between the house and Brookville Road was subdivided into lots and improved with residences, the principal entry was re-located in the two-bay end wall of the main wing of the house, facing Williams Lane.[11]

Between 1892 and 1905, the house at **3806 Williams Lane** was built, probably for Laura Williams, Clayton Williams' sister. L-shaped in plan, the house is a 2-1/2-story Vernacular/Folk Victorian house covered with a cross gable roof and featuring a single-story wrap-around porch.[12]

In 1898, "Clayton" Williams sold a 1/5-acre lot of his land to Frank Simpson, who by 1905 had built his residence, at **3807 Williams Lane**. The house is a 2-1/2-story, L-shaped, vernacular Queen Anne farmhouse characterized by its projecting front gable and its wrap-around porch.[13]

## III. THE PLAN OF CHEVY CHASE, MD: CREATING A SUBURB FROM SUBDIVISIONS

Chevy Chase Circle, the "gateway" to Chevy Chase, MD, is a traffic roundabout at the border of the District of Columbia and Maryland. The circle resulted from the Land Company's inability to purchase a key piece of land that would have allowed it to extend Connecticut Avenue to Wisconsin Avenue. With the consequent need to reorient Connecticut Avenue due north, a traffic rotary was devised . The circle is adorned with a 1933 sandstone fountain dedicated to Francis Newlands, both the founder of Chevy Chase and the legislative sponsor of the 1902 Reclamation Act. Congress authorized construction of the ornamental basin (with a 75 foot diameter) on land just inside the District of Columbia.

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[11] See Maryland Historical Trust Inventory Form, Williams House (Site No. 35-13-3), prepared by Clare Lise Cavicchi, The Maryland-National Capital Park and Planning Commission, 1998.

[12] See Maryland Historical Trust Inventory Form, Williams-Wirgman House (Site No. 35-76), prepared by Clare Lise Cavicchi, The Maryland-National Park and Planning Commission, 1998.

[13] See Maryland Historical Trust Inventory Form, Frank Simpson House (Site No. 35-77), prepared by Clare Lise Cavicchi, The Maryland-National Capital Park and Planning Commission, 1998.

Chevy Chase was created north of this circle from the series of subdivisions described below. Almost every section contained its own building restriction line (filed as a notation on the plat) and covenants that ran with the deeds. The combination of the street layout, building setback requirements, and deed restrictions created the built environment that one sees today. Below are descriptions of the history and characteristics of the various subdivisions that comprise the historic district.

Section 2 (The Village)

On November 22, 1892, the plat of "Section II, Chevy Chase," was recorded at the Montgomery County Land Records.[14] At the same time, Thos. J. Fisher & Co. produced a sales plat showing the contents of the official plat **(Figure 4)**. The land owner was the Chevy Chase Land Company and its designers, Nathan F. Barrett, a well-known landscape engineer, and E.C. Reynolds, a civil engineer. These two plats, plus a rendered sales plat of the same year, also circulated by the Thos. J. Fisher & Co. **(Figure 5)**, provide details of the picturesque subdivision that forms the core of the historic district today.

The overall street plan of Section 2 is that of a grid warped by the introduction of some curvilinear streets. Connecticut Avenue serves as the axial spine, and there is a series of east/west cross streets, and five curvilinear parkways. These parkways, and landscaped parklets scattered throughout the plan, serve to break the traditionally urban grid into something more sylvan. The 1892 street plan is thus a hybrid of competing forces, uniting the formality and axial orientation of the City Beautiful Movement (to be showcased the following year at the Columbian Exposition) with the informality and natural landscaping of the "Reptonian," or "Picturesque" schools. The formal elements of the suburb begin at the subdivision's core --the extension of Connecticut Avenue northward from the District as the principal spoke on the traffic wheel or "Circle." (Six of the seven spokes of the circle were treated in the original plan as formal boulevards, with regularly planted trees.) At 130-feet wide, Connecticut Avenue serves as a Baroque axis. A line of trees shown on the rendered plat divides the street right-of-way from the sidewalks.[15] At three different points along Connecticut Avenue - at Kirke, Newlands, and Bradley Lane - 100-foot cross streets were planned with formal tree plantings. On Kirke Street today, evidence of the broad street and its double row of trees planted in the unusually wide

[14] This plat can be found at the Montgomery County Land Records office, Plat Book B, Folios 47-50.

[15] Plane trees and catalpa are specifically mentioned on an 1894 landscape plan by Barrett and Reynolds executed in watercolor and housed at the Chevy Chase Historical Society.

"parking" is apparent. Bradley Lane, however, was never widened to its planned dimension. The remaining cross streets were laid out in narrower widths of 60 feet and were also planted with a significant tree canopy.

Several of the more ornamental elements of the original 1892 plan were never executed, but indicate the high level of detail planned for the suburb. A combination of rough stone walls and clipped hedges were supposed to extend along the Avenue from Indiana (Irving) to Nevada (Newlands) Streets, lending formality and variety to the straight route.[16] (The current stone wall fronting the Chevy Chase Club on Connecticut was built in 1931.) At Connecticut and Newlands, a large teardrop element was planned as a "court," possibly to feature fountains enclosed by balustraded walls and surrounded by naturalistic plantings. (This teardrop landscape treatment was depicted in a perspective sketch as one of the vignettes on the 1892 rendered sales plat.) Today, half of the teardrop shape remains on the east side of Connecticut Avenue across from the Chevy Chase Club, but simply as a grassy plot, rather than a well-landscaped court.

An Italian Renaissance-style garden was planned at the northwestern portion of Chevy Chase Circle at its intersection with Magnolia Parkway and Grafton Street. Similar to some of Barrett's estate and hotel work, the garden included strictly defined geometric beds with topiary and potted trees. Early photographs of Chevy Chase Circle reveal that the beginning of this landscape actually was planted, and today, mature boxwood and evergreens on the property of 5 Chevy Chase Circle may date to this initial period. Again, using a hybrid approach, this formal garden provided the link to the more rustic Magnolia Parkway, with its wide range of trees and shrubs.

The informal elements of the 1892 plan marked the greatest divergence from a typical city grid and are what most distinguish the Village today. The 100-foot-wide parkways - Cedar, Magnolia, Laurel, Cypress, and Linden - mark the district as distinctly suburban, in the tradition of Frederick Law Olmsted. To the west, Laurel and Magnolia Parkways are the major picturesque drives, while two 'mini-parkways' - Cedar and Cypress (of which only Cedar was constructed)- diverge from Magnolia. These gently curving streets were intended to have thick,

[16] Details on the materials for Connecticut Avenue can be found on an 1894 annotated watercolor landscape plan of Section 2 by Barrett and Reynolds, in possession of the Chevy Chase Historical Society. Street names changed numerous times in the early years. On an 1890 B & O Railroad map, by Fava Naeff (see Figure 16), east/west street names are those of second-tier cities. On the 1892 sales plat circulated by Thos. J. Fisher & Co., these same streets were named after states or cities, such as Kansas, Houston, Omaha, and Lexington. Finally, the November 22, 1892 plat filed with the County Court contains the street names that exist today.

Ruskinian plantings rather than the manicured look of the Circle and have a great deal of mature trees and plantings today. The heavy plantings indicated on the 1892 rendered plat reveal that houses were not intended to front on the parkways in the initial scheme, but this situation changed when Section 2 was resubdivided in 1909 (see below). Where the parkways intersected with cross streets, or where mini-parkways diverged from the main parkway, Nathan Barrett took the opportunity to design additional green spaces in the form of triangles, hemicircles, or lozenges. To the east, Linden Parkway was planned to take the place of Brookville Road, but, by 1899, a second Fisher & Co. sales plat shows that the parkway was dropped in favor of the retention of the historic road.

Lots in Section 2 average 60 feet in width and 125 feet in depth. Corner lots are often twice as wide. While Thos. J. Fisher & Co. was selling lots in the fall of 1892, Nathan Barrett was retained to complete the planting of the trees, hedges and banks of boxwood which gave Section 2 an air of distinction. The Land Company built greenhouses to raise the shrubbery for the plan and surplus plants were sent to the Center Market in Washington for sale.[17] Barrett's street tree list included elm, pin oak, sycamore, maple, tulip, poplar, white and black oak, locust, dogwood, and judas trees, most of which can still be found today in the oldest sections of Chevy Chase.[18]

Four blocks remained unsubdivided on the original plat and remain distinguished today by unique buildings: Blocks 26, 27, 37 and 62. Blocks 26 and 27 on Chevy Chase Circle were held as roomy lots for the Land Company's model cottages. Block 37 was apparently reserved for a non-residential function, and became the site of the library and post office. Block 62 would become the grounds of the Chevy Chase Club, although some of it was not owned by the Land Company. ( Just over nine acres was identified on the official plat as the property of Bullitt and Rodgers.)

Circa 1899, Thos. J Fisher & Co. produced a second sales plat.[19] This plat did not include Barrett's landscape treatment, but was strictly designed for the sale of lots. It indicated changes from Barrett's 1892 scheme, including the omission of Cypress Parkway on the west and Linden

[17] Hillyer "Manuscript History, Chevy Chase Land Company," circa 1946 (Typescript at the Chevy Chase Historical Society), notation for October 5, 1892.

[18] From 1894 annotated watercolor landscape plan for Section 2 by Barrett and Reynolds. (Chevy Chase Historical Society.)

[19] This plat is not included as a figure in the National Register Nomination but can be found at the Library of Congress, Geography and Maps Division.

Parkway on the east in favor of the retention of Brookville Road. Other changes had to do primarily with lot size. Some were made greater and others smaller. For example, lots were carved out of Block 27 (the site of one of the Land Company's model cottages which became known as "The Lodge"), some of them facing Magnolia Parkway, the first instance of such an orientation. In an opposite move, traditional-sized lots were altered to full-length lots between Melrose and Newlands to either side of Connecticut.

Finally, in 1909, Section 2 was resubdivided via a new county plat into the form that we most recognize it today. The 1909 plat **(Figure 6)** reveals the elimination from the subdivision of a 64-acre tract of land west of Connecticut and south of Bradley Lane. This tract, sold to the Chevy Chase Club, provided the suburb with a public amenity but compromised the balance of Barrett's scheme. Other changes between the 1899 sales plat and the 1909 resubdivision plat include the reduction of lot size in several blocks, notably west of Magnolia Parkway, the acquisition of land between Brookville and Broadbranch Roads, and the removal of any full-length lots. The plat showed the 25-foot setback that also was recorded in purchasers' deeds. The deeds also contained language specifying a $5,000 minimum construction cost for houses on Connecticut Avenue and a $3,000 minimum construction cost on secondary streets. (For more information on the Land Company's deed restrictions, see Section 8: Significance.) The majority of the houses in Section 2 date to the pre-World War I era.

Section 3

With brisk lot sales by 1905, it was time to open the next planned section, known as Section 3. Section 3, bounded by Connecticut Avenue, Taylor Street, Brookville Road, and Bradley Lane, was initially platted in October 1905 by the Land Company with W.J. Boyd, a civil engineer, listed as surveyor.[20] The plat shows marked distinctions from the Section 2 Plat developed by Barrett. Most notably, the streets are significantly narrower at 30 feet wide. In addition, their routes are either straight or angular, but not curvilinear. The lots still remain generous: 100 feet along Connecticut Avenue and in the range of 150 feet to 200 feet on the side streets. Likewise, the depth of the lots stretched anywhere from 200 to 275 feet. A building restriction line was not included in the original plat.

In July, 1907, the Land Company resubdivided Section 3 using J.E. Ballenger as surveyor **(Figure 7)**. He added, and, in a few cases, lengthened existing streets, and carved the originally

[20] This plat is not included as a figure in the National Register Nomination, but can be found at the Montgomery County Land Records, Plat Book 2, Plat 71.

large lots into smaller ones. The narrow street widths remained, but lot widths were reduced to only 50 feet on average within the interior lots. Depth of lots in the resubdivision range from 100 to 200 feet. Unlike the earlier Section 3 plat, this resubdivision included a building restriction line of 30 feet back from the street, a greater restriction (on paper) than that of Section 2. The setback presumably was generous to compensate for the narrowness of the street right-of-way and reduced lot width. Minimum construction costs in Section 3, specified in the deeds, were set at $3,000. At some point after 1909, deeds recorded in the 1910s, and perhaps later, permitted the construction of houses in pairs, but no such construction ever took place.[21] While the section was laid out in the streetcar era, many of the houses there were not built until after World War I.

The relative density of Section 3 lots, coupled with the narrow road widths created a close-knit community atmosphere. Section 3, while not representative of Olmsted's image of suburbia, also diverges pronouncedly from the city grid. The Land Company's use of narrow and angular streets here was undoubtedly inspired by the existence of Brookville Road and Bradley Lane, both historic and narrow lanes that bounded Section 3. The path of Georgia Street, for example, mirrors that of Brookville Road in its original configuration (**see Figure 2**). The narrow streets and the allowance for paired housing, not discussed in the written record, seem to suggest a different philosophy for Section 3.

Section 4 (Part of the Town of Chevy Chase)

In August 1909, two years after the resubdivision of Section 3 and the opening of Chevy Chase, D.C., the Land Company platted Section 4 of Chevy Chase, Maryland. It was platted in two sections, two months apart, with an "addition" added the following year. Circa 1909 or 1910, Thos. J. Fisher & Co. circulated a sales plat of the Section, which showed street configuration, lot dimensions, and infrastructure/landscape improvements **(Figure 8)**. The tree planting campaign of the early years was generous, and today, the hilly terrain and mature trees imbue Section 4 with an especially verdant quality. Like Section 3, Section 4 was laid out in the streetcar era but saw a great deal of development in the interwar period. The surveyor for all three plats in Section 4 was David J. Howell, a civil engineer and landscape architect who was employed off and on by the Company between 1900 and the 1920s.

[21] Deed from the Chevy Chase Land Company to Preston Samuels of April 2, 1909 concerning 3611 Raymond Street states that houses must be for single family (Liber 206/Folio 24). Deed from Henry C. Gibbs to James V. Graham of June 4, 1918 concerning 3615 Raymong references Land Company restrictions and approves the construction of single or double houses within certain guidelines (Liber 272/Folio 30). Montgomery County Land Records.

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The first platted portion of Section 4 was framed by Bradley Lane on the south, a wetlands area west of Meadow Lane on the west, Cypress Street (today's Leland Street) on the north, and Connecticut Avenue on the east. The most defining aspect of the original Section 4 plat was its adherence to the undulating topography and natural conditions of the area. Meadow Lane, for example, serves as a curvilinear, tree-lined parkway threading through the subdivision in a primarily north/south direction along the route of a streambed. To the west of Meadow Lane, a large area that was considered unbuildable due to underground springs, held a small water tower/reservoir[22] and a pumping station. The standpipe for the community's water, located at the south end of the wetlands on the landscaped Rosemary Circle, had been designed earlier, in the 1890s, by Howell.[23]

Several lots along Connecticut Avenue and Bradley Lane were larger than average and not numbered on the plat, suggesting either earlier sales or planned, non-residential usage. The most sizeable lot on Connecticut Avenue was, by 1909, the site of the Chevy Chase School for Girls (and formerly, the Chevy Chase Inn site). Two of the unnumbered lots near the northwest intersection of Bradley Lane and Connecticut Avenue became school sites and are now residential.[24]

The east/west streets measure 50 feet -- wider than that in Section 3 -- and Meadow Lane runs a full 80 feet. While lots on Bradley Lane are 100 feet wide, most in Section 4 are sixty feet on average. Lot depth varies, but a typical one runs 120 feet back. The setback was recorded at 25 feet, but most houses are situated further back, with a 50-foot setback not uncommon. Houses on the east side of Meadow Lane today sometimes measure a full 100 feet back from the sidewalk, because the streambed and its wooded reservation were never developed as planned by Howell.

Two months later, in October, 1909, the portion of land west of the wetlands was platted as "Section 4" as well. On this plat, the property owner was listed as George S. Nixon and wife, Kate. Nixon was Newlands' fellow Senator from Nevada from 1905 to 1912. This second subdivision, made from Nixon's land, was executed in George E. Fleming's name. (Fleming was the Land Company Secretary who ascended up the Union Trust hierarchy to become its Vice

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[22] The original plat shows no structures in this area. A 1907 Thos. J Fisher & Co. Plat and 1910 sewer map in the Chevy Chase Historical Society collection shows the circular item as a "water tower." A 1909 Thos. J. Fisher & Co. calls it a "reservoir."

[23] William Offutt, *Bethesda: A Social History,* 1995, p. 155.

[24] The school house at 3905 Bradley Lane was developed by the Land Company in 1898. The Mactier School was located in the house at 6704 Connecticut Avenue and was a private institution.

President in March, 1909.) Why the subdivision was not recorded in the Land Company's name is not clear, but it is obvious that Nixon and Fleming were acting as Land Company representatives, and the property indeed is shown as Land Company property on the 1909 Thos. J. Fisher & Co. Plat showing Land Company property.

This second plat of the western portion of Section 4 also was planned by David J. Howell. It is bounded by the wetlands area on the east, Bradley Lane on the south, a property line west of Maple on the west, and the line of a streambed on the north. It picks up on the qualities revealed in the first plat, but ventures even further in its derivation from the standard grid. Streets curve and turn. Two reservations were designed to take advantage of natural conditions for infrastructure. In a north/south direction, a reservation provided for the sewer line was intended to be developed as a public swath of greenery beside the streambed. Along the northern border of the subdivision, a water tower was to be embraced by a landscaped drive. In accordance with a 1920 resubdivision of the area, the reservation was eradicated and a water tank was built; apparently without any landscape buffer. Street widths in the western half of Section 4 are consistent with those of the eastern portion, as are lot sizes and depths and setback. Setback was 25 feet and the minimum construction cost was $3,500.

Finally, in 1910, the Land Company platted an "Addition" to Section 4. This small subdivision was comprised of the three streets along Connecticut north of the original Section 4 plat, including Aspen, Blackthorn, and Cypress (today's East/West Highway). The character of this area matches that of Section 4 to its immediate south.

Two other developers took over the role of developing portions of the Land Company's holdings in Section 4 in the 1920s. The first was William H. Walker, who, in 1920, platted William H. Walker's Subdivision of Chevy Chase as a resubdivision of the area west of Maple Avenue and generally north of Elm. The second was George F. Mikkelson, who, in 1928, subdivided the Section's interior open space. Houses built in these areas date primarily to the 1920s and 1930s and are designed in the Colonial Revival style typical for the period and in the vicinity.

Contemporaneous Developments by Others (1892-1917)

Between 1890 and 1893, the Land Company built the Rock Creek Railway along Connecticut Avenue and created Chevy Chase Lake, an amusement park at the streetcar's terminus to draw people to the area. Following the Land Company's inauguration of Section 2 in 1892, it was joined in the years to follow by several, smaller residential developments bordering the Land Company's property. Area farmers and local developers of these other subdivisions were quick to capitalize on Chevy Chase and its amenities. They laid out adjacent subdivisions with

restrictions in their deeds similar to those of the Land Company and often labeled their subdivisions, in one way or another, as "additions" to Chevy Chase.

Otterbourne (Part of Section 5)

In July 1894, John Frank Ellis subdivided "Otterbourne" on a portion of the "No Gain" tract in today's Section 5 of Chevy Chase.[25] Ellis's subdivision was comprised of 14 1/2-acres with two east-west streets, then called Douglas (Underwood) and Percy (Thornapple), and two north-south streets, Dalkeith (still Dalkeith) and Melrose (Thornapple Place). Streets in Otterbourne are 60 feet wide, and the 69 lots within the subdivision typically measure 50 x 125 feet. Ellis clearly sought to benefit from the Land Company's Chevy Chase venture. Firstly, the name "Otterbourne" and the subdivision's original street names referenced the medieval Ballad of Chevy Chase, the origin for the name of the Chevy Chase Land Company's vast 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. Secondly, access to Otterbourne was via Brookville Road, which, by 1894, was more easily accessible to potential residents via Connecticut Avenue and District Boulevard (Western Avenue). Thirdly, Ellis planned for his residents to travel to and from work via the Rock Creek Railway. Early residents had access to this trolley via a boardwalk that linked Dalkeith to Connecticut Avenue.

Ellis did not specify a building setback, but like the Land Company, attached restrictions to the deeds conveying lots in his subdivision, requiring a "substantial brick, stone, or frame dwelling of not less than $2,000."[26] Today, Otterbourne is part of Section 5 and contains many of the district's earliest houses. In the 1920s, its streets were extended out to Connecticut Avenue via the Land Company's Section 5 subdivision, and Percy Street was renamed Thornapple.

Sonnemann's Addition to Chevy Chase (Part of the Village)

As early as 1896, the Sonnemann family, local farmers, subdivided land they owned east of Brookville and north of Broadbranch roads for residential purposes. The Sonnemanns' land had been purchased by the family patriarch, George Frederic Ludwig Ottmar Sonnemann, in 1856,

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[25] According to the 1894 Washington *City Directory*, Ellis was likely either: 1) a J. Frank Ellis who resided at 1333 Vermont Avenue in the District and was listed as Superintendent of the Fish Commission, or 2) a John F. Ellis, of John F. Ellis and Company, which sold pianos, organs, and music from a store at 937 Pennsylvania Avenue, N.W. Whatever his employment, he acted as a speculative entrepreneur in Chevy Chase.

[26] Montgomery County Land Records, Liber JA 44/Folio 124.

and farmed into the late 19th century. Sonnemann was a highly skilled architectural engineer who worked on the construction of several bridges in the area, the Capitol dome, and the Library of Congress. He and his wife Rebecca raised eleven children, subdividing their land in order to provide housing for them.

Platted initially in 1896 as a single street (Primrose, east of Brookville), Sonnemann's first subdivision was known as "Sonnemann's Partition of Chevy Chase." In 1901, he re-platted the southern half of the block and included a larger area as well, in "Sonnemann's Addition to Chevy Chase," embracing the area including Primrose and Summerfield streets east of Brookville. The subdivision held 51 lots, generally 60 feet wide by 125 or 130 feet deep.

Like others, the Sonnemanns benefited from their proximity to the Land Company's venture. Their subdivision was contiguous to the prestigious Section 2, and, like Otterbourne, its Brookville Road spine was more accessible due to the construction of Connecticut Avenue. Unlike John Frank Ellis, Ottmar and Rebecca Sonnemann made no requirements for setback on their plats nor specified covenants in their deeds, but the landscape that evolved was suburban nonetheless.

Development in Sonnemann's Addition progressed slowly, with a handful of detached single-family homes around Brookville and Broadbranch Roads constructed around the turn of the century. When Ottmar died in 1904, his oldest son, Theodore Sonnemann, Sr. took over the family's real estate ventures. In July of 1923, Theodore Sonnemann, who operated a successful general store on Brookville Road at Quincy Street with his son, filed two different plats of roughly one block each, re-subdividing his father's earlier plat. He renamed his subdivisions "Sections 6 and 7 of Chevy Chase." In the early 1970s, these sections became part of Chevy Chase Village.

W.R. Griffith's and Harry M. Martin's Additions (Martin's Additions)

Like the subdivision Otterbourne, "Griffith's Additions" and later "Martin's Additions" were carved out of a portion of the "No Gain" tract. Circa 1891, Isabella Griffith inherited a roughly 64-acre tract of this land from her sister, May Griffith Anderson Woodward, a descendant of Samuel Anderson, longtime owner of the tract. Isabella married her cousin, William R. Griffith, and, between 1902 and 1904, the couple subdivided their land into 17 large lots as "W.R. Griffith's Additions to Chevy Chase."

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In 1904, Isabella Griffith subdivided specific lots in the addition covering a one-block area east of Brookville Road between the Public Road (today's Cummings' Lane) and Anderson Street (today's Shepherd). The block was divided into 15 unequal lots, the smallest measuring 31 x 183 feet and the largest, 259 x 295 feet. The Griffiths chose not to engage further in developing their subdivision, selling most of their land to Harry M. Martin, save for a few lots fronting Brookville Road, which they sold to others, including the four-acre No Gain tract holding an 18th-century farmhouse and log cabin. Washington businessman Harry M. Martin was actively engaged in real estate when he purchased the subdivided land from W.R. Griffith. According to the 1905 *Washington City Directory*, Harry Martin ran the H.M. Martin & Co. real estate business out of offices at 1741 G Street, S.W.

In October, 1904 Harry Martin resubdivided a two-block area extending from Anderson Street on the south to an unnamed street (now Taylor) on the north. Bisecting these two streets was Maplewood Avenue (now Turner Lane). This area was divided into 76, generally equal-sized lots measuring 50 x 140 feet. In that same year Martin created a 3rd Addition, which was a 35 1/2-acre tract east of Brookville Road between Quincy and Cedar (Cummings Lane). It was platted into 3 ½ blocks with 134, generally equal-sized lots measuring roughly 50 feet wide x 120 or more feet deep. Martin's Fourth Addition, recorded in 1906, spanned from Brookville Road and the No Gain farm on the west to Summit Avenue on the east, and from Meadowbrook Avenue (Taylor) on the south to the midpoint between North Avenue (Thornapple) and Woodbine on the north. Lots there typically run 50 feet wide by 140 feet deep.

Of all the early developers, Harry Martin sought most clearly to benefit from association with the Chevy Chase Land Company. His holdings were in proximity to the Land Company's land and made use of Brookville Road for local travel and Connecticut Avenue for streetcar. He dubbed his subdivisions "additions" to Chevy Chase and continued use of some of the Land Company street names. Finally, he instituted deed restrictions similar to those of the Land Company. While the specifics of Martin's deed restrictions differed from those of the Land Company, they covered the same parameters and were structured in exactly the same format. In his first two additions, Martin's minimum house costs were lower than those of the Land Company at $1500. Initially, Martin did not specify a setback for the houses from the front lot line - only for stables or sheds - but like the Land Company, he specified side lot line restrictions as well as distances from adjacent houses. Martin's restrictions permitted double houses in his additions, although none appear to have been built.

By 1906, in his 3rd Addition, Martin had increased the minimum housing cost to $1,750 and specified a 30-foot setback for houses from the street. Unlike the Land Company at this time,

Martin also incorporated a racial restriction that prohibited "persons of the African race" from residing in his development.[27] By specifying lower minimum housing costs combined with racial restrictions, Martin presumably sought to ensure that his subdivisions would be affordable to a broader market but nonetheless homogeneous.

Finally, unlike the Land Company, Martin did not include a commercial ban on all his property. An attached row of brick store buildings was erected on Brookville Road in Martin's 2nd Addition by 1927. Over the next two decades, this group of buildings would grow and be altered. This unornamented row of one- and two-story structures stands today between Turner and Taylor Streets. Due to the relative lack of artistic value and/or degree of alteration in these commercial buildings, they are not considered contributing resources within the historic district boundaries.

Martin's Additions contain houses from a variety of periods and representative of a variety of styles, but the grouping is less cohesive than those in other parts of the district. There is a higher level of infill construction, alteration, and post-1941 houses.

Chevy Chase Park (Part of the Town of Chevy Chase)

The next subdivision to take advantage of the success of Chevy Chase also adopted its name. It was "Chevy Chase Park," recorded in September 1910 by Fannie J. Barrett. Barrett was the widow of Allen Barrett, and was a resident of the District of Columbia, but the nature of her wealth or the occupation of her late husband are unknown. She had first tried her hand at development in Section 4, having purchased the tract west of Meadow Lane from Harry and Myrtle Smith in February, 1909 (who had apparently obtained the land from George Nixon of the Land Company). Though she had filed a formal subdivision for that tract in March, 1909, she never developed it, and the tract reverted back to the Land Company for its subdivision of October that same year.

In Chevy Chase Park, just bordering Section 4, she was more successful. The community is located on the west side of Connecticut Avenue, carved from a 120-acre tract purchased by Barrett from Charles H. Nussbaum. It stretched from the northern boundary of Section 4 to Leland Street on the north, and from Meadow Lane on the east to Maple and an unnamed road

[27] For sample deed from Harry M. Martin to homeowner in 1906 see Liber 188/Folio 467 in Montgomery County Land Records.

(now Tarrytown) on the west. The lots in Chevy Chase Park are wide - 100 feet - except for one block between Woodbine and Leland which contains mostly 50-foot-wide lots.

Like the others, Barrett also employed deed restrictions in her sale of lots. Taking her lead from the Land Company, Barrett's restrictions specified a $3,000 minimum housing cost and 25-foot building setbacks. Like Harry Martin, Barrett also restricted her subdivision to whites only.[28] In 1918, at least 17 houses stood in Chevy Chase Park.[29] By 1926, Charles A. Jones resubdivided a small portion of Chevy Chase Park, making only negligible changes in lot dimensions. In 1929 and 1930, the Shannon & Luchs Construction Company also resubdivided portions of the subdivision and a block of the Land Company's Section 4, reconfiguring lots slightly and adding a cul-de-sac west of Maple Avenue that was not developed until after the World War II period and therefore, outside of the historic district boundaries.

Edward H. Jones' Subdivision of Part of the Estate of the Late J.M. C. Williams (Part of Section 5)

The last subdivision to be filed prior to 1917 and not developed by the Land Company was Edward H. Jones' "Subdivision of Part of the Estate of the Late J.M.C. Williams." John M. Clayton Williams was a farmer who had begun purchasing land in the area in 1875. Between 1875 and 1883, he purchased over 122 acres, mostly from Benjamin Hodges. Williams built his own house circa 1884 and a drive leading to it off of Brookville Road. In 1890, the Land Company purchased the majority of Williams' land, but Williams retained 32 acres of it. In 1910, Edward H. Jones purchased 11.75 acres from Williams' estate and began a new subdivision.[30]

[28] Deed of 1919 for 4113 Woodbine Street.

[29] "Report on the Advisability of Creating a Sanitary District in Maryland, Contiguous to the District of Columbia and Providing it with Water and Sewerage Service," by the Washington Suburban Sanitary Commission, January 21, 1918, Tables IV and VII, p. 79. These tables provide information on existing water and sewage connections on various subdivisions. Chevy Chase Park is listed with 17 house connections.

[30] See Maryland Historical Trust Inventory Forms, Williams House (Site No. 35-13-3) and Jones-Beall House (Site No. 35-71), prepared by Clare Lise Cavicchi, The Maryland-National Capital Park and Planning Commission, 1998.

Born near Manassas, Virginia, Edward H. Jones moved to Washington, D.C. as a youngster in 1884. After 1905[31], Jones joined the Thos. J. Fisher & Co. real estate firm where he worked for 18 years. In circa 1909, he and his wife Lollie built a house at 7310 Brookville Road and moved to Chevy Chase. He later founded the Edward H. Jones & Company real estate firm and advertised himself as the "Chevy Chase Realtor," with offices at 5520 Connecticut Avenue. In the 1920s, Jones organized the Chevy Chase Savings Bank (and served as its President), and developed the Chevy Chase Arcade. He also co-developed, along with the Land Company, Section 5-A of Chevy Chase. By 1927, Jones moved into a house at 7 Magnolia Parkway.[32] He died in 1967 at the age of 94.

Jones' 1913 subdivision was on the east side of Connecticut Avenue. It included a portion of Williams Lane, and the land east of the Land Company's holdings along Woodbine Street. (Williams Lane was extended to meet Connecticut Avenue prior to 1913, but was not formally dedicated as a street until 1923.) Jones subdivided this land into 25 lots divided by Glendale Road as a north/south street connecting Woodbine to Leland. The lots in his subdivision are generous, at 70 feet in width, with some even larger. (One lot spans 250 feet.)

By negotiating with the Land Company on the right-of-way to extend Woodbine Street east from Connecticut across Land Company property to his subdivision Jones clearly tried to benefit from the Land Company's investments. Like the Sonnemanns, Jones attached no restrictions to the sale of property in his subdivision, but did mandate a 30-foot setback line. Except for one bungalow, at 3704 Woodbine Street, Jones' subdivision had a very delayed start, with most of the construction not occurring until the 1930s. The area today is very cohesive, containing architecture representative of that period.

## IV. SUBURBAN ARCHITECTURE (1892-1941)

The patchwork of subdivisions described above comprise the sections of Chevy Chase planned during the early pre-World War I suburban period either by Newlands or his contemporaries. Due primarily to the Chevy Chase Land Company's incorporation of restrictions and covenants in guiding its development, the architecture within the historic district is almost entirely residential. Chevy Chase Land Company deeds banned commercial development, apartment

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[31] According to the 1905 *Washington City Directory*, Jones was an inspector with a District commission and lived at 1917 2nd Street, N.W.

[32] *Polk's Washington Suburban Directory, 1927-28.* (Washington, D.C.: R.L. Polk & Co.).

houses, houses of inferior quality (measured in terms of cost), and buildings to be used for any purpose other than a residential one. They also relegated stables and ancillary structures to the rear of lots, and dictated front and side yard setbacks. (Front lot line setbacks also were mandated by the need to conform to the subdivision plats.)

Residential Buildings

The domestic architecture of Chevy Chase is comprised of detached, single-family residences situated on landscaped lots.[33] Taking their lead from models developed by the Land Company architect Lindley Johnson, the earliest houses in the suburb of Chevy Chase were designed as "cottages." While the suburb was intended for year-round living, some of the earliest houses only accommodated summer residents.

Since the suburb evolved over roughly fifty years, from circa 1890-1941, the suburban architecture of Chevy Chase runs the gamut from the Late Victorian styles of the Queen Anne and Shingle Style, to the multitude of forms known as Colonial Revival, to Arts and Crafts (including both English and American Craftsman models) to the 20th-century romantic Period Revivals, such as Tudor and Mission styles. A significant representation of the early architecture in the district can be categorized as 1) the American foursquare type house, rendered in the Shingle, Arts & Crafts style, or Colonial Revival styles; or 2) three bay, gable- or hipped-roof houses designed in the Colonial Revival (usually English or Dutch) or Tudor Revival styles.

For variety, architects and builders sometimes rotated the house to set the gable end to face the street, but the Village's ample frontages usually allowed for three- to five-bay-wide facades. Many of these houses are consciously correct Academic Revivals of historic styles, with an abundance that may be considered "Academic Eclectic," due to their creative interplay of various historical elements. There are also houses erected by mail-order builders, entrepreneurial carpenters, and contractors who successfully copied architect-designed houses.

In plan, the early houses offer a variety and depth of both public and private spaces on the interior. At the same time, they take advantage of their sites and extend living space into outdoor rooms through the use of wide, open porches, terraces and upper-story balconies. The main public areas are located on the first floor and often include large reception halls, parlors (and or living rooms), dining rooms and libraries. Invariably, the parlor, living and dining rooms have

[33] While houses in pairs were initially permitted on an 1892 sales plat and in the covenants for Section 3, none were built in the district.

fireplaces either prominently sited on center, or charmingly angled into the corner. In general, at least one of these rooms takes advantage of projecting bays, increasing the room's overall size, light and elegance.

The service area, found only in the pre-automobile-era houses, and located at the rear of the first floor, generally includes a kitchen, supplemented by pantries, china closets, laundry, storage areas, and miscellaneous closets.

The upper floors are generally reserved for bedrooms with recreational uses such as billiard rooms found in the attic level. Of particular note, however, is the accommodation of servants' chambers. Tucked into the rear corner of the house, these chambers are noticeably smaller than the other rooms and generally have access, via a back hall, to the kitchen below. This pattern of a secondary stair and servants' chambers often persisted in larger suburban houses until the Depression years.

As a group, the early houses of Chevy Chase represent an important cultural expression of American wealth and power in the early 20th century. It wasn't until after World War I, however, that Chevy Chase saw its greatest improvements, specifically in the undeveloped portions of Sections 3, 4, and today's 5, and in Martin's Additions. More than a thousand new houses were built in greater Chevy Chase in the 1920s. These new homes had an architectural character that was quite distinct from Section 2, 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 the war had changed architectural tastes. Even affluent families began to build smaller-scale and more reserved houses, which they managed without servants. In addition, smaller lots in certain sections and more affordable homes made the suburb attractive to those of the middle class.[34] These economic realities and the advent of the automobile were restructuring the household pattern and look of the American suburb. Tighter floor plans (due to smaller rooms, the elimination of large reception areas, and the paring down of service space), more symmetrical facades, a greater economy of ornament, and the incorporation of modern appliances, characterized the architecture of the 1920s and 1930s.

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[34] As early as 1916, in the brochure *Chevy Chase for Homes*, circulated by Thos. J. Fisher & Co., the Land Company stressed that the suburb was meant not just for the wealthy: "Chevy Chase was designed and has been maintained to meet the requirements of discriminating people-but that does not necessarily mean, in our opinion, people of great wealth. Scores of those of moderate means make their homes there." (P. 33.)

The 20th-century houses of Chevy Chase reflect the optimism, family stability, and comfort considered central to the domestic architecture of the post-Victorian American suburb before 1930. Stylistically, most of the automobile-age houses reflect a more conservative Colonial Revival imagery, particularly Georgian and Federal revivals, but they also are joined by great numbers of bungalows and Period Revival style houses, such as the Tudor and Mediterranean. While a number of freestanding "auto houses" stood by 1916, it was not until after the First World 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 houses were a typical part of Chevy Chase house design. This trend can be seen most clearly just beyond the district's borders, in Section 5-A, platted in 1923.

Non-Residential Development

The few non-residential structures that exist were either 1) specifically built by the Land Company as support structures for the residential community; or 2) built by others on Land Company land that was either sold or donated to them by the Land Company; or 3) built by others on land immediately adjacent to that owned by the Land Company.

Two significant and original Land Company community resources no longer survive: The first is the handsome Roman Revival-style Chevy Chase Inn from 1893 which stood on the site of today's 4-H Center on Connecticut Avenue. (J.C. Penney Hall, which stands in its place, dates to 1976 with rear dormitory wings from 1959.) The second feature is a landscape element, Chevy Chase Lake, which was created by the Land Company from a stream and served as a water supply for its power station as well as the center of an amusement park. It was located at the end of the trolley line at today's Chevy Chase Lake Drive.

The following resources contribute to the historic district:

The **Village Hall and Library** (ca. 1900), however, survives and provides testimony of the early efforts of the Land Company to provide the residents of the new subdivision with community buildings. Long and low-lying, this three-part structure is designed in a Craftsman style, characterized by its stucco wall finish; wide, overhanging hipped roofs with exposed rafters; and paired, geometric patterned windows. Based upon a combination rendering and plan of the "Chevy Chase Library" at the Library of Congress, the original section of the building standing today was likely designed or redesigned by architect Arthur Heaton ca. 1900. Heaton's watercolor rendering, dated March 1900, appears to be a preliminary or optional scheme that was either revised or rejected in favor of another. The building illustrated in Heaton's papers is

partially two-storied, shingled, and turreted, and is decidedly more Victorian than the one-story, Craftsman building that was constructed. The fact that the rendered building and that which stands of Connecticut Avenue share a basic floor plan and the trademark Union Jack windows does indicate, however, the likelihood of the same hand.[35]

The **Chevy Chase Club** occupies an area on the west side of Connecticut Avenue between West Newlands Street on the south and Bradley Lane on the north. Although the original nine-acre tract on which the Club's structures are situated was never owned by the Land Company, Newlands was instrumental in securing its lease on the property and its existence is integral to that of the suburb.

Included in the historic district are the club grounds, including the golf course and landscaping features, and significant club buildings. The primary resource on the club grounds is the main clubhouse, designed by Jules Henri de Sibour and constructed in 1911 in a Georgian Revival style. It consists of a 2½-story, stone structure with a principal, gable-roofed block flanked by two-story wings. In 1914, a Neoclassical porte-cochere was added to the facade and, the following year, a west porch facing the golf course received a distinctive semi-circular bay. Architect Waddy Wood made Colonial Revival extensions to the clubhouse in 1926, constructing the lateral stone wings. He also built the "Bradley House" on the south side of the club house and connected to it by a hyphen. A single beam and chimney (inscribed with the numerals 1747) from the historic Belt/Bradley farmhouse were incorporated into the new structure. Other historic structures/sites on the Chevy Chase Club grounds include, most notably, the former streetcar waiting station on Connecticut Avenue (ca. 1895); a combination stable/garage (1909); golf and tennis shops (1909 and 1926, respectively); and landscaping features, including hardscape elements such as roads, paths and retaining walls.[36]

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[35] The March 1900 rendering of the Chevy Chase Library by Arthur Heaton probably represents a scheme that was not the one ultimately chosen. While basic floor plan survives, the building has a more, up-to-date, Craftsman skin, compared to the Victorian rendering found in the Heaton drawings. The floor plan had two, self-contained spaces. One is devoted to the library, with book shelves drawn in the center of the room, a fireplace for ambience, stage for community functions, and a restroom. The other space, unidentified on the plan, was accessible only via an outdoor porch at the building's south end and was completely segregated from the library on the interior. A 1903 photograph of the building which shows it prior to its addition and alterations found in an article confirms that this floor plan was carried out. (The Heaton drawing is held at the Library of Congress, Prints and Photographs Division. The 1903 photograph is included with an article titled "Chevy Chase: Premier Among Washington Suburbs," Martin Luther King Library, Washingtoniana Division, Vertical files, Suburban Districts, Washington, D.C., D.C. Preservation League, Cutter Collection).

[36] A complete list of the buildings on the Chevy Chase Club property is included in the inventory of the historic district's contributing and non-contributing resources, and included as an appendix to this nomination.

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Prominently located at the gateway to Chevy Chase along the Washington, D.C. boundary, the **All Saints' Episcopal Church** property was erected on land donated to the church by the Chevy Chase Land Company. Built in several phases between 1901 and 1950, the church appears today as a Gothic Revival stone structure, characterized by a three-story bell tower and adjoining absidal bay, defined by pointed arches and capped by a conical slate roof.

The original structure, built in 1901 and encapsulated by later additions was designed by Waddy Wood and Arthur Heaton in a Gothic Revival style and includes a stone chapel with an open bell tower and one-story enclosed entry narthex, oriented towards Grafton Street. Between 1921 and 1926, the seating capacity of the church was doubled by expansion of the western half of the nave and completion of the chancel and sanctuary to the south. Soon thereafter, a kitchen and assembly hall addition were built to the southeast. In 1949 the congregation initiated a building campaign that added classroom space, a parish house, chapel and church offices, north and south transepts, and the three-story pyramidal roofed stone tower facing Chevy Chase Circle.

**Chevy Chase Elementary School** is located in what had been unbuilt open space above underground springs in the Land Company's Section 4. The building consists of two, two-story brick structures designed in a Collegiate Gothic style in 1930 and 1936 by well-known school architect Howard Wright Cutler. The buildings run parallel to Hillcrest Place and to each other, with their main, one-bay facades facing Rosemary Circle. They are characterized by bands of multipane windows and a stepped parapet. A 1959 addition connects the two wings on the front, obscuring most of the front facade of the 1930 wing.

The Chevy Chase United Methodist Church, located at Connecticut Avenue and Shepherd Streets dates from after 1949 and is therefore not considered a contributing resource. It sits on an historic site that has been associated with religious architecture in Chevy Chase since before 1912 when the Land Company donated the property to a Baptist congregation. The first building to stand on the site was a small, one-story frame chapel building (now demolished). This building should be evaluated within the next few years, once it has reached the fifty-year threshold.

As mentioned previously, the only commercial buildings in the historic district are non-contributing resources that were built on the east side of Brookville Road in Martin's Additions, immediately adjacent to Land Company land.

## V. ARCHITECTURAL STYLES AND THEIR REPRESENTATIVE BUILDINGS

Below is a listing of the most commonly found architectural styles in the district, with representative buildings cited as examples.

***Vernacular/Folk Victorian*** (ca. 1870-1910)

A handful of vernacular buildings from the late 19th century/early 20th century can be found in the historic district. These are generally two-story, gable-front-and-wing, frame houses that derive their architectural character from their form, rather than from decorative detail. As a building type, they can be found in rural, urban, and (as witnessed in Chevy Chase) suburban areas in the fourth quarter of the 19th through the first decade of the 20th centuries. Such houses stand on Williams Lane--a farm road when the houses were built--and in the neighboring subdivision of Otterbourne, opened for sale in 1894. With Otterbourne's deed restrictions stipulating a minimum housing cost of $2,000 ($1,000 less than the Land Company's Section 2 minimum), the Folk Victorian house with its pattern book form and mass-produced, pre-cut Victorian details provided an inexpensive option for suburban building.

The Williams Lane farmhouses at **3806 Williams Lane** (1893-1905) and **3807 Williams Lane** (1898-1905) and described above (see Pre-Suburban Architecture, Part II of Section 7 of this nomination) are two classic indications of Folk Victorian architecture. Two nearby houses at **3715 Thornapple** and **3705 Underwood Street**, both in Otterbourne, are similar in type. Still other examples can be found at **3611 and 3619 Raymond Street,** located in Section 3, which opened for development in 1907. These early 20th-century examples illustrate the persistence of the vernacular building even within a well-heeled suburban development.

***Queen Anne and Queen Anne/Colonial Revival*** (1880-1910)

Although the Queen Anne style of architecture retained popularity well into the first decade of this century, much of the early residential designs in Chevy Chase were progressive and ascribed to the newly emerging Colonial Revival style. As a result, only a limited number of strictly Queen Anne houses were built in Chevy Chase (and two of those were in the independent subdivision of Otterbourne), while many more transitional Queen Anne/Colonial Revival houses emerged in the subdivision's first years of growth. The Queen Anne houses in Otterbourne appear to have been builder-designed, while those in the Village benefitted from the hand of an architect.

In general, Queen Anne residences are characterized by their asymmetrical massing, varied roof lines, and projecting and receding wall surfaces, defined by bay windows, wrap-around porches, and decorative features such as molded bricks, patterned wood and shingle work. Queen Anne/Colonial Revival houses combine the massing of the earlier style with detailing from the later, illustrating a transition in progress. Probably the earliest examples of Queen Anne design in Chevy Chase was Francis Newlands' own house at 9 Chevy Chase Circle by Lindley Johnson and Leon Dessez. With its multigabled form and English overtones, the house was representative of a Late Queen Anne style before its conversion to a Tudor Revival residence (see below.) Other early examples are the houses at **12 and 14 West Kirke** in the Village. The house at **14 West Kirke** (ca.1894), attributed to architect Leon Dessez as "Cottage Z," is a rare example of "pure" Queen Anne style in the Village. A steeply pitched front gable roof and full-width, wrap-around porch dominate the main facade, while shingled bays, overhangs, and wall projections serve as primary decorative elements. Next door at **12 West Kirke**, (ca. 1898) Queen Anne and Colonial Revival massing and details, along with a Dutch-inspired central gable combine to create an eclectic example. Similarly, the house at **9 East Lenox** (1894), designed by Dessez, is a transitional example of the Queen Anne style, where the Colonial Revival-style foursquare massing merges with character-defining Queen Anne details, such as the "Queen Anne" sash next to the front door and the spacious wrap-around porch.

Several builder-designed Queen Anne residences are located intermittently throughout the various sections of Chevy Chase, such as at **3609 Thornapple Street**, **3713 Underwood Street** (both in Otterbourne) and **7002 Connecticut Avenue** (ca. 1906) in Section 3. At **3713 Underwood**, the gable-front and wing footprint, cutaway bay windows, and spindlework porch of the Queen Anne period are combined with Colonial Revival-era details, namely a Palladian window.

***Shingle Style*** (1880-1910s)

The Shingle Style may well represent the epitome of the suburban cottage ideal of the 1890s through 1910s. Almost invariably architect-designed, the Shingle Style was made popular in wealthy communities such as Newport, Rhode Island; Tuxedo Park, New York; and Mount Desert Isle, Maine. The Shingle Style was a uniquely American style that blended traits of the English Queen Anne and the emerging American Colonial Revival style. It had an organic appeal, with its use of continuous surface texture, primarily seamless wood shingling, to unify irregular outlines. It was also marked by a sense of horizontality and an open floor plan.

Several excellent examples of the style are located in the Village, not the least of which (and the oldest) was the Claude House--one of the model cottages designed in 1892 by Lindley Johnson (and, possibly, Leon Dessez) for the Land Company. Located at **5900 Connecticut Avenue**, the Claude House is a magnificent Shingle Style house with a prominent half-timbered gable and a pair of robust Richardsonian arches dominating the facade. Other noteworthy Shingle Style residences in the Village can be found at **6 East Melrose** (with its arched first story and subtle oriels), **19 Grafton and 6 West Melrose** (with their wide, front-facing gambrels), **9 West Melrose** (with its loggia-style, shingled porch), **4 Laurel Parkway** (with its rounded, shingled wall and stone first story), and **6 East Lenox** (with its shingle-clad, wrap-around porch and diamond-paned casement windows). The Gherardi House, located at **3807 Bradley Lane** in Section 3, was built ca. 1905 and also was stylistically influenced by the Shingle Style. The house is characterized by its robust massing and its fluid, sculpted form, created by the combination of wood shingle sheathing and two-story bay windows.

Outside of the Village where residences were not as conspicuous and not necessarily architect-designed, the Shingle Style proves less prevalent, with its influence found mostly in the widespread use of shingles on other house types and the proliferation of projecting bays, oriel windows and dormers.

***Classical Revival/ Neo-Classical*** (1890-1910; 1925-1950)

Some of the most unique, early residences in the Village subscribe to this style, which was most popular in the years prior to the turn of the century, but regained momentum in the mid-1920s, re-emerging with some variations. Inspired by the 1893 World's Columbian Exposition, the movement saw the revival of compositions and elements from antiquity (either directly Greek or Roman or via the Italian Renaissance). The style was widely used in civic and institutional as well as in residential architecture. In residential examples, pure Classical Revival houses almost always feature a full-height portico (or, at least, trademark columns or pilasters) as their most dominant feature. Porticos or columns are often used in conjunction with Classical decorative elements such as pediments, Palladian (tri-partite) windows, fanlights, and sidelights.

One early, but no longer standing building, the Chevy Chase Inn (1893) was designed by Lindley Johnson in this style and would have been a notable landmark and influential building in those early years. Historic photographs of the building show a central pedimented portico flanked by 2-1/2-story red brick wings. The portico featured giant Ionic order columns and a pediment with a central lunette window.

Indeed, several early and notable examples of the Classical Revival style exist in the Village, the Town and Section 3 of Chevy Chase. The house at **16 West Kirke** (1895) is striking for its colossal Ionic portico, its entry door marked by a broken pediment, and its Palladian stairhall window. The Jefferson-influenced, temple-form house at **3 East Lenox** provides the suburb's only truly Roman example of the style. Designed for Land Company engineer Morris Hacker by Leon Dessez ca. 1894, the one-story house features a deep Classical portico crowned by a fanlighted pediment, and an entry adorned by pediment and sidelights.

Other fine examples can be found at **102 E. Kirke**, built by 1910, which sports an elegant, double-story Ionic portico, and at the Imrie House at **4209 Bradley Lane**, built by 1913 and noted for its double-story Tuscan-columned portico. Boxwood, at **3815 Bradley Lane** in Section 3, was originally built ca. 1906 in a vernacular mode, but was rendered Neo-Classical ca. 1922 when it was remodeled and adorned with a double-story portico.[37]

***Colonial Revival*** (1880-1955)

The Colonial Revival style, which evolved significantly from its inception in 1876 to the mid-20th century, was a popular architectural style during the 1890-1940 period, and is the most commonly found style in the historic district. The Colonial Revival style sprung from a rejection of the picturesque qualities of the late Victorian styles in favor of the early forms of the American Colonial past. This nostalgic spirit found its earliest expression in the 1876 Centennial Exhibition in Philadelphia and was further encouraged by McKim, Mead and White's 1877 tour of New England, where firm members studied Georgian buildings first hand. In the 1880s, Colonial ideals were grafted onto the English Queen Anne to produce the Shingle Style, but only a handful of high-style architects like McKim, Mead, and White produced what could be truly called "Colonial Revival" houses. In the 1890s, the style became part of the architectural lexicon, with academic looks at pre-Revolutionary Colonial English and Federal-era examples serving as models at exhibitions and trade publications. The propensity was toward academic correctness, highlighted most successfully at Peabody and Stearns' Massachusetts Pavilion at the 1893 World's Columbian Exhibition. The pavilion was based on measured drawings of John Hancock's Beacon Hill home.

In the first decades of the 20th Century, the fashion of academic correctness persisted alongside less academic strains. Colonial houses of the 1910s could be modeled on New England or

[37] See Maryland Historical Trust Inventory Form, Taylor-Britton House/Boxwood (Site No. 35-65), prepared by Clare Lise Cavicchi, The Maryland-National Capital Park and Planning Commission, 1998.

Southern Colonial types, or, perhaps, a free mixture of multiple ethnic or regional roots. At the same time, colonial-era features could be combined with the Craftsman aesthetic (as in California Mission Craftsman houses, for example), or could serve as a skin on the vernacular Foursquare.

By the 1920s, the Colonial Revival had became one of several, romantic Period Revivals from which one could choose, alongside Tudor Revival and Mediterranean Revival homes, for example. Colonial Revival subtypes proliferated in this decade and through the next, and included the Georgian, Federal, Dutch, Cape Cod, New England, Pennsylvania, American Farmhouse, Williamsburg, Spanish Colonial, French Colonial, etc.[38] By the mid-1930s and throughout the 1940s, with the Depression and then the Second World War, the style was increasingly stripped down to its essences: a 2 1/2- story Colonial Revival box of three or five bays, center hall plan with mildly decorated entrance, six-over-six double-hung windows, and side gable roof.

The earliest documented Colonial Revival style house in the historic district is an outstanding example of "academic" Federal Colonial Revival at **11 West Kirke**, built circa 1894 (and altered by 1916.) Clearly modeled after New England examples, this house was possibly the work at some point in time, of nationally acclaimed architects McKim, Mead, and White.[39] Some other early examples of the style can be found at **101 East Kirke** in the Village and in a group of three frame houses in Otterbourne (now part of Section 5). Built 1899 to the designs of Arthur Heaton, the house at 101 E. Kirke is a 2-1/2-story, four-bay frame dwelling with a gable roof and off-center entry featuring a fanlight and side lights. The houses at **3706, 3708, and 3712 Thornapple** in Otterbourne are fine builder examples of the trend, with their symmetrical, five-bay facades, center entrances, and broad cornices. While all originally boasted porches, only **3712 Thornapple** retains this feature (the full-width porch was apparently originally a wrap-around, extending to three of the four sides).[40] Of the three, it is also the only one to feature an adorned cornice, with its elegant series of Neoclassical swags enlivening the wall surface.

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[38] For a good history of the Colonial Revival in the 1930s, see "The American Colonial Revival in the 1930s," by David Gebhard in *Winterthur Portfolio* (Vol. 22, Numbers 2/3, Summer/Autumn 1987), pp. 109-148.

[39] Archival evidence to support the McKim, Mead, and White claim has not been found, but oral tradition holds that the firm was, in some way, responsible for the appearance of the house.

[40] Present owner, Emily Eig, learned this from the previous, long-time resident of the house. The side porches were removed sometime before 1927.

In addition to 11 W. Kirke Street, numerous noteworthy examples of the consciously Georgian or Federal-influenced Colonial Revival style can be found in the historic district dating to the early 20th century. One such example, the Devereux House at **3911 Bradley Lane** in today's Town of Chevy Chase, was designed by Clarke Waggaman in 1910 as a major alteration of an earlier house. The result is a two-story, five-part brick Georgian Revival-style country house with polygonal end wings and a central pavilion defined by a pedimented entry. The two-story, five-bay hipped roof frame dwelling at **9 Grafton Street** has a finely detailed Federal entrance and second-story Palladian window. Other details include window crowns, denticulated cornice, pedimented dormers, and a Colonial Revival style fence lining the front yard of the property. The houses at **17 Primrose** (ca. 1911) and **6 Quincy** (1915) by architect John Donn, are both elegant versions of the Georgian Revival style, with their five-bay, central-passage plans and boldly articulated Georgian porticoes. The historic district's most publicly visible example of the Georgian Colonial Revival style serves as the Chevy Chase Club clubhouse at **6100 Connecticut Avenue**. Originally designed in 1911 by Washington, D.C. architect, Jules Henri de Sibour in the Colonial Revival style, the building received its east portico in 1914 and a sizeable addition in 1926 (the latter designed by architect Waddy Wood).

Examples from the 1910s include the gambrel Colonial Revival houses at **15 West Kirke** (by 1912) and **6 Primrose** (by 1916) and Foursquares that hint at the Colonial Revival, including **12 E. Lenox** (by 1916) and **3507 Bradley Lane** (by 1916). Another example from the 1910s is the frame, Georgian Revival house by architect John Donn's at **1 E. Melrose** (1916).

In the 1920s and 1930s, the side-gable, frame Colonial Revival house of less pretension had become tremendously popular. A typical example can be found at **33 West Lenox.** Constructed in 1924, this two-story, gable-roofed Georgian/Federal Revival style residence has a symmetrical, three-bay facade with a 1-1/2 story east wing. Noteworthy elements include 8/8 windows and a handsomely detailed entrance with a fanlight, sidelights, pilasters, and overhanging, elliptical-arched hood. Examples of this symmetrical, three-or five-bay, gable-roofed subtype can be found throughout the district. The brick house at **35 West Lenox** (1925), with its Federal-inspired central door surround and substantial scale; the house at **3810 Taylor Street** (1932-1941), with its symmetrical design and pedimented central entry door; and **3918 Virgilia Street** (1937), with its three-bay brick facade, central-passage plan and 8/8 windows, well exhibit the style from the period.

The Dutch Colonial style, characterized by its trademark gambrel roof, was built primarily between the 1910s and the 1930s. In Chevy Chase, the earliest known example of Dutch Colonial is located at **6 Hesketh Street** (built by 1912). By 1916, many other houses were built

in this style, including **13 East Melrose, 8 Quincy Street** and **3706 Raymond Street**. The house at **3706 Raymond** illustrates Shingle Style-influence in its massing and in its shingled gable end. By the 1920s, the more typical Dutch Colonial form evolved from the front-end gambrel to a side gambrel, generally with prominent shed dormers and hooded entries. Section 3 is replete with 1920s Dutch Colonial houses, including a group of several at **3601, 3602, 3605 Raymond Street**, and the prominently sited house at **6813 Florida Street**, at the convergence of Spring, Florida and Fulton streets.

The district contains several examples of the Cape Cod Colonial constructed in the 1930s, including **3501 Bradley Lane** (1932-41), as well as Spanish Colonial types (see below). Most Colonial Revival-style residences constructed in the 1930s and 1940s were of the austere stripped Georgian type. Several representative examples are located on Leland Street, Maple Avenue, Thornapple Street and Oak Lane in today's Town of Chevy Chase. Two examples at **7412 and 7414 Oak Lane**, designed by R.L. Willis, Jr. for Shannon & Luchs Construction Company provide typical three-bay, central-passage plan examples. The house at **4213 Thornapple,** designed by A.W. Smith for the Frank Simpson Building Corporation, is a three-bay, side-hall example with integral garage wing that is a common form dating to the late 1930s/early 1940s.

***Arts and Crafts/Craftsman*** (1893-1930)

Arts and Crafts houses, especially the American Craftsman, were popular at the turn of the century and throughout the 1920s, increasingly in bungalow form. While some Arts and Crafts houses drew directly from the English tradition of the same name, most had been adapted to American soil. The Craftsman movement was founded in this country to correspond to its English counterpart. The underlying principles of "Craftsman" abodes were simplicity, durability, functionality, and harmony with their natural surroundings. Provided they met the above criteria, Craftsman houses could be small cottages, 1-1/2-story bungalows, or very large, two-story suburban residences. Many Craftsman homes relied on thick, massive walls to imply durability and looked back to mission architecture on American soil as their model in this regard. It is the bungalow, however, that is the house form most identified with the Arts and Crafts movement in America. First identified at the turn of the century as a type of summer residence, the bungalow gained in influence as a year-round dwelling through the writings of Gustav Stickley in his periodical *The Craftsman* and the publication of bungalow designs in mail-order catalogs such as Sears, Roebuck's. The Craftsman bungalow could be one or two stories, almost always had a very low-pitched roof with wide eaves and exposed rafters, stressed horizontality and native materials, like shingle and rough stone; and typically featured grouped windows and a

front porch. On the interior, removal of unnecessary interior partitions and deep-stained interior wood finishes combined for a spacious, yet cozy appeal.

The "Lodge," one of the first houses constructed in Section 2 by Lindley Johnson and Leon Dessez for Edward Stellwagen is indicative of the early Arts and Crafts movement in the district. Located at **5804 Connecticut**, this ca. 1892 residence has the characteristic elements of the style, with straight, massive walls; low-pitched, hip roof; and round arches in the California Mission tradition (in this case, the arches have been altered, but originally appeared as a second-story loggia). Another early example of a Craftsman House overlaid with Classical Revival details is the Sonneman House at **6515 Brookville Road** (built ca. 1906) in today's Martin's Additions. This two-story, three-bay, box-like dwelling is characterized by Craftsman stucco wall surface; a wide, overhanging hipped roof with boxed eaves supported by Classical paired wooden brackets; a hipped roof dormer; and a now-enclosed front porch with exposed rafter ends.

The 2-1/2-story, three-bay house at **4201 Bradley Lane**, designed by prominent Washington, D.C. architect George Oakley Totten, Jr. and built ca. 1910, features strong Craftsman details (namely, an overhanging hipped roof with wide eaves adorned with modillions and pergolas and supported by bracketed wood columns). **17 West Kirke**, built prior to 1916, is another fine example of the Craftsman style with its multitude of ribbon windows and exposed rafter tails. Shed dormers with casement windows enhance the side-gabled roof form. The entrance is protected with a front-gabled porch supported by square columns and enhanced with decorative braces.

Falling in line more with the English Arts and Crafts style than with the American Craftsman interpretation is the house at **25 West Kirke Street**. Designed by Rodier and Kundzin ca. 1929, this house is characterized by its attention to site orientation and the use of materials and texture. When designed, the architects sought to both preserve existing trees and maximize sunlight. The smooth stucco walls of the house include rusticated quoins and first-story French doors with elliptical lights.

Several houses show a mingling of influences from the period. One interesting example of Craftsman/Tudor Revival can be found at **28 Primrose**, built prior to 1919. While seemingly Tudor Revival at first glance, the house's brick base, cement plaster walls with half timber construction, and pantile roof are all featured in Craftsman homes from the 1909 *Craftsman Homes* publication by Gustav Stickley. Another example of a Craftsman home with lingering Shingle Style character can be found at **3807 Bradley**.

As for Craftsman bungalows, there are numerous excellent examples in the district. The house at **34 West Kirke**, built in 1915, is an outstanding large-scale bungalow with typical Craftsman features, including a low-pitched roof with wide, overhanging eaves and ribbon windows. In Section 3, several groups of bungalows from the 1916-1927 era stand on Shepherd Street at **3607, 3611, 3612, 3613, 3615 Shepherd** and from **7003** through **7011 Georgia Street**, although the house at 7007 Georgia Street has lost its characteristic porch to a an enclosed room. All of these examples are 1-1/2-story, hipped roof houses with an integral front porch.

Similarly in the Town, a row of bungalows lining the odd side of the 4100 block of Stanford Street at **4109, 4111, 4113, and 4115 Stanford Street**. These examples, all built between 1916 and 1927 are noteworthy for their 1-1/2-story height, low hipped roofs, and integral porches. Another bungalow forming part of the row at **4107 Stanford Street**, distinguishes itself for its ca. 1913 construction date and for its prominent hipped roof and its flying hipped dormers located in the side hips. Unlike the integral porches of the other examples on the block, this porch projects from the main facade and is sheltered by its own encompassing hipped roof. Martin's Additions also boasts a good share of bungalows, a representative example of which is located at **3513 Raymond Street** and features the typical Craftsman battered porch columns. A line of bungalows on the south side of Taylor Street in the 3500 block creates an especially consistent rhythm to the streetscape.

***Spanish Colonial/Mission*** (1890-1920)

Spanish Colonial, theoretically a sub-category of Colonial Revival, was a revival of Colonial Spanish architectural forms and details. Most common in Florida, California and the Southwest, but also found on the East coast, Spanish Colonial buildings are identifiable by combinations of the following: low, horizontal massing; low-pitched roofs covered with pantiles; rough stuccoed wall surfaces to imitate adobe construction; patches of terra cotta or molded ornament; exposed wood (rafters, posts); wrought-iron grillwork; and round-headed openings. The Mission style, a sub-category of Spanish Colonial, evolved from a romantic interest in Spanish missionary churches, which were erected by the missionaries between the 1780s and 1820s along the California coast. The Mission style added certain elements to the Spanish Colonial idiom as adapted from the churches, such as scalloped roof forms; parapets; towers; arcades; and simplified Classical details, such as pilasters and columns.

An unusual Spanish hacienda can be found at **200 Primrose** (by 1927) in Sonemmann's Addition (Sections 6 and 7). It features a round-arched first-story loggia and a second-story recessed porch across its facade. In Section 4, the picturesque stucco houses at **4101, 4103,**

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**and 4105 Stanford** (by 1927) exhibit character-defining Mission-style details including round-arched openings, entrance towers, pierced square chimney tops, and pantile roofs. At 4105, quoining around the openings provides a subtle classical touch. In Martin's Additions there are several examples, two of the most prominent being the houses at **7200 and 7202 Delfield Street**, which survive from the last decade of the historic district's period of significance. Built ca. 1931, they are quaint, low-lying stuccoed abodes with pantile roofs, arched openings and decorative grillwork.

***Mediterranean Revival/Renaissance Revival*** (1890-1935)

Contemporaneous with the Mission Style, the Mediterranean Revival style was a romantic style which looked both to Spanish and Italian precedent for inspiration. Not as specific as the Mission style in its origins, Mediterranean Revival houses may have harked back to Renaissance and Baroque forms, or to a mixture, but were typically not "academic" in intention. Mediterranean Revival residences often feature wide and overhanging tile roofs, stucco walls surfaces, emphatic entryways, and arched openings.

At the same time, a formal Italian Renaissance Revival movement began in this country with the construction of McKim, Mead & White's landmark Villard Houses in New York in 1883. Generally found in major metropolitan areas, this Renaissance Revival style differed from the earlier Italian-inspired "Italianate" style and from the looser Mediterranean Revival in its academic approach, with details borrowed more or less directly from Italian originals.[41] In many cases, however, the finest houses of the period were academically eclectic, borrowing from Italian and French Renaissance examples primarily, but by no means exclusively. The grandest of these houses, whether French or Italian, are known stylistically as "Beaux Arts."

The house at **16 Primrose**, built ca. 1923, is characteristic of the reserved expression of eclectic Mediterranean Revival design found in Section 2. This side-gabled residence with parapet ends has a form that could, with different materials, suit a Colonial Revival house. The bold projection of the center pedimented dormer and the segmental pedimented door surround with freestanding columns are blended with a bright orange-red pantile roof, cream stucco walls, and Italian Renaissance and casement windows.

A cluster of houses in Chevy Chase Park (within the Town), located at **4101, 4102, 4103, and 4104 Leland Street** (built in the 1920s) are also heavily influence by the Renaissance

[41] Virginia and Lee McAlester, *A Field Guide to American Houses*, 397-398.

Revival/Mediterranean Revival styles. In general, they are cubic in volume, have wide-eaved, pantile roofs and stuccoed wall surfaces. Special emphasis has been applied to the central entries, each ornately designed with Classical Renaissance surrounds. In today's Martin's Additions, the ca. 1927 house at **6609 Brookville Road** features the stuccoed wall surfaces and pantile roof typical of the Mediterranean Revival style.

In Section 2, Waddy Wood's designs for **8 Oxford** and **15 East Melrose**, both executed prior to 1912, are classic expressions of the Renaissance Revival style, with their hipped roofs, overhanging eaves, and decorative center entrances. Three landmark houses located at **7200, 7202 and 7204 Connecticut Avenue** (ca. 1925) epitomize the Renaissance Revival style. Built by the Italian immigrant Lozupone brothers as their personal residences, these three houses are bordered along Connecticut Avenue by a wall and each shares a cubic three-bay, two-story form emphasized by a flat roof with a balustrade or parapet. The walls of 7200 and 7202 Connecticut Avenue are stuccoed with corner quoining, while 7204 has a rusticated first story and stuccoed second story. The center residence--7202--distinguishes itself as the only one with appendages (an open porch on the south end and an enclosed wing on the north end).

***Tudor Revival*** (1890-1940)

One of the most popular romantic revivals in Chevy Chase was the Tudor Revival style, used primarily for residential purposes between 1890 and 1940. The Tudor Revival style can be found on the most elaborate mansions to the most modest prefabricated house.[42] The style ranged from correct copies of 16th-century Tudor examples to the eclectic use of medieval, Gothic, Tudor, and Jacobean forms. These forms included asymmetrical massing and varied rooflines; multi-light casement windows in a variety of shapes and sizes; steeply projecting gables and dormers, often with decorative ridge and barge boards; prominent chimney stacks, often with multiple flues; "Tudor-arched" openings; and an emphasis on wall texture, including uncoursed stone, stucco, brick nogging, and half-timbering. If the Colonial Revival appealed to the patriotic, the Tudor Revival appealed initially to those wanting to assert Anglican roots, but increasingly to those that wanted something once again more "picturesque" than the standard American Colonial form.

In Chevy Chase, the earliest known example of the style can be found at **9 Chevy Chase Circle.** Between 1909 and 1914, Newlands' former residence was remodeled by Arthur Heaton

[42]Alan Gowans, *Styles and Types of North American Architecture: Social Function and Cultural Expression* (New York: Harper Collins Publishers, 1992), 254.

for its then-owner, baking magnate William Corby. "Ishpiming," as the house was then known, was updated during this time to a robust Tudor Revival appearance with half-timbering. The 22-room mansion was remodeled to include a large mahogany library, 30-foot high "great hall" with Aeolian pipe organ, and a ballroom. Other structures on the grounds in the same stylistic vocabulary also designed by Heaton include the formal gateway (1915) off Connecticut Avenue, and stone garage (c1924, expanded in 1927).

Other examples of the Tudor Revival style in the Village include **11 W. Lenox Street** (1924) and **3 Primrose Street** (1916-1927). The house at 11 W. Lenox, also designed by Arthur Heaton, represents the style well, with its steeply pitched and paired gables, a variety of wall materials, decorative timber framing on the second floor of the center gable, and an arched doorway with heavy board-and-batten door. At 3 Primrose, the main facade, with its high pitched over-shot roof and integral porch, decorative half-timbering, large prominent chimney, and Tudor-arch doorway recall the building traditions of medieval and Tudor England.

The Town of Chevy Chase offers multiple examples, including an early one at **4106 Leland Street** (by 1919) and one of the most sophisticated examples at **7320 Meadow Lane** (1916-27). The 4106 Leland Street example retains a late 19th-century Folk Victorian building form, while featuring the adornment of the Tudor style, most notably half-timbering in the second story on stucco wall finishes. The house at 7320 Meadow Lane is more complex. The main roof is a deck-on-hip with an overshot eave in the central bay, sheltering the front, south facing entrance. A picturesque effect is further enhanced in a front gable projection on the west bay, front gable dormer above the over-shot entrance, and hipped dormer centered on the main roof. Wall materials include half-timbering, stucco and stone quoining.

More examples of the style are found in Section 3 and Martin's and Sonnemann's Additions. Facing one another at **3805 and 3808 Raymond Street** and built by 1927, these examples include the use of half-timber framing with stucco on the second floor and brick and stone on the first floor. The house at 3808 incorporates an original, built-in garage located at ground level. The **100 Block of Summerfield** in Sonnemann's Addition (Sections 6 and 7) contain some of the most representative examples. Erected in the 1920s and 1930s, these houses have the proportions, materials, and detailing of English building traditions.

***French Eclectic/Chateauesque*** (1890-1940)

A rarity in the historic district, this style, based upon monumental 16th-century French chateaux was popular in suburbs between the 1890s and 1940s. Generally, Chateauesque houses show

varying expressions of Gothic and Renaissance details, and almost invariably include masonry construction; busy rooflines with spires, turrets, dormers, chimney stacks and other roof features; towers; and highly articulated window and door surrounds with Gothic or Renaissance-inspired details. In Chevy Chase, only one example of this style exists - the house at **1 Primrose Street** in the Village. Built between 1927 and 1931, this grand brick structure with diaper work in diamond shaped patterns has limestone window and door trim. The hipped roof with dormers and projecting chimney stacks, casement windows, and a two-story tower with conical roof are the dwelling's principal character-defining features.

## VI. ARCHITECTS WORKING IN CHEVY CHASE

The known architects of Chevy Chase largely represent a cross section of ambitious younger Washington, D.C. practitioners who established important firms in the region between 1890 and 1930.[43] The elder statesmen of the group was Leon Dessez, who collaborated with Lindley Johnson on the design of the model houses and Newlands' residence. Other well-known architects who had independent practices by 1890 and who worked in Chevy Chase before 1900 were George S. Cooper, Clarence L. Harding, and Louis D. Meline. Architects Waddy B. Wood, Edward W. Donn, Jr., Arthur B. Heaton, Philip M. Jullien, Reginald Geare, Appleton P. Clarke, Clarke Waggaman, George Oakley Totten, Jr., Alexander Sonnemann, and Porter and Lockie all designed houses in Chevy Chase between 1900 and 1930.

Leon Emile Dessez (1858-1918) was an experienced and mature architect with a busy D.C. practice when he began his work in Chevy Chase in 1892. Having apprenticed with Hornblower & Poindexter, and worked on plans for the Washington Monument and at the Washington Navy Yard, he opened his own practice in 1886 and became a founding member of the Washington Chapter of the American Institute of Architects. Starting in 1893, after Lindley Johnson's departure, Dessez became the Land Company's chief architect and a member of its Board of Directors. Throughout his 25-year tenure with the Land Company, he also retained prominent outside commissions, including the Admiral's House on Observatory Circle (the Vice President's House), Gallinger Hospital (razed), and other hospitals, fire stations, and hotels.

[43] The work on the Land Company's model cottages by architect Lindley Johnson from Philadelphia stands out as an exception. Most of the prominent houses erected Chevy Chase have been attributed to architects with offices in D.C.

As the Land Company's architect, Dessez's house designs were especially influential to the early architectural character of Section 2.[44] Some known examples of his work include the Colonial Revival-style Birney House (1893) at **9 East Kirke (Figure 9)**, the Porter House (1894) at **9 East Lenox**, and the Neoclassical temple-front dwelling for Land Company engineer Morris Hacker (ca. 1894) at **3 East Lenox**. Dessez's own vernacular Colonial Revival residence is located at **3 East Irving**. He also designed the house at **8 East Irving** for patent office examiner George C. Wedderburn in 1905, and for the dramatic group of Foursquare houses across the street at **5, 7,** and **9 East Irving**, built 1905-1910. Based on a consistency of approach, it is probable that Dessez also designed the houses at **16 East Melrose**, **7 Newlands**, and **16 Magnolia Parkway.**

George S. Cooper (1864-1929) is best recognized in Chevy Chase as the designer of John L. Weaver's "Cottage at Chevy Chase" (1895), built for $5,000.[45] It was an early and sophisticated Colonial Revival building based on New England models. Cooper also became owner/architect/builder of a half-block area north of Bradley Lane in Section 4 in 1927 when he purchased and re-subdivided this small section of George E. Fleming's subdivision, designing the houses therein. Cooper was a District native who attended the local schools and obtained his architectural training working as an apprentice and draftsman with the Washington firms of Gray and Page, Hornblower and Marshall, and A. B. Mullett. He opened an independent office in 1886 and soon specialized in apartment design and rowhouse blocks.[46]

Little is known about Clarence L. Harding and Louis D. Meline except that they were active in their practice in the District of Columbia in the late 19th century. Harding later established a successful partnership in 1904 with Frank Upman (1872-1948) who came to Washington in 1897 to manage a local office for Chicago architect Henry Ives Cobb. Harding and Upman became

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[44] Edward Hillyer, President of the Land Company in the 1930s, notes Dessez' induction onto the Land Company Board of Directions in 1893 in his unpublished Manuscript (Chevy Chase Historical Society). Hillyer goes on to say that strict building restrictions were adopted in 1893 around the same time, but he does not specifically credit these restrictions to Dessez, as numerous later sources have. The only known building restrictions that applied to Chevy Chase are those found on the 1892 sales plat by Thos. J. Fisher & Co. and those (essentially matching) restrictions that are found in the Land Company's deed covenants. Thus, it would not appear as though Dessez developed *new* building restrictions in 1893, but he may have been responsible (perhaps with Lindley Johnson) for those advertised at Section 2's inception.

[45] The house, located at 16 East Melrose, was described in the *Evening Star* as a building with a "thirty-two feet front, with a depth of forty feet" and "two stories in height, with an attic" featuring "all modern conveniences." (*Evening Star*, October 26, 1895.)

[46] For a biographical sketch of Cooper, see *The Washington Post, A History of the City of Washington, Its Men and Institutions*. (Washington, D.C.: Washington Post, 1903), 307-308.

prominent apartment and commercial building designers in the District before World War I. In Chevy Chase, Harding is known to have designed **6 East Lenox**[47], and based upon the similarities of design, is thought to have been responsible for **11 East Irving** and **9 West Melrose**. All of these houses are presented in a Shingle style with sweeping verandas organized around a simple Foursquare form and plan. Meline designed the Lieutenant Semly House at **4 Laurel Parkway (Figure 10)** and the Lewis House at **4 West Melrose**, both of which are rustic Shingle Style/Arts and Crafts designs that retain much of the picturesque eclecticism of the Victorian house in their varied texture, asymmetrical massing, and profusive details.

By the early twentieth century, Chevy Chase residents began to commission the rising stars in the profession. The architect-designed Colonial, Mediterranean, and Tudor Revival houses throughout the district are indicative of the importance of domestic commissions to the diverse practices of noted Washington architects before the onset of the Great Depression. The most prominent of the group were Waddy B. Wood (1868-1944), Edward W. Donn, Jr. (1868-1953), and Arthur Heaton (1875-1951), who rank only behind Dessez in setting the standards of house design in the Village before 1930. Wood and Donn were both young upstarts in the architectural profession who were active members and officers of the Washington Architectural Club in the 1890s and the Washington Chapter of the American Institute of Architects between 1910 and 1920.[48] In step with the City Beautiful planning ideals of the nation's capital, these architects brought designs to Chevy Chase that paralleled the emerging Beaux Arts and Neoclassical-style Federal core.

Wood and Donn were also related as partners in the firm of Wood, Donn and Deming, which flourished between 1902 and 1912 and was responsible for numerous public and commercial buildings in Washington, including the monumental 1906 Union Trust Building in the District of Columbia (at 15th and H Streets, N.W.). The Union Trust was formed in 1899 by Newlands and the Land Company Directors. With the exception of his ten- year business relationship with Donn and Deming, Wood maintained an independent practice from 1892 to 1936. Considered a brilliant designer with an eccentric personality, Wood may have been Washington's most prolific 20th-century architect before 1941. Wood is most noted in Washington today for his 1915

[47] This attribution was discovered when the present owners of the house found a signed architectural drawing in a wall cavity of the house.

[48] For information concerning the organization of the architectural profession in Washington, D.C. in this period and biographical sketches of Wood and Donn, see William Bushong, *A Centennial History of the Washington Chapter of the American Institute of Architects* (with biographical sketches by Judith Helm Robinson and Julie Mueller). (Washington, D.C.: Washington Architectural Foundation, 1987).

Georgian Revival Woodrow Wilson House, now operated as a house museum by the National Trust for Historic Preservation, and the massive stripped Neoclassical Department of Interior building completed in 1936.[49]

In Chevy Chase Village, Wood designed the two important Mediterranean Revival style houses at **8 Oxford Street** and **15 East Melrose**. Both houses were built before 1916 and revived the popularity of the high-style Mediterranean design that had been proposed by Lindley Johnson in some of his unbuilt cottages for Section 2. (See Figure 5.) The 1916 promotional booklet *Chevy Chase for Homes* featured **8 Oxford Street** as a prime example of the architecture that made the neighborhood desirable. Wood also designed the **All Saints Episcopal Church** on Chevy Chase Circle in 1901 and directed 1926 Colonial Revival additions to the **Chevy Chase Club**.[50]

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

Donn, who lived in Chevy Chase at **3810 Bradley Lane**, noted in his memoirs that the firm of Wood, Donn and Deming designed numerous houses in Chevy Chase.[51] Plans in the possession

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[49] See Emily Eig's sketch of Waddy Wood in David Look and Carol L. Perrault, *The Interior Building: Its Architecture and Its Art*. (Washington: Government Printing Office, 1986), 18-21; and also the numerous entries for Wood, Donn and Deming in Pamela Scott and Antoinette J. Lee, *Buildings of the District of Columbia*. (New York: Oxford University Press, 1993).

[50] Wood's drawing for the All Saints' Episcopal Church appeared in the *Architect and Builder's Journal* [Baltimore] (March 1901), 29. The architect's remodeling of the Chevy Chase Club is discussed in Lynham's *Chevy Chase Club*.

[51] Unfortunately the memoirs do not list those houses for which they were responsible. (AIA Architects Papers, Donn, Edward W., Jr., RG 804, SR5, Box 23B, American Institute of Architects Library and Archives, Washington, D.C.).

of the current owners of **18 West Lenox** confirm that Donn was the house's designer.[52] Donn was also a close friend of the Newlands family and designed a house for Mrs. Newlands at 2328 Massachusetts Avenue, N.W. He later designed the Newlands Memorial Fountain built at Chevy Chase Circle in 1932.[53]

No roster of architects in Chevy Chase would be complete without the name of Arthur B. Heaton. A native Washingtonian, Heaton attended public schools in the District and trained for his profession through apprentice drafting jobs with Smithmyer and Pelz, and Hornblower and Marshall. Both firms were led by highly respected local architects who were active in professional and civic affairs and considered outstanding designers. Smithmyer and Pelz are best remembered for their design of the Library of Congress (Thomas Jefferson Building) and Hornblower and Marshall for their numerous D.C. landmarks, including the Boardman and Fraser Mansions in the Dupont Circle area, distinctive Beaux Arts building for the National Geographic Society on 16th Street, and the Natural History Museum on the Mall. In 1900, Heaton opened his own office at 902 F Street, N.W. and won a few minor house commissions before advancing his career with a year's study at the Sorbonne and a tour of Europe to study the Cathedrals of France, Spain, and Italy. This expertise may have led to his appointment in 1908 as Supervisory Architect for the Washington Cathedral, where he directed construction for 14 years.[54]

With practical experience gleaned from two of Washington's leading architecture firms and European educational training, Heaton emerged in the 1910s as one of the region's most successful practitioners. Among his clients were numerous corporations, especially banks, that were seeking a conservative and stylish image from his palette of Georgian and Renaissance Revival designs. Heaton also was a prominent designer of schools and housing developments. Burleith, an innovative complex of 500 houses in northern Georgetown, was one of his most important neighborhood designs in conjunction with Shannon and Luchs. As a noted automobile enthusiast, Heaton also was drawn to the architecture of the first automobile age. He designed an elaborately decorated Art Deco structure for the downtown Capital Garage (1926; razed) and the

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[52] The design of his own house on Bradley Lane as well as two others at 3706 and 3708 Bradley Lane mirror the reserved vernacular Colonial Revival design of 18 West Lenox and are thus presumed to be the work of Edward Donn.

[53] Donn Papers, AIA Library and Archives.

[54] See the biographical sketch of Heaton by Robinson and Mueller, in Bushong, *Centennial History of the WCAIA*, 130; and also Isabel T. Hill, "Arthur Berthrong Heaton: A Washington Establishment Architect." Unpublished paper, December 12, 1977. Copy on file at M-NCPPC.

prim Georgian Revival Park and Shop (1930) on Connecticut Avenue in the Cleveland Park area, pioneering the multi-story garage and automobile shopping center concept in the area.[55]

Heaton began working in Chevy Chase Village in 1899 when he designed the second house built by prominent Washington realtor John L. Weaver. Weaver had married his sister, Annie Heaton, and became an early and influential client who helped establish the young architect's practice with numerous commissions for apartments and rowhouse groups in D.C. during the first decade of the twentieth century. In 1911, Heaton remodeled the Newlands House in the Tudor Revival style on Chevy Chase Circle for William S. Corby and later added the mansion's gateway, garage, and landscape plans for the house between 1915 and 1927. About the time of his first Corby commission, Heaton also designed Colonial Revival houses for Edward J. Walsh (**2 East Newlands**) and William J. McNally (**4 East Newlands**). In 1911 Heaton designed a Colonial Revival residence at **17 Primrose** for Charles Ogilby that was featured in the *American Architect*[56] and in the early 1920s, designed a handsome Dutch Colonial house for J. E. Jameson at **13 Oxford** and a Tudor Revival house for John C. Walker, Jr. at **11 West Lenox**. In the 1920s, Heaton also designed additions to earlier Village houses, including **18 West Lenox** and **5914 Cedar Parkway**. In the 1930s, he designed numerous houses for Shannon & Luchs in today's Town of Chevy Chase.

Other prominent architects working in Chevy Chase included Philip M. Jullien (1875-1963), Clarke Waggaman (1877-1919) Reginald Geare (died in 1927), and Alexander Sonnemann (1872-1956). Jullien was a native Washingtonian who worked in the city for two years before moving in 1897 to New York, where he became affiliated with several leading architectural concerns in that city, eventually earning national acclaim. In 1917, after stints in Alaska and Chicago, Jullien returned to Washington winning at least two paramount Chevy Chase commissions: the grand Colonial Revival-style dwelling at **34 Quincy Street** (1922) designed for owner George Lewis; and a major addition in 1929 to the Taylor-Britton House (Boxwood) at **3815 Bradley Lane**, in Section 3. In 1920, Jullien lived at 30 Quincy Street and is probably best known in the vicinity for his design of Congressional Country Club off River Road in Montgomery County.

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[55] Ibid. See also Richard Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941." *Society of Architectural Historians Journal*, 6 (March 1992): 11-15 and James M. Goode, *Capital Losses: A Cultural History of Washington's Destroyed Buildings*. (Washington, D.C.: Smithsonian Institution Press, 1979), 416-418.

[56] *The American Architect*, November 15, 1911.

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Waggaman, a well-known architect of bank buildings and commercial structures in the District, designed several houses in Chevy Chase, along with alterations to some of the suburb's most prominent residences. As mentioned above, the foremost example of his work was a substantive alteration (bordering on new construction) for the Devereaux family's residence at **3911 Bradley Lane** in 1910. He also was commissioned to design a small addition to Dr. James Dudlea Morgan's home, Dudlea, at **1 Quincy Street**, originally erected in 1909.

Architect Reginald Geare designed several dwellings in the various Spanish idioms (Mission, Mediterranean) and Renaissance Revival styles in today's Town of Chevy Chase. In Washington, Geare is known to have designed multiple single-family dwellings in the 1910s, including several long rows in the Kalorama Triangle neighborhood, similarly having a Mediterranean flavor. Geare is most noted, however, for his Georgian Revival theater designs (with Robert Adam ornamentation), including the Knickerbocker (1915), Metropolitan (1917, razed 1968) and Lincoln Theater (1921). In January 1923, the roof of the Knickerbocker collapsed under a heavy snowstorm, killing 98 persons. Although Geare was exonerated from any wrongdoing, his career was nevertheless ruined, and in 1927 he committed suicide.

Between 1917 and 1927, Geare pursued residential work in Chevy Chase, often as owner/builder/architect. In Chevy Chase Park, Geare bought and sold several lots in the 4100 block of Leland Street, most likely designing and building the impressive Renaissance Revival houses at **4101, 4103** and **4104 Leland Street** (and possibly others). Geare also was responsible for the two houses at **4101** and **4103 Stanford Street** in Section 4. According to local tradition, Geare built the house at 4101 Stanford Street for himself; if accurate, this house which was shown as "drawn from plans" on the 1927 Sanborn map, would have been one of the last designs of his career before he ended his life.

Alexander H. Sonnemann was the youngest child of Rebecca and Ottmar Sonnemann (1824-1904), a highly skilled architectural engineer who worked on the construction of the U.S. Capitol dome, the Library of Congress, and the Cabin John Bridge. Sonnemann grew up on the family farm in Sonnemann's Addition on Brookville Road, but, after marrying and starting a family, he eventually moved to 129 Grafton Street to a house of his own design. Following eighth grade, he was tutored by his father in architecture and engineering, and after an apprenticeship, he opened his own practice in 1895 at the age of 23. In Chevy Chase, Sonnemann designed the houses at **6515 Brookville Road, 6307 Broadbranch Road**, and **101 and 105 Primrose** all for Sonnemann family members and other residences such as the Colonial Revival house at **129 Grafton Street**, his own residence. He also designed rowhouses in the Mount Pleasant neighborhood and elsewhere in northwest, D.C. In 1919, he became the senior member of the

architectural firm of Sonnemann and Justement, which had their offices in Washington, D.C. until 1924. He worked with various developers on some of the finest apartments and hotels in the city, including Meridian Mansions on 16th Street, Kew Gardens Apartments on Q Street, N.W., and the addition to the Kennedy-Warren in Cleveland Park. All told, Sonnemann designed more than 40 apartment houses between 1905 and 1935. As the architect for the Kennedy-Chamberlin Development Company, Sonnemann is also known to have designed many of the houses in the 1927-1928 development of Kenwood.

## VII. BUILDERS WORKING IN CHEVY CHASE

Chevy Chase offered tremendous opportunities for large and small builders as well. It was not uncommon for real estate advertisements as late as the early 1930s to play up a distinction between Section Two and other areas sold by the Land Company that featured more speculative construction. A sales advertisement for 16 West Lenox in 1931 noted that the house was architect-designed and built by a civil engineer and was "free from the many faults frequently found in homes constructed for speculative purposes."[57] Clearly, it was the personalized, architect-designed house that made Chevy Chase Village "old" and "exclusive." Speculative houses constructed in the Village, however, were not uncommon. They ranged from builder Harry Wardman's sprawling Dutch Colonial house at **1 East Kirke Street** to Boss and Phelps' smaller-scale English Colonial Revival-style houses at **26 and 30 West Irving Street**. These residences reveal the influence of correct Academic styles. Boss and Phelps, major developers in Chevy Chase on both sides of the District line, noted in their advertisements that they would give prospective buyers automobile rides to inspect the houses and that "practically the rent money will more than carry every obligation involved."[58]

Speculative building in Chevy Chase in the 1920s was most profitably pursued in Sections 3, 4, and 5, and in Martin's Additions, where a greater selection of large or small tracts could still be purchased and developed. But construction by builders did not necessarily imply poorer quality. Many of the larger builders, like Shannon & Luchs Construction Co., George F. Mikkelson, and Frank Simpson Building Corporation, routinely employed highly skilled architects to design their speculative houses. Not only did Arthur Heaton execute a number of designs, but rising young practitioners, such as Harvey P. Baxter, E. Burton Corning (a draftsman for Arthur Heaton) and Harry Edwards worked for the Warrens, Shannon and Luchs, and Mikkelson. Former Section 4

[57] *Evening Star*, May 21, 1930.

[58] *Evening Star*, June 1, 1920 and October 21, 1920.

building inspectors A.W. Smith and R.W. Berry also were frequently contracted by Mikkelson and Simpson for architectural services.[59]

The most prolific of these concerns in Chevy Chase in the inter-war period were Shannon and Luchs 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 the Leland, Meadowbrook, and Forest Section (a resubdivision of part of Chevy Chase Park) developments. (The Leland and Meadowbrook sections are just west and north of the historic district boundaries.) Both Herbert T. Shannon and Monroe Warren were prominent members of the Home Builders Association of Washington, Inc., established in 1924. The Association's members were engaged in the building of housing primarily as principals, as differentiated from those building primarily as the agents of others."[60] These building concerns used the term "operative home builders" to distinguish themselves from general contractors.

Much residential construction between 1900 and 1940 was the product of traditional, family-run, contracting businesses. Two generations of the Simpson family operated a successful construction business in the Chevy Chase area at the turn of the century and into the mid-1900s. John Simpson, Sr. (1834-1907) was a builder who constructed several houses in Cleveland Park, in Washington, D.C. In the late-19th century, he settled along Jones Mill Road where he and his wife raised a large family, including nine children. The younger Simpsons worked for their father, as did Horace Troth, Sr., Simpson's son-in-law and a carpenter by trade. Shortly after the turn of the century, John Simpson, Jr. and his brothers Frank and Edward moved to Brookville Road, where they set up the family's construction shop out of Frank's home at **7315 Brookville Road**.[61] By this time, John Simpson, Jr. was working regularly with two of his nephews, Horace Troth, Jr., the outfit's painter, and William Orem, Jr., who served as their realtor.[62] Horace Troth, Jr.'s house, just south of Frank Simpson's at **7311 Brookville Road,** was part of the

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

[60] "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 Monthly* (December 1958), 8-27. Quotation can be found in the latter article on page 8.

[61] Maryland Historical Trust Inventory Form, Simpson House (Site No. 35-72), prepared by Clare Lise Cavicchi, The Maryland-National Capital Park and Planning Commission, 1998.

[62] William Orem, Jr. worked for Edward Jones Realty and eventually took over the company when Jones died.

operation. Together, the two properties' outbuildings functioned as places for paint-mixing, sawing, forging, and lumber storage.[63]

The Simpson-Troth-Orem partnership often brokered lumber and materials from Thomas W. Perry, who opened a lumber yard and building supply company in 1912 near the B&O rail line at Chevy Chase Lake and who also was reportedly a source for architectural plans. Numerous frame houses, included foursquares, "English" Colonial Revival, Craftsman, and Tudor Revival-style houses along Shepherd Street, Williams Lane, Florida Street, Raymond Street, and Brookville Road can be attributed to the Simpsons, Orems, and Troths.[64] In the 1930s, they often worked in conjunction with A.W. Smith, an architect. **4130 Leland**, in Section 4, is an example of a collaboration between Smith and Troth.

George F. Mikkelson's success came in the 1920s and 1930s, and he ranked as Chevy Chase's most prominent builder. (His wife, for example, was the first president of the Women's Club of Chevy Chase.) Mikkelson lived in a stately Georgian Revival residence at **35 W. Lenox Street**, designed for him by Arthur Heaton in 1925. His most prominent achievement in Chevy Chase was the 1928 subdivision of the central portion of Section 4 that had been undeveloped in the Land Company's 1909 plats. Using Ralph W. Berry as his primary architect, Mikkelson was responsible for the construction of hundreds of houses along Beechwood, Sycamore, Meadow, Valley, Hillcrest, and Ridgewood Streets.

Mikkelson, Simpson, and Troth thrived despite keen competition from a large number of builders and carpenters attracted to the area during the building boom of the 1920s. Other contractors identified with Chevy Chase houses, especially in Sections 3 (and in Section 5, much of which is outside the district boundaries), include David J. Courtney, Gilbert S. Seek, A. C. Warthen, McLachlen and Gaver, Griffin Brothers, Morrison Brothers, Jacobson Brothers, and Meatyard Construction Company.[65] Many of these builders resided in Chevy Chase or Kensington and were contractor-entrepreneurs, buying up lots and building houses for speculation. Most of these contractors specialized in house construction using stock designs and pattern books.

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[63] The Troth barn/garage was converted to use as a dwelling after 1958. It is now located at 7309 Brookville Road.

[64] Municipal records of the Town, Section 5, and Section 3 show numerous entries of the Troth-Simpson connections.

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

## SIGNIFICANCE

## I. SUMMARY

Chevy Chase, Maryland is a premier example of a late 19th-century electric streetcar suburb that evolved to respond to the automobile age in the first decades of the 20th century. It ranks as one of the finest suburbs in the state, and, indeed, in the nation. Behind its tree-lined streets, uniform setbacks, impressive residences, and integral public amenities, was a comprehensive plan spearheaded by Francis G. Newlands and his Chevy Chase Land Company (hereafter, the Land Company). Envisioned in the early 1890s as a multi-phased, long-term project, it would take close to 30 years before the Land Company actually saw a profit on its extraordinary investment. The scale of the Land Company's vision and undertaking, coupled with the cohesiveness and integrity of the suburb from community planning, landscape, and architectural perspectives, make Chevy Chase, Maryland a highly unique and valuable resource, within Montgomery County and the state of Maryland.

The Land Company subdivisions that comprised the early suburb of "Chevy Chase" spanned the border between Washington, D.C. and Montgomery County, Maryland and extended northward into county farmland. The Maryland subdivisions were originally identified as "sections" of Chevy Chase on early realty maps. Five were planned for the area between the county line and today's Jones Bridge Road, and were designated Sections 1 through 5. Sections 2, 3, and 4 were subdivided in the streetcar era, under Newlands' direction, between 1892 and 1910. Sections 1, 1-A, 5, and 5-A were subdivided in the 1920s, following Newlands' death in 1917 and at the onset of the automobile age.

In order to channel prospective residents to the suburb, the Chevy Chase Land Company constructed an entire thoroughfare, Connecticut Avenue extended, a distance of 7.5 miles from the Washington City limits to Montgomery County, MD. The roadway included the construction of two major bridges, an electric railway line, and power stations. In an era without zoning guidelines, the Land Company carefully crafted a series of building restrictions to segregate residential from commercial property, a principle advocated by Frederick Law Olmsted, Sr. and communicated by him directly to Newlands as he planned Chevy Chase. To complement his strictly residential community and to induce buyers into the suburb, Newlands developed a number of civic amenities, including a post office/library, public schools, a hotel, and a

recreational lake/amusement park. Furthermore, Newlands outdid his competitors by providing the suburb with the county's first full-service country clubs.

Unlike other late 19th-century developments which were planned by a single developer and laid out by a surveyor, Chevy Chase, Maryland was formulated by an incorporated real estate concern (with a board of directors), and developed by a team of experts that included civil, sanitary, and structural engineers; architects; landscape architects; and real estate agents. Chevy Chase's deviation from the rectilinear grid system also was unique for its day and its region. The suburb's use of curvilinear parkways distinguished it from neighboring contemporary subdivisions. Similarly, the Land Company's minimum cost restrictions guaranteed that Chevy Chase would begin as, and remain, an affluent and desirable community segregated from trade. The large-scale, architect-designed houses built and encouraged by the Land Company similarly differentiated Chevy Chase from contemporaneous suburbs in Montgomery County which, with their smaller-scale, builder-erected dwellings, were meant to attract the middle-class worker.

The quality of the Land Company's Chevy Chase development inspired numerous others to promote the suburban ideal and capitalize on the Land Company's efforts. Between 1892 and the American entry into World War I, several local landowners and real estate concerns created contiguous subdivisions to Chevy Chase that benefited directly from the Land Company's undertakings. Though platted by others, these subdivisions form an integral part of Chevy Chase, both historically and currently. The sections of Chevy Chase, Maryland that comprise the historic district, therefore, are those subdivisions developed between 1890 and 1917, by either the Land Company or by others that responded directly to the Land Company's improvements or model.

While the district contains a handful of pre-suburban resources, the vast majority of its buildings date to the area's lengthy period of suburban maturation, from 1890-1941. Numerous transitions that occurred during those years are reflected in the community today. These include the movements from streetcar- to automobile-based transportation; from Late Victorian eclectic architecture to Colonial and Period Revivals; and from single company dominance to a broader network of operative builders. No streetcar suburb in the area better exemplifies the popular architecture of the day, from Late Victorian styles to post-World War I architecture. In sum, the suburb of Chevy Chase, as planned and developed by the Chevy Chase Land Company and its early counterparts, stands as a paramount example of the suburban ideal; a place where

accessibility and the highest quality design conveyed a life of family primacy and union with nature, yet sophistication and service.

The proposed district meets the following National Register criteria and is significant under the themes of Community Development and Planning and, in the case of Criterion B, Politics/Government:

1) Chevy Chase, Maryland is significant under Criterion A for its association with and direct influence upon the pattern of suburban migration from northwest Washington to Montgomery County via the streetcar and street networks. This pattern of events resulted directly from the progressive vision of the Chevy Chase Land Company. Chevy Chase, the Company's model suburb, not only inspired similar developments adjacent to its own, but also provided for and encouraged the "infill" development of northwest Washington along Connecticut Avenue. The infrastructure and planning that accompanied or derived from the creation of Chevy Chase, Maryland, namely the construction of the 1890 Connecticut Avenue Extended and Rock Creek Railway, and the drafting of the Third Section of the 1898 Permanent System of Highways for the District of Columbia, transformed an undeveloped corridor into the area's most highly desirable suburban destination.

2) Chevy Chase, Maryland is significant under Criterion B for its association with the founder and president of the Chevy Chase Land Company, Francis G. Newlands, U.S. legislator between the years 1893 to 1917. The proposed district reflects his far-reaching influence, not only in government matters, but in the characterization of substantial undeveloped acreage within the District and Montgomery County. The development of Chevy Chase, Maryland into a purely residential suburb of fine quality homes linked to a transportation core was the result of Newlands' belief in the suburban ideal and the attributes that made it convenient to, but distinct from, the city. In addition, his use of nationally acclaimed experts from a variety of disciplines to create his suburb was reflected in his legislative legacy. As a sponsor or supporter of bills establishing the Commission of Fine Arts, the Commissioners for Street Improvements in

the District of Columbia, and the McMillan Commission, Newlands was an ardent believer in the role of experts in the design process and in the legacy of public art.

3) Chevy Chase, Maryland is significant under Criterion C for its embodiment of the distinctive characteristics of a streetcar-turned-automobile suburb for the middle and upper classes in the 1890-1941 period. Planned as the foremost streetcar suburb in the region at the end of the 19th century, Chevy Chase, Maryland boasted an unparalleled transportation undertaking, a progressive plan of curvilinear and tree-lined streets, a number of open spaces developed into community and recreational destinations, and some of the finest architecture in the region. Many of the individual buildings within the various sections of Chevy Chase possess high artistic values, represent the work of Washington's finest architects, and embodying the archetypal suburban residence. Some of the state's finest Shingle Style, Colonial Revival, Craftsman, and Period Revival residences can be found in Chevy Chase. At the same time, the district also contains detached houses more typical of the 20th century, interwar period, reflecting the modified tastes of the suburban homeowner after World War I.

## II. SUBURBAN DEVELOPMENT IN THE DISTRICT OF COLUMBIA AND MONTGOMERY COUNTY: 1860-1947

To understand Chevy Chase's import, one must view its development in relation to the suburbanization of the District of Columbia and Montgomery County between the third quarter of the 19th century and the mid-20th century. Sitting immediately over the District line, Chevy Chase, Maryland developed as a suburb of the District of Columbia in the 1890s **(Figure 11)**. Connected to the city by an electric railway line and traversing miles of undeveloped territory, the new suburb capitalized on its natural and bucolic setting at a distance from, but accessible to, the congested city center.

These two factors - distance from the city and embodiment of a rural ideal - are what characterized all successful suburbs dating to the second half of the 19th century. The first factor depended on the transportation improvements of the railroad and streetcar. The second factor,

the "rural ideal," was popularized primarily through the writings of Andrew Jackson Downing, who suggested the adoption of a middle ground between city and country life. Downing's vision, along with that of Davis, Olmsted, Vaux, and other architectural and landscape architectural practitioners, was one of a residential oasis of foliage, fresh air, and quiet. Revolutionary at the time, the vision has come to be the American norm - a built environment of detached, single-family dwellings set back from the street, situated on a lawn, and distinct from commerce. As developed in this image, the nation's post-Civil War suburbs offered the prospect of homogeneity to the white middle class at a time when cities increasingly were home to blacks, immigrants, and those of the laboring class.[66] In Washington, the location of suburbs on elevated sites, away from swampy conditions and stifling summer air, also proved particularly attractive.

Forces Behind Suburbanization in the District of Columbia

In Washington, two 19th-century improvements stimulated the growth of the city beyond its historic downtown: 1) the streetcar and 2) major infrastructure improvements, including most notably new streets, gas and water lines, completed during the 1871-1874 Territorial Government and its Board of Public Works.

During the Civil War and its aftermath, Washington was transformed from a small, tightly grouped city around "old downtown" to a burgeoning metropolis with a need to house the growing number of residents entering the city. During the War, the city fell to physical shambles as roads were torn up, trees were felled, and temporary residential structures built to accommodate the influx of refugees and temporary War workers covered the landscapes. Between 1860 and 1865, the population of Washington increased from 75,000 to 125,000. As the already developed residential areas of the city were being filled to capacity, overflow into the outlying areas became a necessity. In 1862, despite a reduction in public works projects and the curtailed funds for government construction during the War, Congress granted a charter to the Washington Georgetown Railway Company for three horse-drawn streetcar lines, making new areas of the city accessible to the expanding population.

[66] Washington is unique with regard to the motivating factors for exodus of the middle class to the suburbs in the sense that it had virtually no industry and fewer immigrants than other major cities experiencing decentralization, such as Boston and New York. See Roderick S. French, "Chevy Chase in the Context of the National Suburban Movement, 1870-1900," *Records of the Columbia Historical Society*, Volume 49 (1973-74), 306-340.

The Washington and Georgetown Railway Company opened in 1862 with the following lines: the Georgetown and Navy Yard Line; the 7th Street Line; and the 14th Street line. The 14th Street line connected the government core and central downtown to the edge of the city limits (Boundary Street) and immediately promulgated residential and commercial development along its corridor. In 1865, S.P. Brown, a government clerk from Maine, subdivided rolling farmland just beyond the city limits but within walking distance of the 14th Street line, naming his development "Mount Pleasant" after its elevated position. Settlers, mostly government clerks bound together by their New England heritage, built detached frame houses there around a village green and established their own community institutions.[67] In 1873, LeDroit Park, a planned residential community with streets organized around a circular drive, was laid out just beyond Boundary Street on the 7th Street Metropolitan horsecar line.[68] The developers of LeDroit Park conceived of it as a romantic suburb and hired contractor and architect James H. McGill to design many of the single-family detached and semi-detached residences. McGill's architectural designs for the development incorporated the picturesque styles promoted by Andrew Jackson Downing, including Eastlake, Second Empire, and Italianate.

Simultaneously, the city's water supply made development possible in hitherto inoperable areas. In 1862, water was first piped downriver through conduits from Great Falls to the Georgetown Reservoir. The resulting city water supply had the effect of improving living conditions for those in established sections of the city and stimulating the first investments in northwest Washington.

The next biggest boost to city improvements and amenities occurred during the 1871-1874 Territorial Government. Alexander "Boss" Shepherd, a businessman and real estate investor, formulated a plan in 1871 to consolidate the governments of Washington City, Washington County, and Georgetown. In February of that year, Congress created the territorial government and appointed Shepherd head of the Board of Public Works. In the three-year period in which he served, Shepherd brought the city back from its wartime decline. In an effort to modernize the city, his forces graded and paved streets, laid miles of sewers, water and gas mains, planted trees, and installed streetlights. In the years that followed (1874-1890s), much of northwest Washington grew from a rural outpost to a densely developed residential area defined primarily

[67] Kathryn Schneider Smith, editor, *Washington At Home: An Illustrated History of Neighborhoods in the Nation's Capital*, Northridge, CA: Windsor Publications, 1988, pp. 9-14.

[68] Smith, p. 12.

by uninterrupted rows of two and three-story brick townhouses. More imposing, individually designed, and often freestanding residences occupied important corner sites or faced L'Enfant reservations such as Logan and Dupont Circles.

Railroad Suburbs

While the horsedrawn streetcars and new city infrastructure - including roads, sewers, water, and gas - did much to enhance the city's residential growth, it took more powerful transportation to bring the city's development out to the county line. This step was realized in the 1870s and 1880s, with the emergence of commuter railroads and electrified streetcars. On May 25, 1873, the Baltimore &Ohio's Metropolitan Branch Line opened as a branch off the railroad's primary east-west line. From Point of Rocks, Maryland, the branch line steamed in a southeast direction across Montgomery County to its destination in Washington, 42 miles away. The new line ran both freight and commuter operations, transforming upper Montgomery County from pine forest to productive farmland and opening new markets for agricultural endeavors.

It also had the effect of creating a suburban corridor in the northern section of the District and lower part of the county. The Line spurred the development of resorts, a religious campground, summer cottages, and commuter residences in the period between 1873-1893, including, from south to north, Takoma Park (1883), Woodside (1889), Linden (1873), Forest Glen (1887), Capitol View Park (1887), Kensington (1890), Garrett Park (1887), and Washington Grove (1873). This railroad-based suburban expansion is clearly revealed on the 1894 Hopkins Atlas **(Figure 12)**. The fact that citizens of Maryland had the right to vote, whereas those of the District of Columbia did not, was a strong factor in the location of all of these new developments across the county line.[69] The District saw some development as a result of the Line as well, such as the platting of the southern part of Takoma Park (1883) and Brookland (1887).

The B&O suburbs varied in scale, market, comprehensiveness, and planning, but all were united by their desire for picturesqueness and ease of access. Although many were marketed to wealthy Washingtonians, most of the B&O's pre-1890s suburbs resulted in homes for the middle class, comprised overwhelmingly of government workers. Some were planned as summer retreats, such as Forest Glen. Others, like Woodside and Takoma Park, were intended primarily for year round

[69] William G. Allman, "Land Transportation, and Recreation Planning in the Electric Streetcar Era in Montgomery County." M.A. Thesis, George Washington University, 1982, p. 10.

residence. Some, like Takoma Park, were marketed directly to the government worker, while others, like Garrett Park, banked on the allure of social prestige and aimed at a wealthier market.

Recreational, educational, and religious developments were crafted alongside residential subdivisions as part of the grand late 19th-century suburban experiment in Washington. These included resort hotels and cafes, such as those along the Potomac and in Bethesda; chautauquas, such as that at Glen Echo; religious assemblies, such as that at Washington Grove; and amusement parks, such as the one in Bethesda. Whether it was an English village at Garrett Park, a sprawling European inn at Forest Glen, or German "castles" perched on the palisades of the Potomac at Glen Echo, several of the county's suburbs emerged out of Romantic sensibilities and grandiose vision. Typically, the more extravagant of these schemes did not fully materialize according to original plan, and were subject to fires, economic downturns, and, along the Potomac, malarial fears.

It was the more traditional suburban forms in the county that proved to be the most enduring. Places such as Kensington, Woodside, and Takoma Park were accessible by rail; featured architect-designed or pattern book houses in Late Victorian styles; offered civic amenities like schools, libraries, and churches; and sometimes contained a small business district. Infrastructure improvements, such as water, gas, electricity, and sewer, were not typically available in the early years of suburban development, but became an intrinsic part of the more mature suburbs.

Streetcar Suburbs

In 1888, Frank Sprague introduced a practical electric street railway at Richmond, Virginia, accelerating national investment in suburban real estate and leading to changes in the District and Montgomery County landscape. Electric streetcars were faster and cheaper to build than steam railroads and reached well beyond the limits of horsecar or cable cars. Newlands was one of the pioneers of the new invention's application to comprehensive suburban development.[70] Washington saw the first practical application of an electric-powered, overhead trolley operated by The Eckington and Soldiers Home Railway that same year. In ensuing years, four streetcar railway companies were chartered by Congress for Washington, D.C. Three of the new companies, the Brightwood, Georgetown and Tennallytown, and Rock Creek Railways, ran to the District's boundary with Montgomery County. The area's transportation network, including

[70] Kenneth T. Jackson, *Crabgrass Frontier* (New York: Oxford University Press, 1985), 123.

the electric railways and the B & O branches, are shown on a 1915 Map of the Bethesda District **(Figure 13)**.

Existing villages, such as Tennallytown and Brightwood grew as the electric streetcar transformed turnpike corridors. New subdivisions, such as Cleveland Park, platted in 1892, arose as the direct result of Wisconsin and Connecticut avenues lines. In the county, the electric streetcar spurred developments to the northwest. Glen Echo and Glen Echo Heights (1889), Somerset Heights (1890), Chevy Chase (1892), Kenilworth (now North Chevy Chase, 1895), Friendship Heights (originally located just north and west of Chevy Chase, ca. 1900), and Drummond (north of Somerset, 1903) all were dependent upon the electric streetcar for their development.

The spread of electrified traction and the consequent growth of streetcar suburbs into Montgomery County were typical of trends in many American cities between 1888 and 1918. By 1893, just five years after Sprague's successful experiment, more than 250 streetcar companies had been incorporated in the United States. By 1920, the electric streetcar had opened new lines in Montgomery County, promoting pleasant suburban neighborhoods of large detached houses, grassy yards, and tree-lined streets. 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.

In this climate, Chevy Chase was developed as a picturesque suburb of the nation's capital, and was one of a handful of early suburbs in the state to embrace the Romantic aesthetic. Picturesque suburbs were strictly residential places that not only retained topography and other naturalistic features, but enhanced these conditions through the art of landscape architecture. A varied and richly planted landscape was complemented by the use of curvilinear street layouts.

What we now call the Romantic movement of landscape architecture and suburban planning (which embraced elements of the "Picturesque," "Beautiful," and "Sublime") was introduced to this country primarily through the writings of Andrew Jackson Downing in the 1840s. Downing translated (and reinterpreted) the English Landscape Gardening School, a movement of 18th-century origin rooted in the landscaping of the great estates. At the insistence of the public, the

English Landscape Gardening School evolved in the 19th century to incorporate the designing of public parks as well. The success of the English public parks, coupled with the unanticipated public embrace of the American rural cemetery, inspired the creation of America's first Romantic parks and suburbs in the middle of the 19th century.

Picking up where Downing left off, the task of defining of the Romantic American landscape school was carried forward by Frederick Law Olmsted, Sr., who undertook it vigorously, first in his writings of travel abroad, then, through the art of landscape gardening. With the design of Central Park in 1859 by Olmsted and architect Calvert Vaux, the Romantic movement of landscape architecture was firmly planted onto American soil and into the American psyche. At the same time, the desire for a suburban environment for the middle class was gaining momentum. Along with Olmsted, Catherine Beecher and Calvert Vaux were espousing the value of cottage homes for all. The application of the romantic landscape to a domestic enclave first took root in three mid-century suburbs: Llewellyn Park, New Jersey (1853), which showcased the work of Alexander Jackson Davis; Lake Forest, Illinois (1855), the product of David Hotchkiss; and Riverside, Illinois (1869), the landmark suburb of Frederick Law Olmsted. Other early suburbs like Philadelphia's Chestnut Hill (1870s) and New York's Tuxedo and Lawrence Parks (1886 and 1889, respectively) continued to refine the model for upper-middle-class suburbia, and were publicized heavily during their day.

Despite these third- and fourth-quarter, 19th-century innovations, the picturesque suburb was still rare in Washington, D.C. and even in the nation some 30-odd years later when Chevy Chase was born. The gridiron plan of the cities still prevailed in most late 19th-century suburban subdivisions, making the 1892 plan of Chevy Chase, Maryland progressive for its "Olmstedian" quality. In fact, In Washington, an 1888 Congressional Act (Public Law #277) specifically forbid the subdivision of land not in conformity with the General Plan of the City of Washington, which had been laid out be Pierre L'Enfant as a grid system overlaid with radial avenues. The adherence to the grid was eventually relaxed over time, thanks primarily to the influence of Newlands and a few fellow senators who saw opportunities beyond the grid and retained Frederick Law Olmsted's firm, under government contract, to prepare the "Permanent System of Highways for the District of Columbia" in 1888.

The 20th Century and the Automobile

In the early 20th century, it was not uncommon for the developers of streetcar suburbs to open new sections expanding their original venture. Typically, the growth of the 19th-century suburbs into the 20th century reflected the vagaries of the market and changing land ownership. In the case of Chevy Chase, however, the phased expansion was planned from the beginning and was subject primarily to continuing Land Company philosophy.

During World War I, the federal government workforce exploded from 39,000 to 94,000, which resulted in the migration of thousands of families into Montgomery County looking to escape crowded urban quarters. While suburban growth before 1920 was clustered near the District line, after 1920 it gained steadily on the county's farms, thanks primarily to the popularity of the private automobile. New governmental bodies, such as the Washington Suburban Sanitary Commission (1918) and the Maryland-National Capital Park and Planning Commission (1927) were formed to manage this growth by standardizing water and sewer systems and the process of zoning. Homeowners' associations, building codes, and taxing districts all served to regulate the composition and improvement of suburbs. With the increasing availability of long-term mortgages and the advent of the private automobile, home ownership in the suburbs became a reality for more and more people.

As the automobile changed the scale and location of the suburbs, it changed their layout and built environment as well. Since driving was still considered a recreational activity in the 1920s and 1930s, the attachment to the grid pattern of development loosened in many subdivisions in favor of curvilinear roads, traffic circles, and cul-de-sacs (some elements of which had been used progressively at Chevy Chase in the late 19th century). Garages, both detached and attached, were the most obvious architectural change. The automobile also spawned the development of the mature suburban shopping center, often equipped with convenient off-street parking. While this materialized on Connecticut Avenue in the District, it did not do so in Chevy Chase, Maryland, due to the Land Company's non-commercial use restrictions.

All in all, the larger scale of the communities, the changing street layout, mass-production and standardization of building materials, government sponsorship of building programs, availability of architect-designed house plans, and vast gains in infrastructure, all combined to produce more efficient, affordable, and often more homogeneous suburbs. Even in Chevy Chase, the post-World War I period brought a larger mix of developers onto the playing field, as the Land Company sold off some sizeable sections of land to operative developers. High standards and

deed restrictions established by the Land Company allowed for a smooth transition from the streetcar to the automobile era in chevy Chase. For instance, in the period between the 1930s and mid-1950s, the Land Company controlled their new Chevy Chase developments via a design review process spelled out in restrictions in the individual deeds. These restriction granted the Land Company the right to review any major alterations, new construction, or subdivision plans within their developments in Chevy Chase, Maryland.[71]

## III. HISTORY OF CHEVY CHASE

While the suburb of Chevy Chase was to be the jewel in the crown of the Connecticut Avenue corridor, it was the corridor itself that inspired the scheme. The Land Company's original goal was to assemble a vast amount of acreage in northwest Washington and beyond, along either side of the projected Connecticut Avenue right-of-way. This road, originally intended to link the city with the turnpike to Rockville, seat of the county government, was the crux of the company's investment scheme. Along this major artery, the Company envisioned a series of subdivisions, with Chevy Chase, Maryland being the first. An early glitch in this plan was caused by a landowner's refusal to sell his property at a reasonable rate and the consequent need to redirect Connecticut Avenue to parallel, rather than intersect, the turnpike. This problem was resolved by the creation of a circle at the District/Maryland border, and the continuation of the Avenue due north from the Circle.

The Chevy Chase Land Company was formed in 1890 to receive title to and develop the upwards of 1,700 acres it had assembled in northwest Washington and southern Montgomery County. The company was founded by Francis Griffith Newlands, a lawyer and legislator who was its principal visionary and financial backer. Although not an official incorporator of the Land Company, William Stewart, a senator from Nevada, was both a financial partner and political friend of the venture, initially investing $300,000 in the land company and providing valuable legislative support.[72] Stewart, U.S. Senator from Nevada from 1864 to 1875 and from 1887 to 1905, sponsored the admission of Nevada as a state and became the leading representative in the Congress of western mining and railroad interests.

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[71] Design review restrictions were included in deeds for Section 5-A. For example, see deed of May 9, 1936 from the Chevy Chase Land Company to Esther Gilkey Thompson. (Liber 624/Folio 141, Montgomery County Land Records).

[72] Roderick French, p. 320 footnote 39.

The land company was formed with a capital stock of one million dollars to receive title to the properties purchased for the development project by strawmen acting on Newlands' behalf. The company's name, along with the name of its signature development, was derived from one of the first and largest tracts of land purchased, "Cheivy Chace," encompassing 304 acres in the vicinity of what would became Chevy Chase Circle. The property was part of an original patent of 560 acres granted to Colonel Joseph Belt in 1725. The name recalled the popular English ballad recounting a 14th-century border clash between English and Scot noblemen.[73]

Francis Griffith Newlands (1848-1917)

Francis G. Newlands was born August 28, 1848 in Natchez, Mississippi, the son of Dr. James Birney and Jessie Barland Newlands, both of whom emigrated from Scotland to the United States in 1842. Just three years after his birth, Newlands' father died from the effects of alcoholism. The family had just settled in Quincy, Illinois and Jessie Newlands eventually married the town's former mayor, a prominent banker named Eben Moore. After financial reverses caused by the Panic of 1857, Moore moved the family to Chicago and then Washington, D.C. where he had obtained a government job in 1863. Young Francis Newlands was privately tutored, attended Yale University and the Columbian Law College (now George Washington University in Washington, D.C.), and was admitted to the bar in 1869 at age 21. He moved to San Francisco in 1870, possibly on the promise of work from Yale connections, and soon specialized his practice, representing western interests before committees of Congress and litigants in cases before the Supreme Court.[74]

Newlands quickly earned a reputation as one of the leading practitioners in the state. Soon after his arrival in San Francisco, he began overseeing the real estate empire of William Sharon, the

[73] It is not known why the name Chevy Chase was chosen for Belt's land grant. "Cheivy" was a reference to the Cheviot range of hills that stretch some thirty-five miles along the border between England and Scotland. A "chase" was an old English term for a privately-owned, unenclosed game preserve. The Cheviot Chase was wild, wooded border country that was fiercely fought over for centuries. One of the most famous battles was at Otterburn, on the southern edge of the Cheviots on August 19, 1388. The story of this clash was well known to Scotch and English immigrants like the Belt family and was thus probably the source of the name. In 1802, the tale was published by Sir Walter Scott as the "Ballad of Chevy Chase," and was thus familiar to 19th-century Americans.

[74] The most complete study of Newlands' early life, education, and career as a lawyer can be found in William Lilley, "The Early Career of Francis G. Newlands, 1848-1897." (Ph.d. dissertation, Yale University, 1965), 1-20. See also the popular Newlands biographical monograph by Albert W. Atwood, *Francis G. Newlands: A Builder of a Nation.* (Washington: Newlands Co., 1969).

"King of the Comstock,"[75] and possibly the west coast's richest man. William Sharon (1821-1885) was the Nevada City agent for William Ralston and the Bank of California. He oversaw the reorganization of the Comstock Lode mining operations, making millions for Ralston and himself by monopolizing mining support services and founding the Virginia and Truckee Railroad to connect the mining operations to San Francisco. In 1874, Newlands married Sharon's daughter, Clara. His union with the Sharon family would eventually provide him with the resources to finance his ambitious plan for Chevy Chase.

From 1875 to 1881, Sharon served as a senator from Nevada, visiting Washington during his term in office on only three occasions. Despite his absence, Sharon bought, along with his attorney Curtis Hillyer and negotiated by William Stewart[76], extensive property in today's Dupont Circle area that stretched from New Hampshire Avenue on the east to Massachusetts Avenue on the west and from Dupont Circle on the south to the edge of the city limits at Boundary Street (today's Florida Avenue) on the north. The group of investors, well-known for their purchases, was dubbed the "California Syndicate" and the area around the circle itself, called "The Honest Miner's Camp." Stewart built his own elaborate mansion on the northwest side of the circle (site of today's Riggs Bank), then the only building in the vicinity, and thus called "Stewart's Folly."

In 1882, Clara Sharon Newlands died shortly after childbirth. Three years later, her father succumbed as well. Newlands, who had kept close ties to the family, became one of two trustees for his father-in-law's estate. Thus, after 1885, he spent increasing time in Washington managing Sharon's extensive real estate portfolio, which included several unsold lots in the Dupont Circle region. As recalled by Edward Hillyer, later the President of the Land Company, Newlands' interest in the Chevy Chase real estate investment was a natural progression from his management of William Sharon's Dupont Circle investments.[77]

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[75] Lilley, "The Early Career of Francis Newlands," pp. 22-24.

[76] Edward Hillyer's "Manuscript History of the Chevy Chase Land Company," indicate that Sharon and Hillyer were the purchasers of the land and that Stewart negotiated the deal in 1875, and was rewarded with land following the deal. A discussion of Stewart's Castle in James Goode's *Capital Losses: A Cultural History of Washington's Destroyed Buildings* (Washington, D.C.: Smithsonian Institution Press), 1979, p. 77, however, states that Stewart's Castle was erected in 1873 and that Stewart, himself, had purchased much of the land around the Circle in the 1870s.

[77] Edward Hillyer, "Manuscript History of the Chevy Chase Land Company," Unpublished Typescript, Copy on File at the Chevy Chase Historical Society, Chevy Chase, Maryland.

After a failed attempt to gain the nomination for a United States Senate seat from California in 1887, Newlands left the state and took a long vacation in England. Upon his return to the United States in 1888, Newlands established his residence in Reno, Nevada where he opened his law practice and became active in politics and the development of irrigation plans to promote agriculture in the state. In the late 1880s onward, Newlands divided his time between personal real estate investment projects in Washington, Nevada, and California, and politics. He showed an inclination toward the Democratic party, largely because of sympathy for the South during Reconstruction.[78] In 1892, the same year that Section 2 of Chevy Chase was first advertised, Newlands was elected to the House of Representatives as candidate of the Silver Party with the endorsement of Nevada Republicans. In 1896, Newlands returned to the Democratic party and served in the House until 1903, when he was elected to the Senate. He served as U.S. Senator to Nevada until his death in 1917.

Newlands's Congressional career was distinguished by his progressivism. As a Congressman, he became a national figure for his authorship of the Reclamation Act of 1902. As a Senator, his major accomplishments included the 1913 Act for mediation and conciliation of labor disputes, the 1914 law establishing the Federal Trade Commission, and the segment of the 1917 rivers and harbors law establishing a waterways commission. Locally, he was recognized as a major figure in large-scale planning for the nation's capital, particularly for his championship of the professional oversight of public architecture and fine arts. In this realm, he was an advocate of the Commission of Fine Arts, the Commission for the Extension of Streets, and the 1901-1902 McMillan Plan.

The Idea for a Northwest Corridor

When Senator William Sharon died in 1885, Newlands became trustee of Sharon's estate, which featured extensive land holdings in the Dupont Circle area. In 1887, Newlands decided to sell the estate's Dupont Circle holdings in favor of buying land farther out.[79] He sold Sharon's former property to William Stewart, who also became instrumental in buying the land for the Chevy Chase venture.

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[78] Senator Francis G. Newlands House, Reno, Nevada, National Register Nomination, 1978, p.8-1.

[79] Responses to interview from W.B. Bryan for the *Evening Star*, January 1891, Typescript, Francis Griffith Newlands Papers, Manuscripts and Archives, Yale University Library.

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In 1887, Francis G. Newlands, with William Stewart, began purchasing land in northwest Washington north of Dupont Circle in an effort "to launch a great plan of land purchase, amounting altogether of more than 1,700 acres, along with a comprehensive, imaginative and yet practical plan of suburban development."[80] Despite our knowledge today that Newlands spearheaded the development of Chevy Chase from its inception, a popular story regarding its origins persists, and is attributed not to Newlands, but to a retired Army Officer named Major George A. Armes.

As the tale goes, Armes invited Stewart and Newlands to his house in 1886 or 1887 to discuss real estate investment opportunities and then took them to his roof to survey the view. Situated on a Grant Road hilltop near the terminus of Connecticut Avenue in the vicinity of today's National Zoo, Armes' home, Fairfield, had impressive vistas. With views of the region as his backdrop, Armes apparently described the availability of cheap farmland nearby and, in a dramatic gesture, pointed to the north, exclaiming "Here gentlemen, is where you should develop the finest suburb in America." He also reputedly suggested that they construct a railroad out to this new suburb on the District line to spur development and to ensure that the enterprise would be lucrative.[81]

Primary evidence shows, however, that Newlands began his massive investment in the Washington real estate market in 1887, before General Armes moved to Fairfield in 1890, where the above-described meeting was to have taken place.[82] Newlands, who had experience in real estate, had observed and proclaimed that "every city in the world grew west until blocked by a natural barrier when it would turn north or south." He further noted that the City of Washington met this barrier on the south by the Potomac River and on the west and northwest by Rock Creek, and therefore, Washington was bound to grow to the northwest, paralleling Rock Creek.[83]

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[80]Robert Atwood, "The Romance of Senator Francis G. Newlands and Chevy Chase," *Records of the Columbia Historical Society*, 1966-68 (1969), p. 298.

[81]This legend is described and debunked in William G. Offutt, *Bethesda: A Social History*, (Bethesda, MD: The Innovation Game), 1995, pp. 142-143.

[82] Responses to Bryan interview, January 1891, Yale University Library and William Offutt, *Bethesda*, p. 143.

[83] Edward Hillyer, "Manuscript History of the Chevy Chase Land Company," p. 4.

The Land Purchases

Colonel Armes did play a prominent role, however as the principal land purchasing agent for Stewart and Newlands in the years to follow, buying more than twenty farms between Calvert Street in the District and Jones Bridge Road in Montgomery County in the late 1880s. Newlands' purchasing strategy was to use intermediaries, or strawmen, as agents to buy all the land having a frontage on and lying along the entire length of the proposed extension of Connecticut Avenue. Connecticut Avenue extended, as it was called at the time, commenced at Calvert Street and stretched to today's Jones Bridge Road (then, Jones *Mill* Road), 5.8 miles north in Montgomery County.[84] Armes' role was greatly diminished, however, after the spring of 1890, when he leaked news of the scale of the land syndicate's purchases to the press.

Although Newlands did not acquire all of the land fronting Connecticut Avenue, by 1890 he had amassed 1,713 acres **(Figure 14)**. Much of the land which was assembled was intended for immediate development, including, most notably, Connecticut Avenue itself and the residential subdivision of Chevy Chase.[85] Some of the land purchased in the District, such as Cleveland Park (1892) and Connecticut Avenue Highlands (1903), was sold by the Land Company within the first ten years of purchase and subdivided by others. The Land Company also sold a tract of land on the west side of Connecticut Avenue north of Cleveland Park to the Federal government for the Bureau of Standards.[86] A significant portion of the original land purchases were not intended for immediate development, but were retained specifically by the Land Company as long-term investment property. Some of the land retained by the Land Company include parcels to the north of Chevy Chase in Maryland (the last of which is currently under development between Manor and Jones Bridge roads on the east side of Connecticut Avenue), and, in the District, around the Zoo and near today's University of the District of Columbia.

The Land Company paid $1,229,901.83 for the 1,713 acres. The purchase prices ranged from $324.06 for 7.26 acres near the current intersection of Reno Road and Nebraska Avenue, to

[84] In the late 1880s, Connecticut Avenue ended at Boundary Street (Florida Avenue) in the District of Columbia.

[85] By 1903, the Land Company had also developed the residential subdivision of Fernwood, located on the east side of Connecticut Avenue, near Van Ness/UDC. "Purchase of Realty, Quarter of a Million to Be Spent..." *The Evening Star*, July 8, 1903.

[86] The *Evening Star* reported, a "handsome building is now being erected for the use of that important government office," ("Purchase of Realty, Quarter of a Million to Be Spent..." *The Evening Star*, July 8, 1903).

$5,521.74 per acre for 23 acres across from the National Zoo. All of these initial purchases were financed by Newlands from the Sharon estate and controlled by him, and by Senator Stewart who contributed $300,000 of his personal wealth and who was active in managing the land assembly. One of the more expensive properties to be purchased by the Land Company belonged to Colonel Armes and cost over $4,800 an acre for a 2-1/2-acre property directly in the path of Connecticut Avenue. The median price per acre amounted to $717.90, a figure below market value.[87]

By the spring of 1890, when the vast amount of acreage had been purchased from thirty-one different owners, it became apparent that a major real estate syndicate was in operation. The Chevy Chase Land Company was organized when General Armes informed the press that the "California" or "Sharon Syndicate" was behind the transactions and the secret operation was forced to go public. The company was incorporated in June of 1890, to receive title to all of the lands purchased by the strawmen.[88]

The Formation of the Chevy Chase Land Company: an Umbrella Organization

The Chevy Chase Land Company's incorporators were A.W. Sioussa, Charles A. Eccleston, William K. Schoepf, Francis G. Newlands, William M. Stewart, and Edward J. Stellwagen. Francis Newlands was President and Edward J. Stellwagen, Vice President. Shortly thereafter, Thomas Gale and Howard Nyman became Treasurer and Secretary, respectively. By 1893, Herbert Claude, a civil engineer hired to construct the railway line, and Leon Dessez, a noted architect, were members of the Board of Directors as well.

The object of incorporation was the "...buying, selling, mortgaging, leasing, improving, disposing of, and otherwise dealing in the lands in the State of Maryland, and lands partly within the District of Columbia; and also, the construction, equipment and operation of a passenger railway..."[89] Capital stock was reported at the first meeting as Newlands, 2,400 shares; William M. Stewart, 1,200 shares; and one share each for Stellwagen, Gale, Eccleston, Sioussa and

[87] Mary Roselle George, *"Developer Influence in the Suburbanization of Washington, D.C. : Francis G. Newlands and Chevy Chase."* M.A. Thesis, University of Maryland, 1989, pp. 71-74.

[88] Offutt, p. 147.

[89] As quoted in Offutt, p. 147.

Schoepf.[90] Nominally responsible for land dealing and the railroad, the Company quickly became an umbrella organization for discrete corporate entities with well-defined roles: the Thomas J. Fisher and Company; Rock Creek Railroad; and Union Trust Company.

The Land Company 'Subsidiaries': Thomas J. Fisher and Company, the Rock Creek Railroad, and the Union Trust Company

Thomas J. Fisher and Company was a real estate mortgage investment banking firm founded in 1872. In 1895, it became sole agent of the real estate holdings of the Land Company. Thomas J. Fisher and Company received a 5% commission on each transaction. Edward J. Stellwagen (1855-1932), who had operated as one of Newlands strawmen, was the key agent at Thomas Fisher. He and Thomas Gale, another of the Land Company's directors, were both sons-in-law of Thomas Fisher. Stellwagen had worked as a draftsman for the U.S. Navy and practiced law before joining Fisher and Company.

Newlands and Stellwagen worked hand-in-hand on all aspects of the Chevy Chase development. From 1893 until his death in 1917, it was Newlands' habit to stop on the way to the Capitol at the Fisher offices to receive a report from Stellwagen on the progress of the real estate investment. Newlands issued instructions and took a daily report with him in his pocket listing the Land Company's bank balance and the amount of notes received and due on development contracts. It was also the versatile Stellwagen who Newlands designated to manage the Rock Creek Railroad circa 1890. In that year, the Chevy Chase Land Company, "having in mind that any real estate development should have transportation,"[91] purchased an existing charter of the Rock Creek Railroad and obtained an Act of Congress to change its route. The Rock Creek Railroad had originally been chartered in 1888, but its railway never was constructed. As originally chartered, the line was to extend from Connecticut Avenue into Woodley Park, via Columbia and Woodley roads. The amended charter authorized direct transportation from the edge of the original city boundaries at Connecticut and Florida avenues, east on Florida to 18th, north on 18th Street to Calvert Street and then to Connecticut Avenue extended to the District of

[90] From Edward Hillyer , "Manuscript History of the Chevy Chase Land Company," p. 13-14.

[91]Memorandum from Edward Stellwagen, President of CCLC, for Judge Perkins, 1918-1932, Copy on file at the Chevy Chase Historical Society.

Columbia line at Chevy Chase.[92] North of the District line, the Chevy Chase Land Company acquired a charter to build the Maryland section of the Rock Creek Railway to Jones Bridge Road.

The Union Trust and Storage Company was organized several years later, in 1899 by Stellwagen and fellow businessmen, notably George Hamilton, as a storage concern for the railroad and a trust for corporations, trustees of estates, and wealthy individuals. With regard to the Land Company, it was assigned the management of its assets and assistance with the financing of its ventures. B. Francis Saul and Joseph E. Willard also were instrumental at the company's founding. Stellwagen agreed to serve as president of the Union Trust on the condition that his Thomas Fisher & Company stock would be purchased by the new corporation. From 1899 forward, therefore, the Thomas J. Fisher Company became the real estate department of the Union Trust. Gale continued to head the Fisher Company while Stellwagen oversaw Union Trust. Stellwagen was instrumental in securing foreign capital for the Land Company's project via Union Trust.

The four companies (The Chevy Chase Land Company, the Thomas J. Fisher and Company, the Rock Creek Railway, and the Union Trust Company) therefore, provided all of the resources necessary for the development's success. They shared many of the same officers and trustees, and operated out of shared office space in the Union Trust headquarters adjacent to the Willard Hotel.

Constructing Connecticut Avenue

The most critical step after purchasing the land and securing the railroad charter was the actual construction of Connecticut Avenue - the lifeline of all the Land Company's holdings **(Figure 15)**. The proposed, but unimproved Connecticut Avenue roadbed included rugged territory with a succession of deep cuts and fills, including several steep ravines. To study the viability of constructing the railroad, Newlands employed William Kelsey Schoepf, a promising young civil engineer who was, at that time, the Assistant Engineer of the District of Columbia, to make a report on the difficult Rock Creek Valley crossings. Schoepf was retained to direct construction of the Rock Creek Railway under Stellwagen, including the construction of two

[92] As finally laid out following several amendments to the original charter, the route of the Rock Creek Railroad began at 7th and U streets, N.W., went west on U to 18th Street, up 18th to Calvert, across Calvert to Connecticut, and out Connecticut to Jones Bridge Road.

major trestle bridges across the deep ravines. The total cost of purchasing the land, constructing the road and rail line for a length of 7.5 miles, and building the bridges exceeded two million dollars.[93]

Workers excavated the more than five miles of roadbed, which crossed undulating and stream-cut topography and constructed a series of deep cuts and fills, removing 212,195 cubic yards of solid rock.[94] Former Chevy Chase Land Company president Edward Hillyer noted in his memoirs that:

> The hills had to be cut down by pick and shovel and the valleys filled by horse drawn carts. A good illustration of that operation was the cutting down of what was known as Soapstone Hill on the west side of the Avenue at Albemarle Street, and the earth had to be taken across the Avenue and filled in where the Ice [Palace] Shopping Center is today, a fill of forty or fifty feet. In some places a train of small dumping cars with a donkey engine carried the dirt on very narrow gauge rails.[95]

Over the two major stream valleys, Rock Creek Valley (at Calvert Street) and Klingle Valley (just south of today's Cleveland Park shopping district), two substantial iron-trestle bridges were erected at great expense. On August 1, 1891, the *Star* report on the ambitious engineering project:

> To make the crossing at Rock Creek an iron bridge has been built 180 feet high and 750 feet long. It is seventy-five feet higher than the new Woodley road bridge [a former bridge that stood at the site of today's Taft Bridge], which is just to the south, and twice as long. The bridge, including the masonry, has been built at a cost of $85,000. It passes over the south end of the Zoological Park. Another bridge has been erected to carry the

[93] As detailed in an August 1, 1891 *Evening Star* article and as quoted in Offutt, p. 73-74.

[94] Offutt, p. 142.

[95] As quoted in Offutt, p. 149.

road over the Klingle road at an elevation of seventy feet. This bridge is 400 feet long and, including the masonry, has cost $42,000.00.[96]

As described in the charter, the railway tracks were laid along existing roads, east of Connecticut and Florida avenues until Calvert Street, and then along the unimproved Connecticut Avenue extended. At that time, Connecticut Avenue ended at Boundary Street (today's Florida Avenue), the edge of the original City of Washington (and the onset of a substantial hill). The Chevy Chase Land Company began construction of Connecticut Avenue extended north of Rock Creek at today's Calvert Street. This decision was based upon Schoepf's engineering report which determined that the cost of grading Connecticut Avenue north of Boundary Street to Calvert Street (up the steep hill) would be exorbitant. Further, Schoepf recommended crossing Rock Creek at the present Calvert Street, "it being the shortest span where a bridge could be built from the level elevation of the two banks of Rock Creek."[97] The segment of Connecticut Avenue between Florida Avenue and Calvert Street was not built until 1907 when the present Taft Bridge was opened, carrying Connecticut Avenue over Rock Creek.

Because of an 1889 ordinance forbidding overhead wires inside the City limits, the lower section (1.8 miles) of the Rock Creek Railway (to Calvert Street) was equipped with an underground conduit system, while the rest of the line was powered by overhead lines. The underground conduit system was one of the first third-rail systems in the country and eventually became the basis of the third-rail cable system used in the District of Columbia. Power for the lower section of the line was generated at a power plant on Champlain Street, between 17th and 18th streets; the larger power source was at Chevy Chase Lake and its powerhouse, built by the Chevy Chase Land Company to generate power for the railway and to provide electricity to the subdivision.

In 1891, in a final political maneuver to facilitate development of Chevy Chase, the Chevy Chase Land Company convinced the Metropolitan Southern Railroad Company, in connection with the Metropolitan Branch of the Baltimore & Ohio Railroad to enter into an agreement with the Land

[96] The new Woodley Road bridge mentioned in the quote refers to a predecessor bridge to the Taft Bridge on Connecticut Avenue and which crosses over Rock Creek. This predecessor bridge was an iron deck bridge built in 1888 at a cost of $35,000 and consisting of five 150-foot spans, 40 feet wide. The bridge connected to Woodley Lane and was called Woodley Lane Bridge or High Bridge. The light-weight metal structure was removed for the Taft Bridge, built 1897-1907.

[97] Edward Hillyer, "Manuscript History of the Chevy Chase Land Company, p. 11.

Company to install a spur running west from the Metropolitan Branch at Silver Spring and through the Chevy Chase Land Company holdings at the Lake and to construct a railroad station at the intersection of Connecticut Avenue. This branch line, which circled the District of Columbia, passing through Bethesda to Georgetown and the C&O Canal, furnished convenient transportation of supplies required in the development of the Chevy Chase land holdings, including streetcar rails, power station equipment, road gravel, and building materials. Most significantly, it furnished a siding for direct delivery of coal to the Chevy Chase Land Company's new power station. Fully equipped and powered, the Rock Creek Railway was formally opened on September 18, 1892.

The Establishment of Rock Creek Park

In the 1880s, when Francis Newlands was secretly planning his ambitious development project, proponents of a national park in the Rock Creek valley led a renewed effort to pressure Congress for legislative action.[98] Senator Stewart, who was well into his second career as a Nevada Senator and an influential politician, clearly saw the benefits the proposed park would have on the Land Company's holdings, and, undoubtedly at the urging of Francis Newlands, pushed for its establishment. Not only would the presence of the park raise the value of nearby properties[99] owned largely by the Land Company, but, as Stewart himself so candidly expressed, the establishment of the Park would also take "2,000 acres out of the market."[100]

In September of 1890, a bill establishing Rock Creek Park was enacted into law and signed by President Benjamin Harrison. The wording in the final legislation reflected proponents' efforts to create the park as a remedy for urban ills, as well as to preserve its unrivaled natural beauty. Rock Creek's great, meandering watershed provided Chevy Chase the guarantee of a natural

[98] Initial efforts to interest Congress in creating a major park along Rock Creek date back to the 1860s when primitive sanitary conditions created noxious fumes and a polluted, open sewer flowed in the Washington Canal. These early efforts at establishing a park were stifled until the 1880s, when serious public health concerns once again raised the issue. See William Bushong and Piera Weiss, "Rock Creek Park: Emerald of the Capital City," *Washington History*, Fall/Winter 1990-91, pp. 5-29.

[99] It was widely known that new urban parks in New York City, Boston and Chicago had significantly raised adjoining land values. In fact, it was the issue of millionaire senators speculating in the real estate market in northwest Washington in the spring of 1890 that had held up passage of the Rock Creek Park bill in the House for months. This led to the inclusion of language in the final approved legislation that provided for a tax assessment on adjoining owners who benefitted from the park's creation. The tax was never levied, and land values in the northwest sector *were* greatly enhanced (French, p. 320 footnote 39).

[100] Quoted in Lilley, p. 209.

edge, and served as an ideal buffer against the more strictly middle-class subdivisions on the park's east side.

The Development Team

In 1891, Newlands assembled his team of expert engineers and designers to execute plans for Chevy Chase. The group included his chief engineer, W. Kelsey Schoepf; Providence, Rhode Island sewer and water specialist Samuel M. Gray; Philadelphia architect Lindley Johnson; and New York landscape architect Nathan F. Barrett.

While Schoepf was studying the difficult Rock Creek Valley crossings for the Rock Creek Railway, Gray, a nationally-renowned sanitation engineer, was employed to design a complete plan for sewer and water services for the 1,100 acres of Chevy Chase Land Company property north of the District line. Gray was proficient not only in American sanitation systems, but in the systems of Europe, which he had studied at the United States' government's request. Gray had designed and installed sewer and water systems for Providence and Newport, Rhode Island; Orange, New Jersey; Rochester, New York; and Toronto, Canada. He also was one of three commissioners appointed by the President in the early 1890s to overhaul the sewerage system in the nation's capital.

The architect and landscape architect hired for the team had national reputations as well.[101] Lindley Johnson was educated and trained for his architectural career at the University of Pennsylvania and spent three years in the Atelier Moyeax at the Ecole des Beaux Arts in Paris, and one year in the office of Frank Furness. Along with Wilson Eyre, John Stewardson, and Walter Cope, Johnson was a founder of the T-Square Club, an architectural social club in Philadelphia started in 1883. The club sponsored design competitions, exhibitions, and lectures, and maintained an active correspondence with the proponents of the English Arts and Crafts movement. He was a respected designer of residences, country clubs, and resort hotels across the country, and, in 1891, was the architect for Philadelphia's Fairmount Park.

Nathan Barrett, the Land Company's landscape architect, was self-taught from books and study tours of the projects of Andrew J. Downing and Olmsted and Vaux. In 1869, he was awarded his

[101] Newlands' expert team is described in Hillyer's memoirs and Offutt, pp. 154-155. For a biographical sketch of Johnson and a list of his known commissions, see Sandra Tatman and Roger W. Moss, Biographical Dictionary of Philadelphia Architects: 1700-1930 (Philadephia, PA: G.K. Hall & Co., 1985), 416-418.

first commission as landscape architect for several station grounds for the Central Railroad of New Jersey. In the 1870s and 1880s, Barrett collaborated with 27-year-old architect Solon S. Beman on the design of Pullman, Illnois, the company town near Chicago that drew national attention as a model community.[102] Barrett also had worked with Lindley Johnson on several suburban and estate projects, including some at Tuxedo Park N.Y. and at Ponce de Leon in Florida. Barrett was elected president of the American Society of Landscape Architects in 1903, an organization he helped found.

In 1892, the Land Company hired Washington, D.C. architect Leon Dessez to act as supervising architect for the construction of the company homes designed by Johnson.[103] Dessez (1858-1918) was a native Washingtonian who began his architectural career as an apprentice in the office of Hornblower and Poindexter. During the early 1880s, he worked for the Army Corps of Engineers producing working drawings for the construction of the Washington Monument. He then worked as an engineering and architectural draftsman at the Navy Yard. In 1886, he opened an independent architectural office in Washington and soon gained a reputation for his knowledge of construction materials and building safety. His best known commission today is the 1891-1893 Vice-President's House, originally designed as the Superintendent's House at the United States Naval Observatory. In addition to his work for the Land Company, Dessez also helped the District Commissioners revise Washington's building code in 1908.[104]

The Terrain: Chevy Chase Before the Subdivision

At the time of the Land Company purchases, the area to become Chevy Chase was gently undulating farmland interspersed with wooded groves and farmsteads. It was bordered on the

[102] Barrett's plan for Pullman didn't look remarkable at first glance - it was still a grid - but his use of enclosed streets lined with row houses, single homes, and apartments was unique, both due to the interruption of the standard grid and the acceptance of mixed-use zoning. In many places on the plan, the basic grid was interrupted by a public square, an arcade, or a hotel placed across the route of the street. What distinguished Pullman during its time was the level of attention paid to both the physical aspects of the plan and the caliber of the architecture

[103] Kevin J. Parker, "Leon Dessez, Washington Architect: 1858-1918." Unpublished typescript on file at M-NCPPC, Silver Spring, MD.

[104] Kevin J. Parker, "Leon Dessez, Washington Architect: 1858-1918." Unpublished typescript on file at M-NCPPC, Silver Spring, MD. Dessez's obituary by D.C. municipal architect Snowden Ashford is also a useful source, see "Leon Dessez," *Journal of the American Institute of Architects*, 12 (April 1919), 178.

west by today's Wisconsin Avenue, and on the east by Brookville Road.[105] The rural population of the late 19th century was served by the nearby Bethesda Post Office, then just a crossroads hamlet on the Frederick and Georgetown Turnpike. In 1879, Bethesda Post Office, with its population of 25, offered a school, church, grange hall, post office, and family doctor to the Laird, Watkins, Williams, Dodge, Anderson, Bradley, Sonnemann, and Counselman families who operated farms in the Chevy Chase area. By 1890, the Chevy Chase Land Company had acquired more than 1,000 acres of these family farms.

The three largest tracts of land purchased by the Land Company included 304 acres of "Cheivy Chace" and 140 acres of "No Gain." Cheivy Chace was originally a 560-acre tract granted in 1725 by Lord Baltimore to Joseph Belt, a colonel in the county militia. His property was comprised of extensive territory on both sides of the District line, stretching north to today's Bradley Lane.

"Cheivy Chace" included two residential structures, both built by Colonel Belt. One, recalled today as the Belt House, was located approximately 500 yards southeast of what is today Chevy Chase Circle. The second, the Bradley Farmhouse, was named after a subsequent owner and stood on the grounds of today's Chevy Chase Club. Although Newlands sought to maintain the Belt property in the initial stages of the Land Company's development, the 2-1/2-story brick dwelling was demolished in 1907 for construction of 3734 Oliver Street, N.W., one of the first houses to be built in Chevy Chase, D.C.[106]

The Land Company was never able to purchase the 9.36-acre parcel home to the Bradley Farmhouse, but, beginning in 1894, leased it from its owners in order to sublet it to the Chevy Chase Club. When the Club itself purchased the parcel and farmhouse several years later, the

[105] Today's Brookville Road, noted alternatively on historic maps as Belt Road around Chevy Chase, was an 18th century "rolling road." It began at Tenallytown at a fork in the Rockville Road (Wisconsin Avenue) and then ran north across the lands of Colonel Joseph Belt. The road crossed the District line into Maryland to converge with the Brookville and Washington Turnpike (today's Georgia Avenue). In addition to Brookville Road, Broad Branch Road commenced in Georgetown and followed Rock Creek to Pierce Mill at which point it followed a tributary of the creek known as Broad Branch, came north over the hills where it connected to Brookville Road. Bradley Lane was an east-west cross road leading from Brookville Road to Wisconsin Avenue.

[106] Two letters in the Olmsted Associates' records at Library of Congress reference Newlands' "emphatic" wish that the square containing the Belt House remain intact during the preparation of the 1898 Permanent Plan of Highways for the District of Columbia. See 12/24/1895 letter from Charles F. Powell to Olmsted, Olmsted and Eliot (Reel 98, Box 134, Job #2821) and 1/2/1896 letter from Morris Hacker to Olmsted, Olmsted & Eliot (Reel 65, Box 89, Job #1341).

house became the Club's first home. Today, only its brick chimney survives within the present "Bradley House" on Club grounds.

Two other properties with 19th-century farms in the vicinity included the Ysidora M.B. Dodge property, west of the Bradley farm on the south side of Bradley Lane, and the Robert P. Dodge property, north of the Lane. The former also became part of the Chevy Chase Club, but holds no historic structures; the latter contains the Dodge-Butterfield House at 4312 Leland Street (remnants of which may date to ca. 1874), and the William G. and Bettie Offutt House at 4500 Leland Street (ca. 1892), both incorporated into the Norwood Heights subdivision, platted by Edwin Haight in 1893.

The second major parcel of land was part of the No Gain plantation, which consisted originally of extensive land north of Bradley Lane.[107] Today, the No Gain estate incorporates Section 3 and Section 5 of Chevy Chase, the Village of Martin's Additions, and part of the Town of Chevy Chase. Originally assembled in the 1750s by John Cartwright and later purchased and operated as a tobacco farm by Zacchariah Maccubbin, the property included a log cabin (ca. 1760) and a two-story frame dwelling (ca. 1786), both still standing at 7121 Brookville Road and 3510 Thornapple Street. At one time, a slave cemetery was located on the property, east of Brookville Road near today's Woolsey Street.[108]

During the 19th century, No Gain was divided and sold in two roughly equal parcels east and west of Brookville Road. Samuel B. Anderson purchased the farmhouse and eastern half of the estate, while Benjamin B. Hodges purchased the unimproved western tract. In the 1880s when the Land Company was making its purchases, the Anderson family retained ownership of their tract, including the No Gain house and log cabin. In 1904, Anderson family heirs (Griffith)

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[107] The "No Gain" plantation was originally part of two land grants, "Charles & Thomas" (419 acres patented in 1716) and "Labyrinthe" (2,112 acres patented in 1732). "Charles & Thomas" included most of what is now the Town of Chevy Chase, extending from approximately Wisconsin Avenue to just east of Brookville Road. "Labyrinthe" bordered "Charles & Thomas" on the east. After passing through several hands, two contiguous portions of "Charles & Thomas," amounting to 219 acres, were purchased by John Cartwright in 1751 and 1755. In between these purchases, in 1753, Cartwright also bought 123 acres of "Labyrinthe" from the original patent holders. Together, these three mid-18th century parcels constitute the plantation later christened "No Gain."

[108] William M. LeGrande, Professor, Department of Government,"'No Gain:' Portrait of a Yeoman Family Farm in Montgomery County, MD. Unpublished paper, School of Public Affairs, American University: n.d., p. 12.

subdivided the land into Griffith's Additions, but prior to commencing development, sold out to developer Harry Martin who resubdivided it as Martin's Additions.[109]

In the western portion of "No Gain," mid-century owner Benjamin B. Hodges built a farmhouse (ca. 1850)[110] where he lived until his death in 1865. Following Hodge's death, his tract of the "No Gain" estate was further divided into three lots. In 1875, local farmer John M.C. Williams purchased the largest lot of the former Hodges estate, at 90 acres, and probably lived in Hodges' house. In 1883, Williams bought another Hodges lot of 32 acres and subsequently built his own house on the property, which still stands at 3707 Williams Lane. In 1890, the Land Company purchased the 90-acre parcel from Williams, leaving him with the smaller, 32-acre lot that today makes up the eastern portion of Section 5, including Williams' Lane.

Two other 19th-century properties not purchased by the Land Company but immediately adjacent to their acquisitions were located east of Brookville Road: the Sonnemann residence and Cummings Farm. George Frederic Ludwig Ottmar Sonnemann, an architectural engineer who emigrated from Germany in 1849, moved his family to the Chevy Chase region before the Civil War and built his family home near Brookville and Broad Branch roads. (This home is no longer extant.) Sonnemann assisted Montgomery Meigs with structural plans for the Capitol Dome in the 1850s, designed bridges for the B&O, and later in his career worked on the Library of Congress. Ottmar and Rebecca first subdivided a portion of their holdings in 1896 (in the area of Primrose, east of Brookville Road). Other subdivisions would follow by Ottmar, and his oldest son, Theodore, who opened a successful general store on Brookville Road (no longer standing). (See below.)

The Cummings Farm was located down an east-west lane that extended from Brookville Road to Rock Creek (today's Cummings Lane). James and Patrick Cummings were Irish immigrant brothers who purchased land in the area in 1848. James Cummings is credited with building the

[109] Some lots were sold before the sale of the land to Harry Martin, resulting in houses along Brookville Road. See Maryland Historical Trust Inventory Forms 35-70, 35-72, and 35-73 prepared by Clare Lise Cavicchi, Montgomery County Historic Preservation Commission, 1998.

[110] An 1867 plat map of the Benjamin B. Hodges property shows the tract of land with two structures hand-drawn in perspective. The principal one appears as a two-story, three-bay gable roofed building with end chimneys; the other one as a two-story, possibly two-bay structure. Both buildings are located west of Brookville Road and north of Bradley Lane, and based upon later maps, appear to have been located just south of today's Taylor Street, one block east of Connecticut Avenue. The house(s) stood at least until 1894, but was no longer extant at the time the Land Company platted Section 3 in 1905.

Gothic Revival house at 3309 Cummings Lane, said to have been constructed ca. 1870. The farm, known as Pleasant Grove, continued to be operated by the Cummings family well into the 20th century, and included, at that time, some 30 acres.[111]

Developing a Philosophy for a Suburban Corridor: Francis Griffith Newlands and the Olmsteds

Francis G. Newlands was a progressive thinker and energetic promoter of the suburban ideal. On this subject, he was significantly inspired by Frederick Law Olmsted, Sr. and his partners, with whom he corresponded regularly between the years 1891 and 1895.[112]

In the first known correspondence in mid-November, 1891, Frederick Law Olmsted, Sr. responded to an inquiry from Newlands regarding the layout of streets to either side of Connecticut Avenue north of the original city boundary (Florida Avenue). Since Newlands was anxious to develop new subdivisions in this unchartered territory, Olmsted had been asked to consider whether continuing the "rectangular arrangement" of the L'Enfant Plan made sense.[113] Olmsted and his son, Frederick Law Olmsted, Jr. (in a separate letter) replied that the creation of rectangular streets in the higher and more varied elevations of "the Chevy region," as they called it, would be cost-prohibitive and unsightly. The Olmsteds recommended that Newlands develop a system of streets with winding courses to fit the undulations of the ground for all unplatted territory in Newlands' control.[114]

When asked the next day to supply Newlands with an official report on the subject, Olmsted declined, citing the need for further data and maps, but took the opportunity to pontificate on the ideal of suburban living. Appealing not only to Newlands' sensibility but to his pocket book, Olmsted warned that the Chevy Chase Land Company would only realize the full value of its

[111] Maryland Historical Trust Inventory Form, Cummings Farmhouse/Pleasant Grove, prepared by Clare Lise Cavicchi, The Maryland-National Capital Park and Planning Commission, 1998.

[112] Correspondence between Newlands and the Olmsted firm is housed at the Library of Congress, Manuscript Division. Information can be found both in Frederick Law Olmsted, Sr.'s papers and in the Olmsted Associates' Letter Books under jobs #2821 (Commissioners of the District of Columbia Street System) and #1341 (Chevy Chase Land Company).

[113] Letter from Frederick Law Olmsted, Sr. to Francis G. Newlands, 11/15/1891. Papers of Frederick Law Olmsted, Sr., Reel 25, pages 526-52. Library of Congress, Manuscript Division.

[114] Ibid and Letter from F.L. Olmsted, Jr. to Francis G. Newlands, 11/16/1891. Olmsted Associates' Letter Books, Reel 10, Book A 17, pages 284-285. Library of Congress, Manuscript Division.

investment by adopting a "clearer recognition. . . of a long growing and rapidly augmenting tendency of civilization to separate and greatly distinguish business premises from domestic premises...business quarters being...built within the smallest area that convenience will permit, domestic quarters being spread out much more...with an effort to secure spaciousness of scenery and to combine rural and urban advantages."[115] Newlands could not have valued Olmsted's perspective more highly, and therein found the core philosophy for his development of Chevy Chase: an exclusively *residential* subdivision.

In December of 1891, Newlands asked the Olmsted firm to visit Washington for a review of his "ground" and to work collaboratively with Nathan Barrett on a revision of Barrett's "plan." Unfortunately, neither the exact location of the "ground," nor the nature of the "plan" are specified in the letter, but Barrett was working on Chevy Chase, Section Two at the time, and it seems reasonable to conclude, therefore, that it was this area that may have represented the "ground" and "plan" being referenced.[116] In 1891, the layout for Chevy Chase, Section II looked quite different than we know it today. First indicated on the Real Estate Map of the Metropolitan Branch of the B& O Railroad by Fava Naeff & Company in 1890, the original subdivision plan of Chevy Chase, Section II was surprisingly uninventive **(Figure 16)**. Whether or not the original subdivision plan was intended to be further developed is unknown, but it is shown as a straightforward, rectangular grid plan (with the exception of Brookville Road and the farm roads leading to Bradley's farm. Street names were to be derived from cities, ascending alphabetically from south to north: Erie, Fargo, Galveston, Hartford, Ithaca, and Jackson. The exact same image, of a conventional subdivision without any particularly suburban traits, appears on an 1891 map of the Bethesda region produced by Mackall and Clark **(Figure 17)**.[117]

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[115] Letter from Frederick Law Olmsted, Sr. to Francis G. Newlands, 11/16/1891. Olmsted Associates' Letter Books, Reel 10, Book A 17, pages 277-283. Library of Congress, Manuscript Division.

[116] There is the possibility, however, that Newlands was referencing a plan for a sinuous landscape drive Barrett developed for the area in the District leading up to Chevy Chase, Maryland. In 1892 and 1893, Barrett designed the picturesque parkway named "Chevy Chase Drive" for Newlands. It was to weave east and west of Connecticut Avenue from "Oak View" and "Richmond Park" (both in today's Cleveland Park) north to Chevy Chase Circle. This parkway, never designed, would have had three scenic lookouts, one of which would have centered around the historic Belt House. (Watercolor drawing of "Chevy Chase Drive" in the collection of the Chevy Chase Historical Society.)

[117] The Mackall and Clark Map of Bethesda for 1891 is housed at the Library of Congress, Geography and Maps Division.

In December, 1891, Olmsted declined to accept a collaborative position with Barrett, putting himself in Barrett's position: " . . . Mr. Barrett must have long ago settled down upon a general theory of design as the basis of the plan he has furnished you, and in a great degree his mind must now be made up as to what is best." Olmsted added that if Newlands wished to terminate Barrett's employ, the Olmsteds then would consider studying the problem separately. Newlands never did terminate Barrett's employment, but the official plat for Section II, filed in November of 1892 with Barrett's name as landscape engineer, was significantly more suburban than the rectilinear plans shown on the maps of 1890 and 1891. Whether or not Olmsted had anything to do with this perceptual change is not borne out by any correspondence he had with Newlands, and suggests the greater likelihood that Barrett refined the concept to Newlands' wishes independent of the Brookline firm.[118]

Although Newlands never did hire the Olmsted firm to work on Chevy Chase, Maryland, he did use his political influence to obtain the firm's services for a larger cause. Several years earlier, in 1888, Public Law #277 enabled the City to regulate the platting of subdivisions in conformity with the General Plan of Washington. This "General Plan" referred to the L'Enfant City and its extensions into the outer sections as developed by the city's Engineer Commissioner. One year prior, in 1887, a map of a preliminary street layout for the northeastern section of the city had been circulated by the Engineer Commissioners. Covering the area between Boundary Avenue on the south, Rock Creek on the west, Rock Creek Church Road on the north, and the Soldiers' Home and North Capitol on the east, the plan showed the continuation of the city's grid with radial avenues.

But the northwestern section of the city, west of Rock Creek Park, still remained undesigned in 1891. Because of Newlands' and Stewart's personal interests in this area, they devised the notion of having Frederick Law Olmsted, Sr. assist a Commission that would be established to review preliminary street plans and complete an original study for the northwest sector. In 1893, Senators Stewart and James Faulkner ushered a bill through Congress securing the Olmsted firm's participation in the creation of a "Permanent Plan of Highways" for the outer parts of the city, in connection with a three member Commission to include the Secretary of War, Secretary of the Interior, and the Chief Engineer of the Army. (Newlands and Stewart had wanted Olmsted

[118] While there is no correspondence between Olmsted (or his firm) and Barrett housed in the Olmsted Associates' Letterbooks, there is a slight possibility that there may be correspondence in the Frederick Law Olmsted, Sr. Papers. This latter archive is not indexed by correspondent, so a review of the years 1891-1892 would have to be undertaken to see if there was any correspondence between Olmsted and Barrett on the subject of the plan for Chevy Chase.

to be Chairman of the Commission, but Olmsted declined. Newlands also recommended Nathan Barrett as a Commission member, but Barrett was never retained.[119])

Newlands saw the appointment of the Frederick Law Olmsted, Sr. as critical to his intention to create picturesque, rather than traditional, subdivisions along Connecticut Avenue. At the time of the Commission's authorization, however, in 1894, Olmsted himself was ill, and John Charles Olmsted, his adopted son and associate, was placed in charge of the project. Between 1894 and 1895, Newlands ( or Newlands via Morris Hacker, the Land Company engineer) began corresponding regularly with John Charles Olmsted on the permanent street plan for "Section III" or the "Third Section," the City's designation for the western portion of the outer territory including Connecticut Avenue. In the correspondence, Newlands' keen interest in the details of the emerging street plan and his conviction in the supremacy of the picturesque approach over the urban grid is revealed. In several cases, it was Newlands who encouraged Olmsted to consider a greater curve of line, the preservation of groves of trees, and the creation of public parks.[120]

After much urging from Newlands, the Street Plan, known as the Permanent System of Highways, was published in map form between 1896 and 1898, with successive alterations. One version, published in April, 1896, prior to the incorporation in the plan of the curvilinear Reno Road, nonetheless showed the clear conceptual link between the plan for northwest D.C. and that of Chevy Chase, Maryland **(Figure 18).** The final street plan for the Third Section, modified slightly from that of 1896 and including Reno Road, was published in 1898 and again as part of a broader illustration of the street network in the 1901 *Improvement of the Park System of the District of Columbia* (an edition of the McMillan Plan). In the 1901 publication, it was accompanied by Frederick Law Olmsted. Jr.'s plan for the improvement of the city's parks and reservations system. Together, these documents laid the groundwork for the transformation of the core of the city according to the City Beautiful principles and for its outer sectors according to the suburban and Picturesque philosophies.

Overall, the influence of the Olmsted firm upon Newlands and his developments was highly significant. Firstly, Frederick Law Olmsted, Sr.'s eloquent recommendations concerning the

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[119] Frederick Law Olmsted, Sr. notes, December 30, 1891. Library of Congress, Manuscript Division.

[120] Letter from Francis G. Newlands to Frederick Law Olmsted, Sr., 8/16/1895. Olmsted Associates Letter Books, Reel 98, Box 134, Job #2821, pages 236-75.

sylvan ideal and the need for an emphatic distinction between residence and commerce were both clearly instituted in Chevy Chase, Maryland. Secondly, John Charles Olmsted's permanent street plan for Section III - the area of the District of Columbia west of Rock Creek Park - encouraged the Land Company to develop some of their D.C. holdings along Connecticut Avenue as picturesque subdivisions, including Fernwood Heights, Chevy Chase Heights, and Chevy Chase, D.C. Other developers also capitalized on the plan, creating suburban street plans for Connecticut Avenue Highlands and parts of Cleveland Park. The Permanent System of Highways also provided the key experiential and aesthetic link between the District of Columbia and its Maryland suburb, Chevy Chase, with gently winding streets like Reno Road, Chevy Chase Parkway, and 37th Street (now Nevada) leading naturally to Chevy Chase Circle and the parkways of Section 2 beyond.

Whether or not the Olmsteds *directly* influenced the layout of Section 2 of Chevy Chase is not clear, but appears to be unlikely.[121] If the 1892 Plat developed by Barrett represents the "general theory of design" mentioned by Frederick Law Olmsted, Sr. in his letter to Newlands, then the source of Newlands' dissatisfaction with Barrett's plan is not obvious. The 1892 plat (described in detail below) indeed reveals several "Olmstedian" principles, including the liberal use of plantings, spacious "villa lots," and curvilinear parkways. Barrett does display a formality, however, that is not typically associated with the Olmsted suburban ideal, and one could surmise, therefore, that it was this aspect of Barrett's plan that may have concerned Newlands. This assumption, however, is, of course, conjectural.

Newlands' Other Suburban Projects: Burlingame and Reno

At the same time that he was developing Chevy Chase, Newlands spearheaded the development of a West Coast suburb called "Burlingame," outside of San Francisco in an area of the country where Frederick Law Olmsted's work also was prominent. Both Burlingame and Chevy Chase were designed with fine homes and a host of outdoor amenities, including country clubs with race tracks, each was laid out by a team of professionals, with a handful of "cottages" identified to set the architectural tone. The fact that Newlands was constructing bi-coastal suburban experiments reflects his ardent belief that picturesque suburbs represented the wave of the

[121] It is possible, however, that Newlands' correspondence with Olmsted in the Fall of 1891 may have had some impact on Barrett's plan, and that what we know as the earliest Section 2 Plat, the 1892 Plat, is, in fact, a revised scheme, rather than the Barrett plan referenced in Olmsted's letter.

future. He also developed suburban subdivisions around his home in Reno, Nevada, under the auspices of the Newlands Company.[122]

The Barrett Plat of 1892

Armed with Olmsted's thinking on the matter Newlands and his group of experts fine-tuned their development strategy. As recalled by Edward Hillyer, Newlands' assistant and later, president of the Land Company between 1932 and 1948, the strategy included the goals of accessibility, efficient transportation, and an attractive subdivision. "Accessibility" meant well-built roads, "efficient transportation" was synonymous with streetcar service, and "attractive subdivision" was a multifaceted approach to the model suburb. It included a well-designed street layout and landscape design, an ample supply of pure water, a sewer system, proper zoning, architectural control (established through a fixed minimum cost for houses and setbacks), and buildings of community interest (including schools, churches, and clubs). Underlying Newlands' plan for Chevy Chase was the complete separation of residential and commercial uses through its deed restrictions, the Land Company implemented a ban on commercial property in Chevy Chase. Furthermore, no alleys were to be built in the original section.[123]

On November 22, 1892, the plat of Section "II" was filed with approximately 96 acres for lots and 59 acres for streets and parks.[124] The official plat lists Landscape Engineer Nathan Barrett and Civil Engineer E.C. Reynolds as responsible for the subdivision plan. Two other images were produced which furthers one's understanding today of the Company's original intent for Section 2. Firstly, the landscape details of the subdivision were flushed out in a very large, watercolor plan, with notes, executed in 1894 by Barrett and Reynolds.[125] Secondly, Thos. J. Fisher & Co. produced a sales plat circa 1892 entitled "Chevy Chase, Adjacent to Washington, D.C., Section 2" which may have predated the official subdivision plat, since it references earlier street names. **(See Figure 5.)**

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[122] For more on these developments see, Elizabeth Jo Lampl and Kimberly Prothro Williams, *Chevy Chase: A Home Suburb for the Nation's Capital* (Montgomery County Historic Preservation Commission, the Maryland-National Capital Park and Planning Commission, and the Maryland Historical Trust Press, December, 1998).

[123] Edward Hillyer discusses Newlands's planning ideas at length in his memoirs, Hillyer Manuscript.

[124] Plat Book B, Folios 47-50, Montgomery County Land Records.

[125] This watercolor drawing, in a series of sheets, is in the possession of the Chevy Chase Historical Society.

This sales plat offered the most alluring image of the new subdivision. Surrounding the street plan were sketches of six cottages conceived by architect Johnson (with assistance from Leon Dessez) as model homes. Prominent features of the formal landscape scheme also were rendered on the sales plat in Barrett's hand. A diagram illustrating all of the Land Company's extensive holdings was represented in a small insert.

The overall street plan of Section 2 was that of a warped grid, with Connecticut Avenue as the principal north/south axis, a series of east/west cross streets,[126] and five curvilinear parkways. As planned, the parkways were gently curving and lined with heavy, informal plantings, while Connecticut Avenue, and several major cross streets had more formal, ordered plantings and clipped hedges bordering their edges. Stone walls, a fountain and other formal Renaissance-inspired landscape features were also indicated on the plan, but were never implemented. Several large blocks on the plat were reserved for Land Company model cottages and community buildings.

Constructing Section Two

By 1892, Barrett's design work on the plan was completed and he turned his attention to the design of a hunt club race track for the Chevy Chase Club, near Chevy Chase Circle north of Western Avenue in today's Sections 1 and 1-A of Chevy Chase.[127] General A.J. Warner was placed in charge of constructing streets, gutters, drains, water mains, and sewers for Section 2 of Chevy Chase. His "Engineer Corps" consisted of surveyor Edwin C. Reynolds and three assistants. By 1899, Thos. J. Fisher & Co. would boast on its plat of the incomparable amenities being offered in Chevy Chase:[128]

1) Fine Water Works are established, deriving the supply from Artesian Wells. Water is pumped into a Stand-Pipe, double the height of the one at the head of

[126] The east/west cross streets were originally named after states or cities, such as Houston, Kansas, Lexington, Omaha, and Quincy.

[127] This race track and Lindley Johnson's club house were never constructed. Instead, in 1894, the Club relocated to a site leased by the Land Company on Connecticut Avenue south of Bradley Lane. Three years later, the Club purchased this land and adjoining tracts for the Chevy Chase Club.

[128] Thos. J. Fisher & Co. Sales Plat, 1899.

18th Street, N.W. in Washington, thus insuring fine pressure for Domestic and Fire purposes.

2) A thorough System of Sewerage has been provided under the Direction of Mr. Samuel M. Gray, Sanitary Engineer.
3) Electric Cars furnish direct and rapid transit to Washington.
4) A number of large and fine springs are situated on the Highest Land of Chevy Chase, and adjacent to these the Chevy Chase Springs Hotel is now building.

Gray designed both the sewer and water supply system, the construction of which began in early 1893. As advertised, the water for Chevy Chase was provided by a series of wells (14 in the Village) which were pumped into a 300,000-gallon standpipe via water mains. Built in 1893, the landmark standpipe with spiral iron staircase stood in the center of today's Rosemary Circle on "high ground" (131 feet at elevation 485).[129] Two more water tanks would be added as sources for water with the construction of Section 4 in future years. (See text that follows on Section 4.)

The sewerage system consisted of a series of sewage mains designed to carry waste from all of the individual houses to two separate treatment areas. In the 1910s, refuse collected every other day during the summer months and twice a week during the winter was fed to chickens and swine.[130]

Electricity for Chevy Chase and nearby Maryland residents was generated from the Chevy Chase Lake powerhouse, built by the Rock Creek Railway specifically to run its street cars, furnish houses with electricity, and illuminate the streets.

[129] The water storage tower, 130 feet in height and twenty feet in diameter, with a conical roof and an exterior spiral staircase, became a community landmark for nearly forty years. The water system was superseded in the 1930s by modern service mains built and operated by the Washington Suburban Sanitary Commission and the tower was dismantled in 1934.

[130] Washington Suburban Sanitary Commission, *report on the Advisability of Creating a Sanitary District in Maryland, Contiguous to the District of Columbia, and Providing it with Water and Sewerage Service*, January 21, 1918, see Table XII (Washington Suburban Sanitary Commission).

Section 3

Following the opening of Section 2, the Company began planning its next subdivisions. With brisk lot sales by 1905, the Land Company was ready to open Section 3. Located on the east side of Connecticut Avenue between Bradley Lane and Taylor Street, Section 3 was initially platted in October 1905 by the Land Company. In 1907, the Land Company replatted this section, adding and lengthening streets, and reducing lot widths substantially, thereby increasing the number of buildable lots. Other than the increased density, the 1905 and 1907 plats are similar in their layout. The 1905 plat was designed by W.J. Boyd, and the 1907 plat by J.E. Ballenger.[131]

The plats of Section 3 show marked distinctions from the Section 2 Plat developed by Barrett. Most notably, the streets are significantly narrower and their routes are either straight or angular, but not curvilinear. While the 1905 plat had no building restrictions indicated on it, the 1907 re-subdivision included a building restriction line of 30 feet back from the street; a five-foot greater restriction (on paper) than that of Section 2.

As in Section 2, the Chevy Chase Land Company placed restrictions in its deeds for the sale of land in Section 3. These restrictions were virtually identical to those detailed in deeds for land sales in Section 2, except for two striking differences: 1) the greater setback and 2) the acceptance during a period of years of paired, single-family houses. Specifically, the deeds stated that "houses in pairs may be erected on one lot, the outer walls of such double houses to be not less than five feet from such sidelines."[132] No double houses were ever built and most of the landscape was developed with frame Colonial Revival (and Dutch Colonial) and Craftsman houses.

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[131] According to the 1905 *City Directory*, William J. Boyd was a civil engineer who worked at City Hall and one John E. Ballenger was listed with occupation as "USA" (a member of the U.S. Army). Ballenger was, in all probability, an engineer as well.

[132] Deed from Henry C. Gibbs to James V. Graham of June 4, 1918. (Liber 272/Folio 30, Montgomery County Land Records.)

NPS Form 10-900
(Rev. 11-90)

OMB No. 10024-0018



Section 4

In 1909, two years after the resubdivision of Section 3, the Land Company filed the subdivision plat of Section 4. Located west of Connecticut Avenue and north of Bradley Lane, it was platted in two sections, two months apart, with an "addition" added the following year. The surveyor for all three plats was David J. Howell, a civil engineer and landscape architect who was employed off and on by the Company between 1900 and the 1920s.

Howell had strong credentials. He had served as a topographer with the United States Geological Society; engineer for street extensions in Alexandria, and in the District of Columbia; surveyor and superintendent for improvements at the National Zoo; and lead engineer for numerous water works projects that brought him, along with his other work, a national reputation. Beginning circa 1909, his firm became increasingly known for its suburban work. After 1909, David J. Howell & Sons were responsible for the planning and developments affecting Sections 1, 2, 3, 4, and 5, as well as many other projects in the Washington metropolitan region.[133]

The overall scheme for Section 4 shows Olmstedian influence in the use of streambed parkways, communal open space, curvilinear streets, street tree canopies, and the retention of the natural, rolling terrain. In particular, Meadow Lane was planned as a curvilinear, tree-lined parkway threading through the subdivision in a primarily north/south direction along the route of a streambed. To the west of Meadow Lane, a large open space with underground springs held a small reservoir and a pumping station. Located at the south end of the wetlands on the landscaped Rosemary Circle stood the 1893 standpipe that Howell had designed.

A second water tower for Chevy Chase was identified on Howell's October 1909 plat for the northwestern end of Section 4. While the exact construction date of this water tower is not known, it was standing and operational by 1918 to serve William H. Walker's Subdivision

[133] According to Howell's biography in Proctor's *Washington: Past and Present* (1930), Howell's firm "had entire charge of the planning, subdivision, development and improvement of Saul's addition, Massachusetts Park, Chevy Chase Heights, Sixteenth Street Heights, Richmond Park, Connecticut Avenue Highlands, Fourteenth Street Terrace, Forest Hills, together with other subdivisions within the District of Columbia. . . In nearby Maryland, they had entire charge of the planning and development of the properties of the Chevy Chase Land Company, embracing sections 1,2,3,4, and 5. (Page 227).

(actually, a resubdivision) of Section 4.[134] Although there are no known photographs of this tank, *Sanborn* insurance atlases show that it was demolished at some point between 1927 and 1931. In 1918, Fannie J. Barrett also owned an elevated tank to serve her subdivision of Chevy Chase Park. Much smaller in capacity, this tank held 2,000 gallons.

In the areas of Section 4 developed by the Land Company and its agents, houses were constructed in the same styles seen in Section 3: Craftsman/Bungalow, Colonial Revival (with all its variants), English Cottage, and Tudor Revival. Architects and builders were responsible for the variety of styles, but setbacks, berms, street trees, and the scale of buildings provided uniformity. The Land Company restrictions for Section 4 specified a 25-foot setback, a minimum house cost of $3,000 and single family residences.

Beginning in 1920, and continuing through 1929, many blocks of Section 4 originally owned by the Land Company were sold to other developers in a company strategy that saw increased use following Newlands' death. These developers resubdivided the land and erected houses, in most cases - but not all - perpetuating the character of development started by the Land Company. (See Section 7 for specific subdivision names and locations within the original Section 4)

Chevy Chase, D.C.

While the Land Company focused its early efforts on development in Chevy Chase, Maryland, it began, in the first decade of this century, to turn some of its efforts to its northernmost District of Columbia holdings. In May of 1907, with John C. Olmsted's Permanent System of Highways Plan for the District of Columbia in place and the various sections of Chevy Chase, Maryland well underway, the Chevy Chase Land Company developed "Chevy Chase, D.C."[135] Later promoted by the Thos J. Fisher & Co. as the twin suburb, to Chevy Chase, Maryland, it consisted exclusively of Land Company holdings on the east side of Connecticut Avenue, south of Chevy

[134] Washington Suburban Sanitary Commission, *Report on The Advisability of Creating a Sanitary District in Maryland, Contiguous to the District of Columbia, and Providing it with Water and Sewerage Service*, January 21, 1918, see Table IV (Washington Suburban Sanitary Commission). The "elevated tank" held roughly 40,000 gallons.

[135] Today, Chevy Chase, D.C. encompasses a much larger area that was historically defined by at least five independently owned and developed subdivisions, surrounding the original Chevy Chase, DC. Because these non-Land Company developments were not subject to a uniform set of building restrictions (such as those that governed the greater area of Chevy Chase, Maryland), Chevy Chase, D.C. includes multi-family residential and commercial buildings.

Chase Circle. (The Chevy Chase, Maryland Historic District boundaries include only the Land Company's early Chevy Chase, Maryland developments.) **(See Figure 15.)**

As initially laid out, Chevy Chase, D.C. included the area immediately surrounding the Belt house and grounds, extending south of the Circle to Livingston Street and bounded by 37th Street on the east (today's Chevy Chase Parkway). The plat provided a large open lot for the E.V. Brown School between McKinley and Northampton streets, but did not provide for the protection of the Belt property, which was carved instead into a series of residential building lots.[136]

The streets of Chevy Chase, D.C. were laid in conformance with the 1898 Highways Plan and were patterned with one major curvilinear parkway (the former 37th Street and today's Chevy Chase Parkway), similar to those of Chevy Chase, Maryland. Large, 50-foot wide and 135-foot deep lots were laid to face Connecticut Avenue, while narrower 30-foot wide and approximately 125-foot-deep lots fronted secondary streets. The Land Company provided amenities and restrictions in Chevy Chase, D.C. that had proved successful in encouraging land sales in Chevy Chase, Maryland. A June 1907 advertizement for Chevy Chase, D.C. stated that "city water and electric lights are available. Macadamized streets, granolithic pavements, abundant shade trees, beautiful parking [landscaping], perfect sewage and other improvements are rapidly being made.[137]"

Simultaneous to the Land Company's development of Chevy Chase, D.C., a 32-acre tract of land on the west side of Connecticut Avenue, owned by Charles C. Glover, President of the Riggs Bank, was purchased by independent developer Fulton Gordon and subdivided in two phases as Connecticut Avenue Terrace (1907) and Connecticut Avenue Park (1909).[138] Capitalizing on the

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[136] In 1907, the year Chevy Chase, D.C. opened for development, the Belt house was lost to new construction. A Washington lawyer, Brainard W. Parker, purchased the lot on which the old Belt House stood and, demolishing the brick landmark, built his own 2-1/2-story frame Colonial Revival-style house, now 3734 Oliver Street, N.W. Bricks from the Belt house are apparently incorporated into the dwelling's foundation and chimney.

[137] "Chevy Chase, D.C.," [advertisement], *The Evening Star*, June 22, 1907.

[138] Why the Chevy Chase Land Company never purchased this large tract from Charles Glover is unknown. Glover, a major stockholder in the Chevy Chase Land Company, purchased the property between 1887 and 1894 at the time of the Land Company acquisitions along Connecticut Avenue. His purchase may have been part of the Land Company's venture, but further research is needed to substantiate this link.

Land Company's successful Chevy Chase, MD development, Gordon incorporated many of the same cost restrictions into his own subdivision. Absent were restrictions that separated the Land Company from its competitors; notably clauses barring commercial development and multi-family residential units. As the need for commerce in the growing residential community grew, Gordon's subdivision naturally took advantage of their ability to erect commercial structures, while the Land Company's restrictions prevented them from doing so.

Restrictions and Covenants

Clearly, what distinguished the Land Company's Chevy Chase developments from that of other developers was their progressive use of zoning concepts in an era prior to the advent of formal zoning tools.[139] Chevy Chase was designed to be an exclusively residential suburb, in the manner recommended to Newlands by Olmsted. Designated areas were set apart for civic or public uses, while commercial zones were restricted from being developed on Land Company land in Chevy Chase, Maryland or D.C. until 1952.[140]

The zoning in Chevy Chase was ensured through building restrictions included in purchasers' deeds and advertised on the Thos. J. Fisher & Co. sales plats. These restrictions were instrumental in defining the architectural character of Chevy Chase and may have been developed by Land Company architect Leon Dessez.[141] They limited building use to residential and associated residential types (prohibiting trade or manufacturing), and established minimum

[139] The area's first true zoning code wasn't codified until 1920.

[140] Edward Hillyer's memoirs note that the Land Company intended, from the beginning, to reserve the west side of Connecticut Avenue in the District of Columbia for commercial usage. However, the Land Company only owned a small section of land on the west side of Connecticut Avenue above Northampton Street and deed restrictions protected it against anything other than residential use. Similarly, restrictions banning commercial use also pertained to Land Company lands on the east side of Connecticut Avenue. Therefore, though Newlands may have in theory supported the idea of a commercial corridor, no such plan was ever proposed or carried out in a deliberate manner by the Land Company in the early years. When the Land Company attempted to build a store on its land in December 1916, Chevy Chase residents sought an injunction against them. In 1952, the Land Company got the 1917 injunction modified to permit commercial use of this block of Connecticut Avenue. See, "Land Company Enjoined," *The Evening Star*, December 1, 1916 and "Commercial Use of Chevy Chase Area Fought," *The Evening Star*, September 19, 1952.

[141] Kevin J. Parker, "Leon Dessez, Washington Architect: 1858-1918." Unpublished typescript on file at M-NCPPC, Silver Spring, MD.

lot line setbacks and construction costs. Restrictions established for Section 2 appeared on the Fisher sales plat as follows: **(See Figure 4)**

1) Houses fronting upon Connecticut Avenue must cost not less than $5,000.00 each;
2) Houses Fronting upon the other streets of this sub-division must cost not less than $3,000.00 each;
3) No business to be conducted upon this section Other portions of the sub-division being set apart for that purpose.
4) Building of any kind shall not be erected within twenty-five feet of the front line of any lot;
5) Buildings in rows will not be permitted. Houses must stand singly or in pairs.

Variations on these restrictions were incorporated into the Land Company's deeds of sale to purchasers in the form of covenants. The covenants contained in the deeds were designed to convey with the land and were enforceable by the Land Company.

For each of the different Sections of the suburb that the Land Company developed, the building restrictions varied somewhat in terms of setback and construction cost minimums. (Those in Maryland have been researched and analyzed.) As noted above, Section 2 had a 25-foot setback and a $5,000 minimum construction cost on Connecticut Avenue and $3,000 minimum construction cost on secondary streets. Section 3's setback line was 30 feet and minimum construction costs were set at $3,000.00. In Section 4, the minimum setback was 25 feet and minimum construction cost was $3,500.00. There were no separate Connecticut Avenue minimum costs established for either Sections 3 or 4.[142]

The Land Company also seems to have had an erratic flirtation with the idea of double houses in Chevy Chase. As mentioned above, the 1892 sales plat for Section 2 produced by Thos. J. Fisher & Co. noted that houses could stand in pairs, but the deeds for Section 2 contained a covenant emphatically mandating single-family construction. In Section 3, the Land Company also entertained the idea of double houses. Deeds from the 1900s in that section required houses to stand singly, but those from the 1910s permitted paired dwellings.[143] None were ever built.

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[142] The Boxwood lot was sold by the Land Company before Section 3 was platted. Its deed carried a minimum cost restriction tied to its Connecticut Avenue frontage, but the house was built facing Bradley Lane. (See Maryland Historical Trust Inventory Form, Taylor-Britton House/Boxwood, prepared by Clare Lise Cavicchi, The Maryland-National Capital Park and Planning Commission.)

[143] Compare deed of April 2, 1909 from the Land Company to Preston Samuels (Liber 206/Folio 24) to that of June 4, 1918 from Henry C. Gibbs to James V. Graham citing Land Company covenants (Liber 272/Folio 30).

Other Land Company policies changed over time as well, and appear in a review of the deeds. Some reflected the Company's eventual compliance with societal prejudices. While Harry M. Martin's 1906 and Fannie Barrett's 1910's deeds had covenants against the sale of property to African Americans, the Land Company's deeds had been racially and ethnically silent until the 1930s. At that time, however, racial covenants began to appear in the Land Company deeds, at least for their newly platted sections.[144] The Land Company also reserved the right to execute design review over alterations, additions, or subdivisions in its newer developments for the period between the 1930s and mid-1950s.

Commercial Development

In 1909, no businesses existed in either the Maryland or District sections of Chevy Chase other than the small grocery of Theodore Sonnemann and despite a clear need for commerce. With Fulton Gordon's accommodation of such development, however, commercial building development occurred on the west side of Connecticut Avenue, on non-Chevy Chase Land Company lands. By 1910, the first store, Willard B. Follmar's grocery at the southwest corner of Connecticut and Northampton streets, opened on Gordon-owned land. Soon other businesses followed and, by 1915, four commercial buildings stood on the block between Northampton and McKinley Streets.

The 1920s saw the expansion of Chevy Chase, D.C.'s business district: in 1922, Chevy Chase received its first bank, the Chevy Chase Savings Bank, and saw the opening of the Chevy Chase Theater; in 1925, Edward Jones, President of the Chevy Chase Savings bank and a developer in Chevy Chase, Maryland realty, built the Beaux-Arts Chevy Chase Arcade building, which had as its early occupants a restaurant, dentist, hairdresser, barber, and Jones Realty. In 1926, a new Chevy Chase Savings Bank and a gas station opened along the Avenue.

Similarly, apartment building construction boomed along Connecticut Avenue in the 1920s, beginning in Woodley Park and extending as far north as the present Chevy Chase, D.C. By the

[144] See deed of May 9, 1936 from the Land Company to Esther Gilkey Thompson for racial and design review covenants. (Liber 624/Folio 141, Montgomery County Land Company). This deed applied to a house in Section 5-A. It is not clear whether these two restrictions were applied to Sections 2, 3, and 4 in these years as well. William Offutt, in his book, *Bethesda*, states that deeds covering Block 9 of Section 5-A, known as "the Hamlet," also barred the sale of lots to "any person of the Semitic race, including Armenians, Jews, Hebrews, Persians and Syrians." (See Offutt, p. 193.) A random search of Land Company deeds did not reveal evidence of any broader use of this particular covenant was found.

end of the 1920s, five apartment buildings existed in the short stretch between Military Road and Morrison Street on land owned by Fulton Gordon. Realizing the need for such development, the Chevy Chase Land Company broke its own ban on multiple-family residential units and attempted, in one case, to break its ban on commercial development. Both events took place in Chevy Chase, D.C. In 1910, the Land Company developed The Chevy Chase, a sixteen-unit apartment building designed by Leon Dessez and located on the southwest side of Chevy Chase Circle (in Chevy Chase, D.C.). In 1916, the Land Company attempted construction of a store building on the west side of Connecticut Avenue, on its land near the Circle (today's 5700 block of Connecticut Avenue). The attempt was thwarted by residents of Chevy Chase, D.C. who sought an injunction against the Land Company (approved in 1917), to prevent the construction of the store.[145] Eventually, in 1942, the Land Company had the injunction modified to permit commercial use of that block on Connecticut Avenue.

Community Buildings

Though building restrictions limited development in Chevy Chase to residential use, designated areas were set aside for public amenities. Newlands wanted the new subdivision to have buildings of "community interest" that would not only be for the enjoyment of the residents, but would also entice prospective home buyers to the area. All of the public amenities, including educational, civic, religious and recreational institutions, were planned and built in the earliest stages of development, and though not all were successful in the long-term, definitely provided the suburb a presence that set it apart from other railroad and streetcar suburbs in the county.

In addition to the Chevy Chase Club, which stood out as the new subdivision's most prominent attraction, Chevy Chase was home to several schools, a library and post office, an inn, a church (All Saints' Episcopal Church), and at the end of the streetcar line at Chevy Chase lake, a summer amusement park. All of these public amenities were provided or encouraged by the Land Company and greatly enhanced the image of Chevy Chase as a pre-eminent residential community.

[145] "Land Company Enjoined," *The Evening Star*, December 1, 1916. The Land Company ended up constructing the building anyway, a single-story stone structure, and used it instead, as a sales office.

Chevy Chase Club

While developing his plans for Chevy Chase, Newlands, an avid equestrian who had a passion for fox hunting, invited the Dumblane Hunt Club to use a 100-acre tract of land that the Land Company had acquired in 1890. It was sited at the edge of his proposed Section 2, in today's Sections 1 and 1-A. The company also subsidized hunting activities with a $1,000 advance to the Club and, in 1894, acted as the intermediary in negotiations for securing the lease of the 1747 Bradley farmhouse and approximately nine acres just off Connecticut Avenue as the headquarters for the newly incorporated "Chevy Chase Club."

Originally, the land had been part of Colonel Joseph Belt's "Cheivy Chace" land grant on which he had erected a frame farmhouse. In 1815, Abraham Bradley, an Assistant Post Master General, acquired the property. It was inherited by his son, who lived in the house until his death in 1884. After leasing the property for three years, the Club was able to purchase the property from then owners John C. Bullitt and Tiny Speed Rodgers in 1897.[146]

The Chevy Chase Club along Connecticut Avenue originated primarily as a recreational resource for hunters and golfers. Many of these men had existing affiliations with Washington's elite social organizations, especially the Metropolitan Club. The charter list of Chevy Chase Club members included prominent lawyers, doctors, bankers, real estate brokers, and architects. Although few of the initial members were actually residents of Chevy Chase itself, the Club figured very strongly in the identity of the emerging suburb as a place of refined tastes and well-deserved leisure. The Chevy Chase hunt was a highlight every season as residents and spectators alike watched the brightly-garbed riders in their "pink coats" gather at the Circle to ride to the hounds across the fields in the area.[147] By 1906, complaints of Chevy Chase residents motivated the club to move the baying hounds out to Chevy Chase Lake, a measure of the growth and influence of the new suburb. After the huntmaster, Clarence Moore, and his hounds

[146] John M. Lynham, *The Chevy Chase Club: A History, 1885-1957.* (Washington, D.C: Judd and Detweiler, 1957), 6-17. This history has been updated and revised. See also Robert H. Thompson, ed., *The Chevy Chase Club*, 1892-1992. (Chevy Chase, MD: Chevy Chase Club, 1992), 16-27.

[147] "Chevy Chase, Premier Among Washington Suburbs," *Washington Times*, May 31, 1903. See also "A History of Chevy Chase Village," Interview with Edith Claude Jarvis by Paula Locker, July 16, 1971; and Jarvis, "Slide Program on the History of Chevy Chase Village," May 18, 1981.

went down with the Titanic in 1912, the Chevy Chase hunt waned and, by the 1920s, golf and tennis became the membership's main athletic outlet.

The first six-hole golf course was laid out in the 1890s by Land Company engineer Morris Hacker, primarily on Company-owned land on the east side of Connecticut Avenue, with starting and finishing holes actually crossing Connecticut Avenue and the streetcar tracks. Soon the course expanded, and a nine-hole course was laid out on Land Company-owned land and the Dodge tract, which was leased by the Club in 1898. The grounds of the club grew quickly thereafter, expanding when the Club purchased more than 64 acres from the Land Company in 1903, and just over 117 acres of the Dodge tract from Joseph H. Bradley, Trustee, in 1908. In 1910, the Club commissioned golf course architect Donald J. Ross to lay out a new course.[148] In 1911, the club built a new Georgian Revival clubhouse to the design of Jules Henri di Sibour, a Club member and Ecole-trained architect who had practiced in New York before settling in Washington.[149]

In 1909, the membership of the Columbia Golf Club had outgrown its facility on the eastern side of the city, and selected 126 acres of the Hayes estate for its new home. The Club purchased the land from the Chevy Chase Land Company, renamed its organization the Columbia Country Club, and erected a new structure there in 1911. Together, the two clubs made Chevy Chase a highly sought after location for suburbanites. Summarized by the Thos. J. Fisher & Co. in its 1916 brochure *Chevy Chase for Homes*: "The National Capital is no exception to the rule in every city of America, that the best suburban section is always surrounding or adjacent to the leading suburban clubs."[150] (The grounds of the Columbia Country Club are not included within the historic district because as they are separated from the older sections of Chevy Chase by East-West Highway, a major transportation barrier.)

[148]Since the 1920s, the course has been expanded and substantially reconstructed to designs by Colt, MacKenzie, & Alison, Robert Trent Jones, and other golf course architects.

[149] See Description Section of this nomination for building information.

[150] Thos. J. Fisher & Co. *Chevy Chase for Homes*, 1916. (Source: Susan Goodman, Town of Chevy Chase.)

Schools

The first building to be used as a school by Chevy Chase children was a wooden structure on the present site of the Rectory of All Saints Church at 5 Chevy Chase Circle, built by the Land Company in 1897, reportedly as a sales office.[151] In 1898, two additional schools were opened with help from the Land Company: the E.V. Brown Elementary School and a school at 3905 Bradley Lane. The E.V. Brown school was built by the District of Columbia on land donated by the Land Company to the District for a public school, between today's McKinley and Northampton streets. The Chevy Chase School on Bradley Lane was built on Land Company land and the construction of the two-room schoolhouse subsidized by the Company as well. It was used as a school until 1903, but the District of Columbia elementary school proved to be much more popular because of the reputation of its principal, Ella Given. Attendance at the Bradley Lane school dropped off quickly and eventually the school was closed, sold and converted into a private residence.[152]

Chevy Chase, Maryland residents could attend District schools free until 1898, when they were required to pay a nonresident tuition[153]. In 1912, the government sought to reduce overcrowding in the D.C. schools and reportedly banned tuition-paying non-resident students from attending.[154] Citizens quickly banded together to open a Chevy Chase school, renting the house at 6812 Delaware Street in Chevy Chase and converted it for institutional use. Temporary buildings housed public schools until "Valley View" was built. It was a two-story brick building constructed between Meadow Lane and Rosemary Street in 1917 for elementary through high school students. A new twelve-room Collegiate Gothic-style elementary school costing $94,000 opened on Rosemary Street at the present site in 1930. The school board authorized a $100,000 nine-room addition in 1936. These two wings together form the core of the Chevy Chase

[151] A photograph of the building identified as the "little school house" is shown on the frontispiece of the handbook entitled *A Brief History of All Saints' Church, Chevy Chase Parish.*

[152] Offutt, 161-162; see also Given's own recollections of her career, Ella Given, "A Backward Glance, 1898-1933" and her "History of Chevy Chase," *Chevy Chase News*, November and December, 1920. Copies of these memoirs and clippings are on file in the Residential Sections, A-C Vertical File, Washingtoniana Division, D. C. Public Library.

[153] *Compilation of Laws Affecting the Public Schools of the District of Columbia, 1804 to 1929.* (Washington: Government Printing Office, 1929), 95-98.

[154] Offutt, *Bethesda*, 162.

Elementary School, together wing a central hyphen from the late 1950s. The structure has been modified several times since that time. Many high school students attended private schools or lived with D.C. relatives to attend the District's public schools until the completion of Bethesda-Chevy Chase High School in 1929.

The Chevy Chase Inn

Originally named the Chevy Chase Springs Hotel, but soon known as the Chevy Chase Inn, the Inn was one of the first major construction efforts in the Village. It was built in 1893 just north of Bradley Lane off Connecticut Avenue by the Land Company as part of its promotion to introduce the better classes of Washington to the new suburb. The Society editors of *The Washington Post* wrote of the Inn in 1895 in an article on where Washington "stay-at-homers" spend their leisure: "Within the past year or two, several new suburban resourts have been established, and their popularity indicates that they are filling a long-felt need. The Chevy Chase Inn, with boating on its little lake, is one of the most popular resorts."[155]

This hostelry was designed by Lindley Johnson and built by District contractor Joseph B. Williamson for $24,875. The establishment offered a popular summer venue that featured spacious grounds, musical entertainment every evening, comfortable rooms, excellent food, and outdoor bowling. The inn prospered during Washington's hot and sticky summer months, but sat vacant during the winter. Taxes, maintenance and overhead left the owners with a mere $300 profit in 1895. In October 1895, the Land Company leased it to Miss Lea M. Bougliny who established a Young Ladies Seminary. The school closed after one year, but the next year, the Inn was leased by the Chevy Chase College for Young Ladies, which later changed its name to the Chevy Chase Junior College. In 1903, the inn ceased operations as a hotel and restaurant altogether. The College remained in operation for over 50 years, making some changes to the Inn building, including the refacing of the structure in brick veneer in the 1930s. When the College closed in 1950, the 12-acre parcel was purchased by the National 4-H Foundation which leased it to the Department of Defense until 1959. At that time, the Foundation moved back onto the property, retaining the main block of the former inn building, but altering its rear. In 1976, the Foundation demolished what remained of the historic structure (except for the 1959 rear wings) and constructed J.C. Penney Hall in its place.

[155] *The Washington Post*, July 21, 1895, p. 16. For more description and quotes of the lake see, "The Montgomery County Story, vol 24, No. 4, November 1981.

The Village Hall

Around 1896, Newlands' daughters and other early residents formed the Chevy Chase Library Association to raise funds for the purchase of books. Once a month, the group met in the homes of its members to discuss business and to socialize. The Craftsman-style Village Hall at 5906 Connecticut Avenue was built by the Land Company circa 1900 as the community's first library and post office.[156]

The library and post office was a community center for the early residents of Chevy Chase where card parties and receptions could be held. The stage was used for recitals, minstrel shows, and political speeches. Lawn parties on the grounds adjoining the building were also popular. By 1903, the library held more than 1,000 books.[157] The building also housed the suburbs' fire apparatus. Parked under the post office was a hand-drawn fire truck, hose cart, and hook and ladder operated by the citizens of the community.

The Library Association later merged with the Chevy Chase Citizens Association and, after the formal establishment of the Village municipal government in 1914, the building soon developed into a town hall. By 1916 a new post office wing was added to the north of the original structure. Between 1931 and 1941 another wing (today's post office) was added on the extreme north end of the building. This early civic building today houses the Chevy Chase Village administrative offices, police department, and post office.

Chevy Chase Lake

One of the most successful of the Land Company's attempts to establish a community institution to enhance its real estate venture was a popular summer amusement park called Chevy Chase Lake. It was built almost two miles north of the District boundary just off Connecticut Avenue around the water impoundment created for the power plant. Starting in 1897, the Land Company leased a 20-acre tract surrounding the lake to Herbert Claude (a Company director and the Rock Creek Railway superintendent). Claude's lease ran for five years and entitled him to use the tract as an amusement park.

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[156] The ca. 1900 date of construction is based upon the renderings by architect Arthur Heaton (see Section 7 of this nomination for greater discussion).

[157] *Washington Times,* May 21, 1903.

For less than 25 cents, District residents could ride out to Chevy Chase Lake on hot summer evenings, where a dance pavilion, refreshments, and rides and amusements were provided. The wooded banks and lake provided a popular park for picnics, horseback riding, games, bowling, and pleasure boating. It featured an illuminated bandstand, shaped like a clamshell and painted light blue, and a dance pavilion that overlooked the lake. The major attraction was the Marine Band that performed semi-classical music at the bandstand and then moved down to the pavilion to play dance music in the evening. Edith Claude Jarvis, Herbert Claude's daughter, remembered that John Philip Sousa and his band performed at the Lake. She also noted that it was at the Lake's pavilion that Irene and Vernon Castle introduced the fashionable "cake walk" to the area shortly after 1900. Claude continued to lease the property until World War I, at which time the Lake was one of the most popular summer resorts in the Washington area. By the time Claude died in 1933, the Lake already had seen its heydey. In 1937, the water from the Lake was drained and the amusement park dismantled.[158]

All Saints' Episcopal Church

The first church in Chevy Chase was built on the Circle in 1901, but its origins date back to 1897, when the Rector of St. John's Chruch in Bethesda instituted mission services in the small school house on Chevy Chase Circle. A year later, Newlands offered to donate the present church lot facing Chevy Chase Circle, and a campaign to obtain pledges for funds to build the structure was launched. After the church was formally organized in 1900 as "All Saints," Newlands conveyed the land. The chairman of the building committee was realtor John L. Weaver, who commissioned his brother-in-law Arthur Heaton, with assistance from Waddy Wood, to design the stone edifice. When the church opened on Sunday, December 1, 1901, Chevy Chase contained 49 houses. The church quickly became a binding force in Chevy Chase as baptimisms, confirmations, weddings, and funderals conducted at All Saints became a part of the rhythm of community life. The structure was enlarged over the years with various additions.

By 1912, another church, the Chevy Chase Baptist Church, was built at the northwest corner of Connecticut Avenue and Shepherd Street in Section 3 of Chevy Chase on land similarly donated by the Chevy Chase Land Company. Facing Shepherd Street, this church was a small, one-story frame chapel clad with wood shingles and featuring a small belfry atop its gable roof. In 1912,

[158] From 1920 to 1931 Meyer Davis leased the park in the summers of 1932-1934 to Edward R. Carr, and to a Mr. Field in 1935-1936. The park was dismantled in 1937. See Hillyer, "Manuscript History;" *Town of Chevy Chase*, 64-65; and Offutt, 74-75.

the Baptists sold the land to the First Methodist Church and built a new church on Chevy Chase Circle in the District of Columbia. After building a series of additions and adding new buildings to the Connecticut Avenue and Shepherd Street site, the Chevy Chase Methodist Church built a new sanctuary mid-century.

Early Architecture and the Residential Landscape

Although Section 2 was ripe for development when it was platted in 1892, the Panic of 1893 blunted initial sales and initial construction was slow. The first houses to be erected in Chevy Chase were concentrated around the circle, close to the streetcar line and D.C. The most notable of these were built by the Land Company as residences for its officers. Four such houses were built; all probably the collaborative effort of Lindley Johnson and Leon Dessez. Three of the four original houses remain: 5804 Connecticut Avenue, 5900 Connecticut Avenue, and 9 Chevy Chase Circle.

The Arts and Crafts residence at 5804 Connecticut was one of the first to be occupied. Designed for Stellwagen, it was occupied instead by Dessez in 1893 (who designed and built his own residence at 3 E. Irving by 1908). Possibly around 1899 and certainly by 1916, this property was leased as a lodging facility, reportedly to the Chevy Chase Club.[159] The house at 5900 Connecticut Avenue also was built in 1893 in the half-timbered Shingle Style for the family of Herbert Claude, the company's railway engineer. This house also accommodated the community's original post office in the rear, until the new post office was built in the Village Hall ca. 1900 at 5906 Connecticut Avenue .

Newlands' house was completed in 1894. Located at the northeast end of the circle, it was a magnificent, Late Queen Anne edifice with prominent gables. Newlands occupied the residence only for a brief time. According to local history, guests visiting the residence were dependent upon the railway to return to the city, and the limitations of the trolley schedule proved cumbersome. Newlands returned to the city in 1898, to occupy "Woodley," the Phillip Barton Key residence in today's Woodley Park. The Chevy Chase Land Company retained ownership of his original residence, renting it out as a summer boarding house, and, as a summer retreat to

[159] John M. Lynham's *The Chevy Chase Club: A History: 1885-1957* (Chevy Chase, MD: 1958) notes that the Club was leasing "a house in the vicinity for five months during the summer at not more than $50 a month to provide additional bedrooms..." on p. 22. The 1916 Sanborn Insurance Atlas shows the property - including the main house and a two-story multi-room structure to its north - as the "Chevy Chase Lodge."

President McKinley's Secretary of the Treasury, Lyman P. Gage. It was purchased by William Corby in 1909 and remodeled to its current appearance according to plans by Arthur Heaton dating from 1912-1914.[160] The fourth company house, originally located at 5901 Connecticut Avenue, was built for Howard Nyman, Land Company Secretary, but has since been demolished.

In addition to the four model cottages, the Land Company built the Roman Revival-style, temple-form dwelling at 3 East Lenox Street ca. 1894 (occupied by Land Company engineer Morris Hacker), as well as the foursquare house at 3 East Irving (occupied by Leon Dessez after 1894), both to the designs of Leon Dessez.[161]

Beyond the design of its model cottages and a few early residences, the Land Company was not typically in the business of providing design or construction services. The Company preferred to sell lots to owners intent on improving them immediately, and was disinterested in speculation.[162] Purchasers of lots were free to choose their own architect and/or builder and to construct a home in the style and of materials desired. The requirements that a home meet a minimum cost, and respect setback, adjacency, and use provisions, were spelled out in the subdivision's official plat and in individual deeds. It was the restrictions and covenants that ensured a level of quality, and uniformity, rather than the hand of a uniform architectural designer.[1631]

Henry Earle, one of the incorporators of the Chevy Chase Club, was employed by the Land Company in 1893 to stimulate interest in the sale of lots, particularly to club members. Paid a commission on the sale of lots and dwellings, he later formed Earle Brothers, Builders. Sixteen houses were built and occupied in 1894 and an additional eight were completed in 1895 after the Land Company advanced building loans of $26,474.71 to Earle in order to stimulate house

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[160] Heaton's plans for Ishpiming, the name of the Corby Mansion, are housed at the Library of Congress, Prints and Photographs Division.

[161] Offutt, 149-150, 160, and 169-170; see also "A History of Chevy Chase Village," Interview with Edith Claude Jarvis by Paula Locker, July 16, 1971. Transcript of a Tape Recording; and Edith Claude Jarvis, "Slide Program on the History of Chevy Chase Village," May 18, 1981. Both typescripts are on file at the Chevy Chase Historical Society.

[162] Francis Griffith Newlands' Responses to interview questions from W.B. Bryan for the *Evening Star*, January 1891, Typescript, Francis Griffith Newlands Papers, Manuscripts and Archives, Yale University Library.

[163] Although the building restriction line in Section 2 was 25 feet, most homes consistently sit back from the street a greater distance than dictated by the plat.

construction.[164] Several of Earle's houses appear to have been designed by Louis Meline and were showcased in the trade publication, *Scientific American - Building Edition* in the years 1896-1897. By 1897, approximately 27 houses had been built and occupied. Although the 1898 Spanish American War stalled sales, the Chevy Chase Land Company's fortunes improved markedly at the turn of the new century. The consolidation in 1900 of the owner of the land (Chevy Chase Land Company), the real estate broker (Thos. J. Fisher & Co.), and a company with the financial resources to buy lots and to lend money to homeowners for mortgages (Union Trust Company), placed the Chevy Chase Land Company in an enviable position.

The Role of Other Developers in Chevy Chase

Other developers sought a means to cash in on the Chevy Chase phenomenon. Area farmers and local developers were quick to capitalize on the Land Company's development of Chevy Chase, laying out their subdivisions adjacent to Land Company property and with similar restrictions, often naming them, in one way or another, "additions to" Chevy Chase. With the Connecticut Avenue corridor and the Rock Creek Railway running from the District to Chevy Chase Lake, the infrastructure was in place to transform former agricultural lands bordering Land Company property.

The earliest subdivisions platted adjacent to Chevy Chase included Norwood Heights, Otterbourne, and Sonnemann's Addition. Norwood Heights was a 31-acre subdivision platted in 1893, located northeast of the intersection of Wisconsin Avenue and Bradley Lane (within today's Town of Chevy Chase). Otterbourne, subdivided in July 1894, was planned on a portion of the "No Gain" tract in today's Section 5 of Chevy Chase, while Sonnemann's Addition to Chevy Chase consisted of a 16-acre parcel of land located east of Brookville Road and north of Broad Branch Road.[165] Norwood Heights made use of the Tenallytown and Rockville Railway, which initially ran from Tenallytown to Bethesda Park, but was extended as far as Rockville by 1900. Though not a successful venture and eventually re-subdivided in the 1920s, Norwood Heights included a handful of houses by the late 19th century, including the houses at 4312, 4406, and 4500 Leland Street, outside of the historic district.

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[164] Hillyer, "Manuscript History." Hillyer cites the Land Company board minutes as his source for the number of houses constructed in these years.

[165] For more information on Otterbourne, see research completed by Clare Lise Cavicchi on several Otterbourne houses. Information at the The Maryland-National Capital Park and Planning Commission, Spring 1999.

John Frank Ellis developed Otterbourne, continuing the Land Company's Scottish theme.[166] Ellis sought to benefit from the Land Company's venture in his 1894 subdivision, located on the east side of Connecticut, north of Section 3, even erecting a boardwalk to connect his subdivision to the trolley line. On the east side of Brookville Road, just north of Western Avenue, Ottmar and then Theodore Sonnemann also platted subdivisions adjacent to the Land Company's model suburb. In 1896 and 1901, first the father, and then, in 1923, the son, created subdivisions from their family farm. Known early on as "Sonnemann's Addition," the subdivision was re-platted and renamed "Sections 6 and 7 of Chevy Chase" by Theodore Sonnemann in 1923. W.R. and Isabella Griffith, and Harry M. Martin, carved subdivisions from the "No Gain" tract on the east side of Brookville, north of Sonnemann's property. A real estate practitioner by profession, Harry Martin studied the Land Company's deed restrictions and attempted to model his subdivisions along similar lines. Fannie Barrett's 1910 Chevy Chase Park, on the west side of Connecticut north of Section 4, and Edward H. Jones 1913 Subdivision of the late J.M.C. Williams Estate east of Connecticut along Williams Lane and Woodbine, both flushed out to the edges of "Chevy Chase" as it had been developed by the Land Company. (See Figure 1 and discussion of the Plan of Chevy Chase in Section 7 for more information on these subdivisions.)

In all of these cases, the developers' choice of location (in proximity to Connecticut Avenue and the Rock Creek Railway); subdivision name (Otterbourne, Martin's *Additions* to Chevy Chase, *Chevy Chase* Park); street layout and designation (Martin extended Chevy Chase streets across Brookville Road into his development and retained their names as did Fannie Barrett in Chevy Chase Park); and use of deed restrictions (Martin's and Barrett's deeds covered the same parameters as those of the Land Company and were structured in the same format), clearly show the strong influence that the Chevy Chase Land Company and its subdivision of Chevy Chase had on local developers and their developments.

The Development of Local Governments

Chevy Chase evolved in the first three decades of the 20th century into an important suburban presence in Montgomery County. In that period, the government workforce grew tremendously and thousands moved to the county in search of housing. Residents banded together in Chevy Chase, forming citizens' associations to lobby for county services. Early entities included the

[166]According to the 1894 Washington City Directory, a J. Frank Ellis resided at 1333 Vermont Avenue in the District of Columbia and was listed as superintendent of the fish commission. The directory also lists a John F. Ellis and Company, pianos, organs and music at 937 Pennsylvania Avenue. NW.

Chevy Chase Association (1895), the Bethesda Citizens Association (1904), and the Chevy Chase Citizens Association of Section Three and Four (1909). These growing citizen groups soon sought to obtain not only improved services, but the authority to codify many of the restrictions set forth in their deeds.

In 1910, Chevy Chase residents obtained the ability to seek self-government from the Maryland State Legislature when it enacted the "Municipal Control Act." This law provided for local self governance in the form of special taxing districts and form the legal origins of Chevy Chase's five municipalities today. The taxing districts localized the cost of additional county services in the suburbs. In 1914, Section 2, and part of Section 1, became a taxing district, forming the core of what became known as "Chevy Chase Village." By 1918, Section 3, Martin's Additions, Section 4, and Section 5 all had become special taxing districts of the Village of Chevy Chase. Section 5 would be added as a taxing district in 1922. In 1924, Chevy Chase Park became part of Section 4. Between 1939 and 1972, Chevy Chase Village was expanded to include Sections 1 and 1-A, 6, and 7. Section 4-B (developed by Monroe and Benjamin S. Warren) became part of Section 4, as did Leland (which included Section 8 and other subdivisions). Finally, in 1983, the name of Section 4 was changed to the "Town of Chevy Chase."

These taxing districts operated 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. Each of the five Chevy Chase, Maryland taxing districts developed a constitution and by-laws and a set of regulations to govern its community. Elected committee members had oversight authority for streets and sidewalks, trash collection, and snow removal, as well as traffic, health, and building regulations. The board of directors for each district also appointed a health officer, usually a resident doctor from the community, and a building inspector to serve two-year terms.

By the early 1920s all of the jurisdictions had detailed building regulations (which eventually expropriated the previous decades' deed restrictions). Designed to enhance residential real estate values, the regulations barred any commercial or industrial uses, and mandated single-family occupancy. The regulations required that all applications be accompanied with plans and specifications.[167]

[167] Unfortunately, most of the permit applications, permits and nearly all of the plans and specifications have been discarded or lost, save for a collection of permits for the Town within a period of years from 1933 to 1959. Financial records are extant, however, and remain one of the most valuable clues for identifying the architects and builders of the houses in some areas

The Impact of the Automobile

Along with local governance, life in Chevy Chase changed dramatically in the 1920s as a result of the automobile. 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 pricing them at $290, or about three-months pay for the average worker. Offering more freedom and luxury than the older streetcar, the car quickly replaced the trolley as a means of travel for both work and leisure. 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.

By the late 1920s, the automobile and the growth of Washington, D.C. had created a new suburban culture in the county that already dominated the region. Much of it revolved around country clubs and the affluent subdivisions created adjacent to them. Builders planned numerous country club subdivisions in the county, including Bradley Hills, Manor Club, and Kenwood. They also upgraded areas platted before the war which had seen little development, such as Edgemoor. In the decade of the 1920s, about 80 subdivision plats were filed in Montgomery County. At least seventeen of these were additions to or resubdivisions of land in Chevy Chase.

During the 1920s and under Stellwagen's presidency, the Land Company modified its approach to the development of Chevy Chase. While the Company continued to subdivide and develop its own property in both Maryland and the District of Columbia as it had previously, it increasingly tended to sell off more acreage to operative builders, who then crafted their own subdivisions based upon the Land Company model. In those areas that it did subdivide the property, the Land Company abandoned the picturesque approach characteristic of their earlier, streetcar-era suburbs. Plats for Sections 5, 1, and 1-A, developed in the early- to mid-1920s, for example, reflected a grid approach, while that of Section 5-A featured the sweeping curves and cul-de-sacs more typical of the automobile age. These developments, the history of which is described briefly below, are indicative of the Land Company's evolution, but are not included within the bounds of the historic district due to their date of origin and different planning character. (See Boundary Justification at end of this nomination.).

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of Chevy Chase.

Section 5

The original Section 5, platted by the Land Company in 1923, was the company's first subdivision platted during the automobile age and the first since 1910, when it platted Section 4. Historically part of the "Hamilton tract," it consisted of a very narrow, one-block wide and four-block long area bounded on the west by Connecticut Avenue and on the south by Section 3 and included the following cross streets: Thornapple, Underwood, Williams Lane and Woodbine.

The blocks in Section 5 had large (125' x 150') corner lots facing Connecticut Avenue, and narrower, 60-foot-deep lots facing the cross streets. A 25-foot building set-back, indicated on the 1923 plat map was reiterated in the individual deeds, along with covenants restricting trade, multi-family units and apartments, and minimum housing costs. Today, Section 5 is a much broader area than the original subdivision of the same name.

Sections 1 and 1-A

The tract of land designated as Sections 1 and 1-A in 1925 and 1927, respectively, is a large, wedge-shaped area occupying the south westernmost section of the Land Company's holdings in Montgomery County. The tract is bounded on the south by the District of Columbia line at Western Avenue, and by Grafton Street on the north. The eastern boundary is formed by Chevy Chase Circle, and the western edge by Wisconsin Avenue.

Historically part of a 125-acre farm complex, owned by R.H. Goldsborough, this large tract of land was purchased by the Chevy Chase Land Company in 1891, but remained undeveloped until 1925 when Section 1 was platted. In 1890, Newlands donated the land temporarily to the newly formed Chevy Chase Club, which occupied the Goldsborough farmhouse as its clubhouse until 1894. From 1909 until 1913, the land was leased to the Bannockburn Club for use as a golf course and, following that, was used as the Kirkside Golf Course. In 1903, a 30-acre segment of the tract was sold by the Land Company and platted as a residential subdivision known as "Belmont." Despite the description of Belmont in several secondary sources as a Land Company subdivision intended specifically to house African-American domestic workers in the employ of Chevy Chase residents, no evidence for this exists.[168] As it happened,"Belmont" was re-

[168] In 1903, the Chevy Chase Land Company sold a 30.78-acre parcel of the tract abutting the Georgetown and Rockville Turnpike (Wisconsin Avenue), to purchasers Ralph Barnard and Guy Johnson. A Deed of Trust between Barnard and Johnson and the Union Trust and Storage Company allowed for the subdivision of the land, but required the Land Company's

purchased by the Land Company in two separate transactions, due to foreclosures, and, in 1927, became incorporated into the Land Company's plat as part of Section 1-A.

Section 5-A

In 1928, The Chevy Chase Land Company platted Section 5-A, an extensive addition to Section 5. Section 5-A included eleven additional blocks extending from the northern border of Section 5 at Woodbine Street, north to Dunlop Street and including all of the land running between Connecticut Avenue and Brookville Road. The plat of Section 5 is the first Land Company plat to clearly reflect 20th-century trends in suburban design attributable to the automobile. Responding to a national trend in automobile-oriented suburb designs highlighted at Radburn, New Jersey, the blocks in Section 5-A were larger and irregularly shaped by curving and not parallel streets, including in one block, a cul-de-sac. Lots themselves are irregularly shaped, with wide, 50-to 70-foot-wide frontages and 25-foot building setbacks. Almost all of the residences

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approval of any proposed subdivision. In June 1906, Barnard and Johnson filed a subdivision plat of the land and called it "Belmont, MD." The plat, surveyed in 1904 by C.J. Maddox, reveals a grid plan and 175 lots generally measuring 50 feet wide by 120-feet deep. Two streets, parallel to Wisconsin Avenue, were named Bethesda Avenue and Belmont Avenue, while three cross streets were designated from north to south, Spring, Center and Grove. The plat was signed by Barnard and Johnson and approved by Edward Stellwagen, President of the Union Trust and Storage Company and George E. Fleming, Secretary.

A default in payment on the property by Barnard and Johnson to the Union Trust and Storage Company resulted in foreclosure proceedings in 1908. In 1909, the Chevy Chase Land Company re-acquired all but 20 of the lots through public sale. These 20 lots had apparently been previously sold by Barnard and Johnson, though never recorded in the Land Records. Close examination of Equity Case 2401 (1909) involving these 20 lots reveals a complicated history, whereby the purchaser of the 20 lots began to sell them off individually to African Americans. In their equity case on the matter, Barnard and Johnson argued that, being undecided as to whether or not to sell the property as a whole or as individual lots, they had never actually released the lots for sale. Joining Barnard and Johnson as defendants in the equity case were the Union Trust and Storage Company and the Chevy Chase Land Company, amongst others. These defendants further claimed that the buyer "purchased the said tract of land intending to defraud these defendants [Barnard and Johnson et al] by offering to sell lots in said "Belmont" subdivision to negroes, and attempting to compel these defendants into re-purchasing said property at an advance and profit to said complainant [the buyer]." The defendants also argued that they never would have "knowingly conveyed said property...directly or indirectly for the purpose for which they [purchasers] desired to use it." This information regarding the undesirability of sale to African Americans in the early decades of the 20th century makes it clear that the Land Company itself never intended to develop Belmont into a domestic servant enclave, as previously reported.

In January 1926 and similarly due to a default in payment, the Chevy Chase Land Company re-acquired the elusive 20 lots which had been part of the earlier equity case. They sold five of the lots at the intersection of Wisconsin and Western Avenues to an independent purchaser who built a gas station, and, to the Montgomery County Commissioners, a small strip of land fronting Wisconsin Avenue to be used for the widening of the avenue. They then formally abandoned the subdivision called "Belmont," and, in 1927, platted the subdivision known as Section 1-A. (For a thorough understanding of the history of this 30-acre tract of land, see the following Equity Cases: 2232; 2460; 2401; 4529; 4611.)

were constructed in brick in the Colonial Revival and Tudor Revival styles, and include garages incorporated into the dwelling. Covenants in the deeds for Section 5-A included the traditional Land Company restrictions, such as setback, minimum cost requirements, and residential-only use, but, as mentioned above, were the first to exclude "negroes" from purchasing property therein. A unique automobile-oriented development within Section 5-A called "The Hamlet" was launched during the depths of the Depression by Newlands' heirs. Inspired in plan by European villages, and in architecture by early American buildings, the Hamlet's distinct brick residences were clustered around a central automobile court.

The Role of Operative Developers in the 1920s

Increasingly after World War I, other developers sought to cash in on the prestige of the Land Company's Montgomery County venture. New subdivisions were carved out of unimproved land between Sections 2 and 4 of Chevy Chase and the Wisconsin Avenue corridor, while re-subdivisions of already platted areas both within and surrounding the Land Company's Chevy Chase abounded.

William H. Walker resubdivided the western portion of Section 4, west of Maple and north of Elm. Walker's subdivision remained essentially true to David Howell's original plat for the area for the Land Company, with the following two primary exceptions: 1) the reservation planned to run in a north/south direction over the sewer lines was removed in favor of larger lots; and 2) Chestnut Street was ended at its intersection with Elm.

George F. Mikkelson and Son, and Shannon and Luchs Construction Company had the capital to acquire and resubdivide large tracts located in the heart of Section 4 and Chevy Chase Park. By 1928, the Mikkelsons had acquired the entire area of open space between Meadow Lane and Ridgewood Avenue from the Land Company. Originally considered unbuildable due to underground springs, the land was treated by the Land Company's Howell as a public open space that accommodated a water tower, but not houses. The Mikkelsons commissioned Ralph Berry, the Section 4 building inspector and professional civil engineer, however, to design a subdivision of homes within this area. In Berry's plan, several of the streets took gentle turns and the building restriction lines from the Land Company's Section 4 were maintained. Unlike the Land Company's earlier buildings, however, a majority of houses in Mikkelson's subdivision (which were mostly brick and Tudor Revival in style) were planned with driveways and detached garages.

Shannon and Luchs, another large-scale construction company, purchased land from both the Land Company and Fannie Barrett for its resubdivisions of Section 4 and Chevy Chase Park. In Section 4, the firm carved a cul-de-sac out of a portion of land west of Maple Street (forming Maple Court), and commissioned Arthur Heaton to design finely detailed houses in their portion of Chevy Chase Park.

## V. SOCIAL HISTORY

While Chevy Chase was composed of many Land Company officers in its first two years, there were 20 individual families that came to the suburb by 1894 free of Land Company connections. There was a big enough population that, by 1893, the Land Company hired a night watchman for the Village, In 1895, Thomas E. Robertson, later U.S. Commissioner of Patents and an early historian of the community, moved to West Melrose Street at the age of 24. Robertson later recalled several other early pioneering residents. On West Kirke Street there was Mrs. Mackrille and her two daughters, the Wm. Richards family, Dr. Compton and his family, the Couzens family and the Fisher family. On East Kirke, the Birney and McCubbin families; on West Irving the Browne family, and on East Lenox Street, the Lemly family.[169]

By 1900, greater Chevy Chase had a population of army officers, government clerks, attorneys, real estate brokers, scientists, plumbers, carpenters, painters, and proprietors of boarding houses living in both owner-occupied and rental residences stretched along the streetcar line from Chevy Chase Circle to the car barns at Chevy Chase Lake.[170] Closer to the circle were the residences of white collar professionals, such as attorney Thomas Robertson, Bureau of Labor commissioner Charles Verrill, and female physician Adeline Portman. The only blue-collar workers in the area were railroad and streetcar workers who lived farther north in the brick boarding houses on Watkins Street called "Chinch Row" across Connecticut Avenue from the Lake.[171]

By the first decade of the 20th century, Chevy Chase, MD was beginning to draw attention. In 1903, it gained notice in the Washington Times as "Premier Among Washington Suburbs." The

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[169] Thomas E. Robertson, "History of Chevy Chase," *The Record*, January 5, 1945 as quoted in Offutt, p. 159.

[170] This is based upon the 1900 U.S. Census Records which includes all of Chevy Chase, MD from the Circle to Chevy Chase Lake. Because the census does not always indicate a street name, it is not possible to provide a more critical analysis.

[171] Offutt, 160 and 168.

article described the Chevy Chase Club as the main feature of a "beautiful village of palatial homes" which Washington society "has taken unto itself."[172] The reporter noted that between 200 and 300 persons resided in the community, but "this cannot be said to be its real population for society folk in great number spend much of their time in the pleasant confines of Chevy Chase." The article contained a glowing report of the outstanding golf facility and hunting activities of the first country club for Washington's elite, plus some description of the neighborhood. The major points of interest cited in 1903 were the Chevy Chase clubhouse (then in the old Bradley farmhouse), the Newlands residence facing Chevy Chase Circle, the library and post office, an elementary school just below the Circle in the District of Columbia (the E.V. Brown School), the All Saints Episcopal Church, the water standpipe on Rosemary Circle (likened to Italy's Tower of Pisa), the Chevy Chase School for Girls (formerly the Chevy Chase Springs Hotel), and the amusement park at Chevy Chase Lake.

The residential character of Chevy Chase was described as "tasteful and pleasing" and ranged in cost from $6,000 to $40,000. The reporter also thought the municipal amenities of sewerage, electric lighting, and street-paving matched those of Washington. The newspaper illustrated only the Charles D. Davis house at 3 West Irving Street to represent the average quality of the residential architecture. The reporter downplayed the suburb's outlying location "six miles from the Treasury Department," noting that the technology of the city telephone system, the regular delivery wagons of urban merchants, and efficient and punctual streetcar service more than compensated for any possible inconvenience.[173] The inclusion of Chevy Chase, MD in the 1905 Elite List of Washington, D.C. indicates the subdivision's growing popularity with Washington's upper-class community. New residents, primarily lawyers and physicians, lived on either side of Connecticut Avenue on Irving, Kirke, Lenox and Melrose streets.

With the growth of Section 2 and the openings of Sections 3 and 4 in 1907 and 1909, the social character of greater Chevy Chase began to mature. According to the U.S. Census for that year, there were 166 houses scattered throughout the larger area with 755 residents[174]. In general, the

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[172] "Chevy Chase, Premier Among Washington Suburbs," Washington Times, May 31, 1903. A copy of the clipping is in the Cutter Collection, Suburban Districts, Washington, D.C. Vertical File, Washingtoniana Room, District of Columbia Public Library, Washington, D.C.

[173] Offutt, 160 and 168.

[174] Like the 1900 U.S. Census, the 1910 Census included households in the area from Chevy Chase Circle to Chevy Chase Lake and does not always include street names.

Census indicates that Chevy Chase was a predominantly white, literate community with large extended families residing in owner-occupied housing and frequently having servants living in the household. The household composition varied, but some combination of immediate and extended family members, servants, and boarders was common. Fifty-seven families had resident servants, usually a cook. The occupations of the heads of households were typical of other professional-class subdivisions in the area and clearly indicate the residents' dependence upon Washington, D.C. for employment. The largest percentage of the heads of household were lawyers, government clerks, realtors, and military officers.

Few African Americans resided in Chevy Chase who were not resident servants. In total there were 71 black residents in Chevy Chase and only three were listed as heads of households. It is presumed that the three heads of households and owners of their residences lived on farms in the area prior to its development as a residential subdivision.

Based upon the 1910 Census, the occupations of Chevy Chase residents were overwhelmingly white-collar and professional. Based upon *Nelson's Suburban Directory* (1912-1913), which consistently lists street names, it further appears that lawyers, military officers, upper-level government clerks, and teachers lived in today's Village, whereas other various professionals and some from the working class lived beyond the streets of Section 2 in today's Town, Section 3, and Villages of Martin's Additions.

As Chevy Chase attracted new residents, a sense of community spirit grew and the area's social structure evolved. Although the streetcar still carried residents to and from the District on a daily basis, the rail line was less and less a social lifeline as a library, post office, schools, churches and clubs were built and enlarged in the immediate vicinity to accommodate the residents' needs. A select group of women formed the Ladies Reading Club in the early 20th century. The influence of this group, which included many of the wives of Land Company officers and the most wealthy residents of Chevy Chase, is evident in the men's reciprocal formation of the Honorary Economical Epicureans. The men's dinner club met one evening a week at a member's house to prepare meals and discuss Village affairs.[175]

[175] "A History of Chevy Chase Village," Interview with Edith Claude Jarvis by Paula Locker, July 16, 1971; and Jarvis, "Slide Program on the History of Chevy Chase Village," May 18, 1981.

Approximately 175 houses had been constructed by 1915, and within the year, lots in Section 2 were largely sold out. The domestic architecture of the period before World War I in Chevy Chase was varied in style and ranged in scale from large Victorian examples to modest bungalows. Section 2 (Chevy Chase Village), especially on the streets within a short walk to the circle, had a significant concentration of large-scale Shingle, Colonial Revival, and Tudor-style houses built on large lots (7,500 square feet was a minimum).[176] Many of the houses, owned by prosperous businessmen or professionals, were conservative and largely symmetrical shingled or stuccoed foursquares or side-gabled buildings with ample columned porches. With the neatly manicured lawns and tree-bordered streets, the neighborhood conveyed the ideal image of family privacy and refuge from the city.

Lean Times

The period from 1915 to 1920 was especially difficult for the Land Company. Congress had changed the tax laws of the District of Columbia in 1914 so that lands were assessed at full value and not at two-thirds their value as had been the practice. Additionally, with the outbreak of World War I, Deacon and Manchester and Salford Bank, Ltd. of Manchester, England, gave notice to Chevy Chase Land Company bondholders that it would require payments on November 1, 1915 as provided for by the Deed of Trust. The security for the bond was the company's unimproved real estate, so it would be difficult to replace the loan. The Union Trust Company of the District of Columbia, established in 1899 to manage this bond, negotiated a new loan of $250,000 with the Fidelity Trust of Philadelphia for five years in 1915. The Land Company's activities in this period were controlled by the urgency of staying solvent, paying taxes, and making the interest payments on its bonds and debts.[177] After the United States' entry into World War I, there were practically no land sales in Chevy Chase.

During these lean times, Thos. J. Fisher & Company, the exclusive realtor for Chevy Chase Land Company sales, released a handsome booklet *Chevy Chase for Homes* (1916).[178] This promotional brochure emphasized several aspects of Chevy Chase that made it the "Best Suburb

[176] Ibid.

[177] Hillyer, "Manuscript History."

[178] Thomas. J. Fisher Real Estate Company, *Chevy Chase for Homes* (Washington, D.C.: T.J. Fisher, 1916). A copy of this booklet is on file at the Chevy Chase Historical Society, Chevy Chase, MD.

of the National Capital," including: 1) the philosophy of financial sacrifice in return for a long-term quality investment; 2) ease of access from the city; 3) an abundance of natural scenery, 4) diversity of architecture, and 5) convenience of clubs and churches. It noted the development of "five distinct subdivisions" opened in the following order: Section 2, Section 3, Chevy Chase, D.C.; Section 4, and Chevy Chase Heights. The brochure emphasized that while Chevy Chase was meant for those of "discriminating" tastes, that its costs didn't preclude people of "moderate means," and in the typically oblique language of the day, the firm stated that the only necessary restrictions were those that "maintained (ed) or increase(d) values and protect(ed) property holders against the encroachment of undesirable elements." This brochure, published one year prior to Newlands' death, summarized the Land Company's position that slow, steady growth and long-term thinking were paying off in the return of a world-class suburb.

Newlands' sudden death on December 24, 1917 marked the end of an era in the Company's history. While Newlands' vast personal wealth allowed him to weather the slow growth, those that followed him were more concerned by the company's accumulating debt. Following Newlands' death, company philosophy changed. Most notably, the Company increasingly chose to sell off large pieces of land to other, operative developers, rather than develop it themselves. Edward J. Stellwagen became the new company president and Newlands' widow, Mrs. Edith McAllister Newlands, vice-president, representing the family's interests on the board of directors.

Francis G. Newlands had enjoyed a long and productive career in Congress, greatly contributing to the improvement of the nation's capital. However, he would best be remembered in American history as the sponsor of the Newlands Reclamation Act of 1902 that created an irrigation-dam-building program in sixteen western states and established the Bureau of Reclamation to use the proceeds of the sale of public lands for future projects. A fountain was seen as the most appropriate memorial for the man known as the "father of irrigation." Washington architect and Newlands family friend Edward W. Donn, Jr. was chosen to be the designer. Long in materialization, the 1933 sandstone fountain at Chevy Chase Circle is dedicated in his honer. It throws a two-inch jet of water 30 feet into the air which splashes into a 60 feet diameter pool. Maryland Garden Clubs donated and supervised the plantings around the monument that today forms the southern gateway to the neighborhood.[179]

[179] *Town of Chevy Chase*, 62. In 1992, the Chevy Chase Land Company restored the fountain and park as part of their centennial celebration.

1920 Census

Between the 1910 and 1920 U.S. Census, Chevy Chase had grown from 166 houses and 755 residents to 364 houses and 1,772 residents. While the 1910 census revealed the majority of Chevy Chase residents to be white collar professionals, the 1920 Census further emphasized this trend. Approximately 94% of the heads of households in Chevy Chase at that time were white collar, male professionals having either upper-middle or upper-class-type occupations.[180] Approximately one-third of the heads of households received their income from the federal government as examiners, chemists, scientists, physicists, bureau clerks, and military officers.

A breakdown of the class status by more defined areas (the Village of Chevy Chase, Section 3, Section 4, Section 5, Martin's Additions, Norwood Heights, Chevy Chase Park and Warren's Additions) reveals greater professional hierarchy. At the time of the 1920 Census, the Village held the greatest prestige as 55% of its residents were considered members of the upperclass and 40% members of the middle to upper-middle class. Other sections of Chevy Chase, according to the Census, were more solidly middle to upper-middle class. Section 4 shows 38% of its residents as professional and 53% as middle class, while Section 3 indicates a 32% to 56% ratio respectively. The only area of Chevy Chase to have a concentration of blue collar workers was Section 5, which, at the time was unplatted as such and consisted of individual parcels on Williams Lane and Brookville Road, and included the residences of Otterbourne.

During the 1920s, Chevy Chase began to mature as an affluent subdivision. Many of its residents, especially in the Village, included prominent members of Washington's legal, political, and business community. More than 80 residents living in greater Chevy Chase were featured in the early editions of *Who's Who in Washington*, published between 1922 and 1924.

[180] The class level was based upon the occupations listed in the census. In general, professional class designation applied to the following: judge, lawyer, doctor, military officers, scientist (chemist, ecologist), architect, etc. Middle class designation was attributed to: government clerk, postal clerk, manager, commissioner, storekeeper (or owner), engineer, etc. Working class designation was attributed to carpenter, laborer, farmer, receiver, mechanic, painter, etc.

## CONCLUSION

In the context of suburban development in the District of Columbia and Montgomery County, Chevy Chase stands out as a model suburb from the late 19th century streetcar era, and rises above its contemporary developments in terms of planning and architectural significance. This distinction is due to the vision of Francis Newlands, the Chevy Chase Land Company's President; the scale and comprehensiveness of his company's plans; and the progressive mechanisms that it employed to ensure the highest quality design, both in planning and architecture. Unlike other suburbs of the era that evolved around existing transportation networks, Chevy Chase, Maryland was the product of a company capable of generating its own transportation network and sustaining initial slow growth. The Chevy Chase Land Company's roughly 1700-acre holding stood at the core of a long-term belief and investment in converting the northwest sector of the District and southern section of Montgomery County from woodland and farms into a prospering suburban corridor. Occupying the northernmost segment of the corridor was Chevy Chase, Maryland, conceived to become the most sought-after suburb of the nation's capital. The groundwork laid by the Land Company in transportation, planning, and architecture inspired others to follow suit, and Chevy Chase, Maryland became *the* model emulated by other suburban developers of the period. Through building restriction lines, covenants in deeds, and an architectural standard initially revealed in the Company's model houses, the Chevy Chase Land Company developed a suburb of unparalleled quality. The integrity of the historic district today, from a land-use planning and architectural perspective, is unquestionable. Chevy Chase speaks to the durability of the Chevy Chase Land Company's plan and its exacting standards, as well as to the commitment of residents in perpetuating the one of the country's finest examples of the suburban ideal.

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## BOUNDARY JUSTIFICATION

The boundaries of the historic district align almost entirely with the legal boundaries of a series of contiguous housing subdivisions. These subdivisions are identified on a **Subdivisions of Chevy Chase Map** which should be used in conjunction with the **Boundary/Sketch Map** to understand the historical justification for boundary selection. (All of the original subdivision plats are recorded at the Montgomery County Land Records Office.)

The boundaries of the Chevy Chase, Maryland Historic District are intended to capture those areas of land that are associated with the *early* years of the suburb's development, during its streetcar days. The boundaries do not necessarily include, therefore, all areas of land in Chevy Chase that are associated historically with the Chevy Chase Land Company. Specifically, boundaries include the buildings and open space that meet *all* of the following three criteria. They:

1) Maintain a strong relationship to the Chevy Chase Land Company and Connecticut Avenue corridor. This relationship can be determined by any of the below factors:

   a) buildings are part of a subdivision made by the Chevy Chase Land Company;
   b) buildings are part of a subdivision that is independent, but contiguous to that of the Land Company and clearly capitalized on the Land Company's initial investment; or
   c) buildings and grounds are part of the Chevy Chase Club, founded by Francis G. Newlands of the Land Company as a major community amenity.

2) Belong to a subdivision that was platted by 1917, or were constructed independently of a subdivision by the year 1917. The year 1917 is the year in which Francis G. Newlands, founder and president of the Chevy Chase Land Company died, and consequently, represents a shift in Land Company development policy. The later, 1920s sections of Chevy Chase are not representative of the Company's early suburban ideals, and are therefore not included in the current historic district's boundaries. For the same reason, neither are the subdivisions platted by other developers after the 1917 period, such as Leland, developed by Monroe and R. Bates Warren. The majority of these also were primarily accessible from Wisconsin, not Connecticut Avenue, and form part of the Town of Chevy Chase today.

The year 1917 also illustrates, from a national perspective, the culmination of decades of experimentation in suburban planning into a consistent representation of the suburban ideal. In other words, after World War I and the consequent slowdown in construction, the suburban landscape becomes similar in appearance in suburbs across the country. Buildings can meet the pre-1917 criterion in one of three ways:

a) They sit within a Land Company subdivision platted by 1917;
b) They sit on land subdivided by another developer by 1917; or
c) They represent a pre-1917 improvement on land that was contiguous to a Land Company subdivision, but was never subdivided.

3) Must retain architectural significance and integrity. They must represent pre-suburban or suburban architecture, be built prior to 1941 (the end date of the district's period of significance), and have integrity as defined by the National Park Service.

There are two instances where the boundaries diverge from or embrace areas not exactly in line with subdivision plat boundaries. These minor discrepancies include: 1) the omission of Maple Terrace from the northwestern border because it is a new street within the Chevy Chase Park Subdivision and features recent construction and 2) the omission of the east side of Leland Court from the northern border because it was subdivided and developed as part of Section 5-A in 1928, not as part of the 1913 Late J.M.C. Williams' Subdivision as originally intended.

In two cases, the boundary lines embrace structures or areas developed independently of subdivisions which meet the above-stated criteria. These areas include: 1) Williams' Lane east of the Late J.M.C. Williams' Subdivision, developed early on as a private farm lane; and 2) properties along the east side of Brookville Road north of Taylor.

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BOUNDARY/SKETCH MAP
CHEVY CHASE HISTORIC DISTRICT

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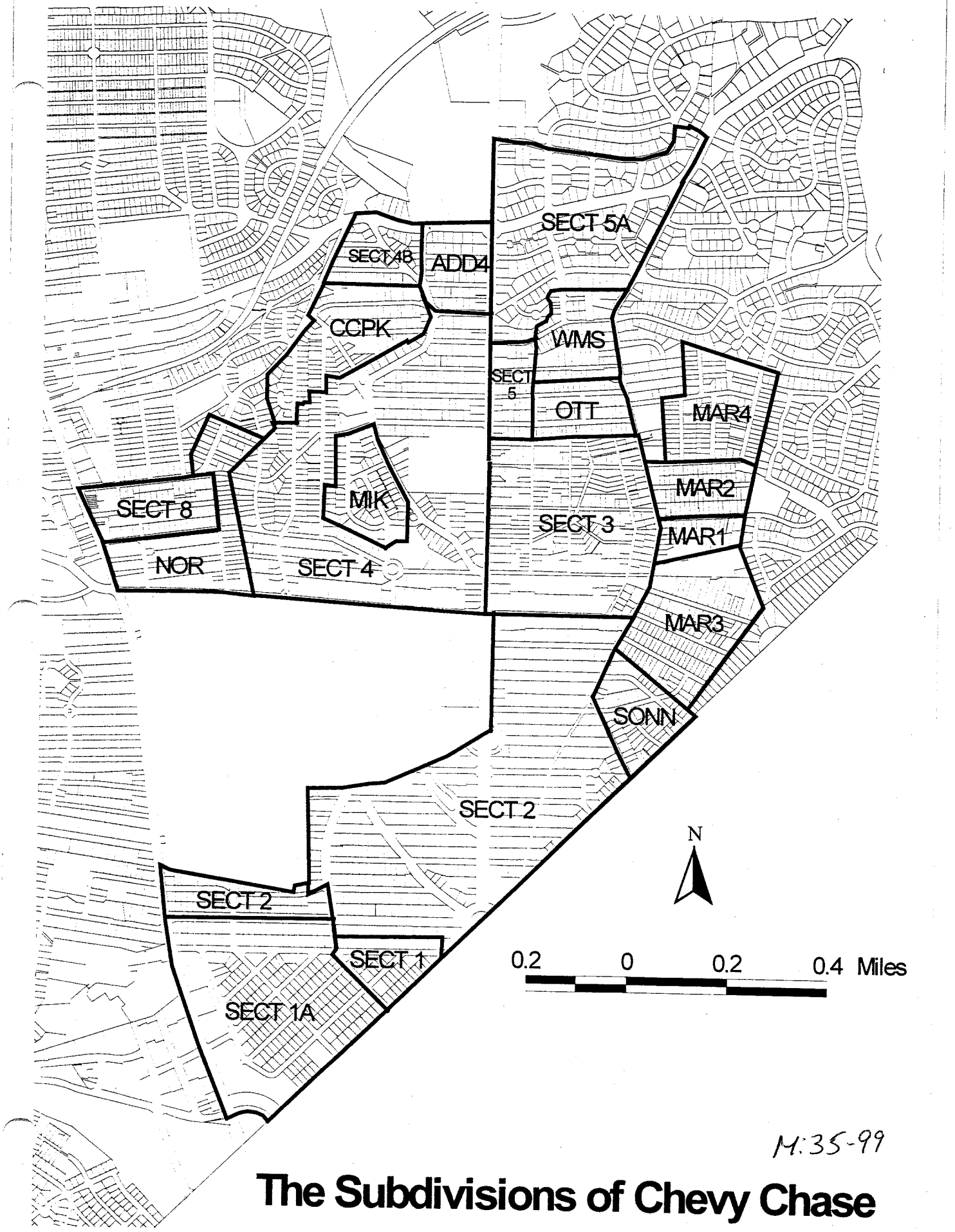
# FIGURE 1

## The Subdivisions of Chevy Chase

## KEY

**Within Historic District Boundaries:**
SECT2: Section II, Chevy Chase, 1892 (resub. 1909)
OTT: Otterbourne, 1894
SONN: Sonnemann's Additions, 1896 & 1901 (resub. 1923 as Secs. 6 & 7)
MAR1: H.M. Martin's First Addition, 1904
MAR2: H.M. Martin's Second Addition, 1905
SECT3: Section 3, Chevy Chase, 1905 (resub. 1907)
MAR3: H.M. Martin's Third Addition, 1905
MAR4: H.M. Martin's Fourth Addition, 1906
SECT4: Section 4, Chevy Chase, 1909
(partial resub.1928 as MIK: Mikkelson's Subdivision)
ADD4: Addition to Section 4, 1910
CCPK: Chevy Chase Park, 1910
WMS: Subdivision of Part of the Estate of the Late J.M.C. Williams, 1913
(& dedication of Williams Lane, 1923)
**Outside Historic District Boundaries (see Boundary Justification, Section 10):**
NOR: Norwood Heights, 1893
SECT5: Section 5, Chevy Chase, 1923
SECT2: Hesketh Street addition of Section 2, Chevy Chase, 1923
SECT8: Section 8, 1923
SECT1: Section 1, Chevy Chase, 1925
SECT1A: Section 1-A, Chevy Chase, 1927
SECT5A: Section 5-A, Chevy Chase, 1928
SECT4B: Section 4B, 1930

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# The Subdivisions of Chevy Chase

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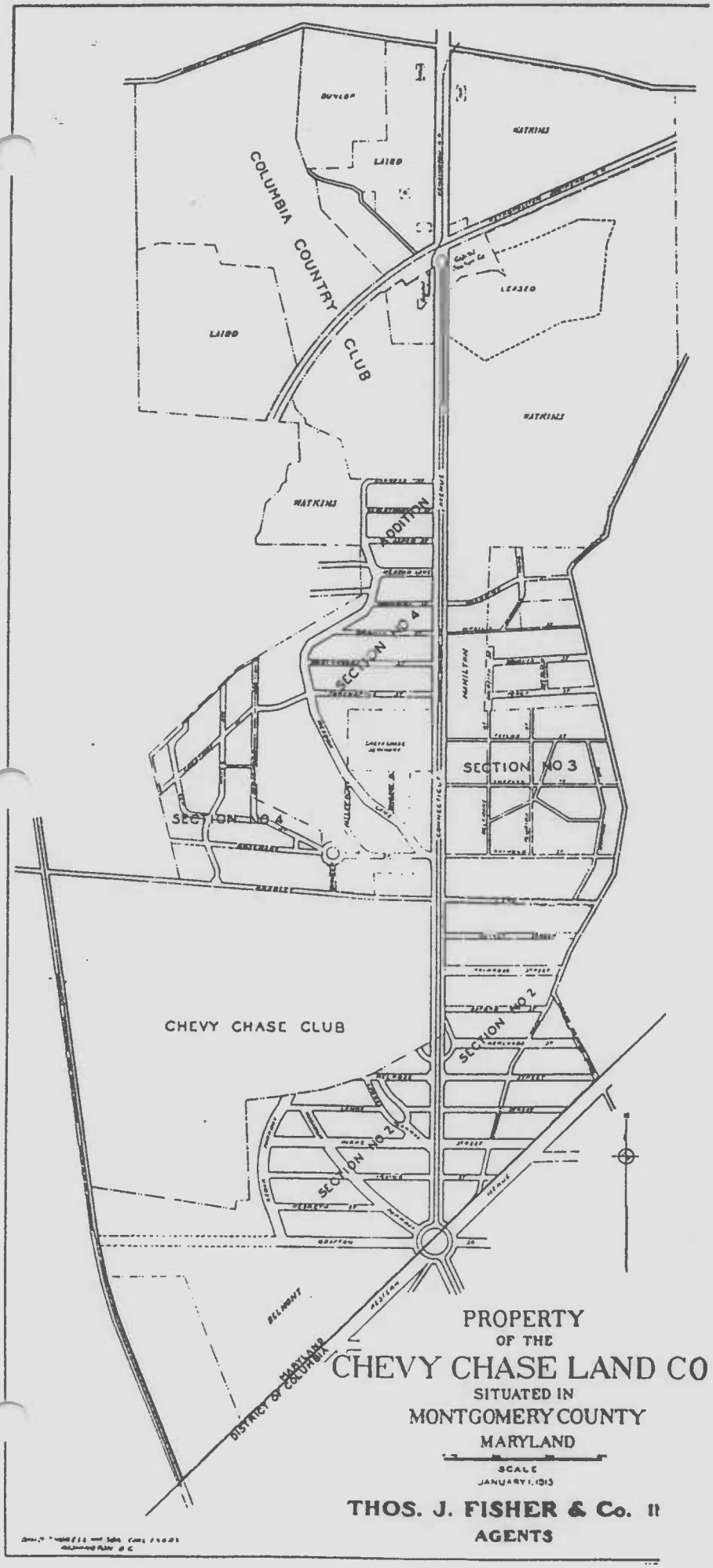


Figure 2

**Figure 3**

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Real Estate Atlas of Montgomery County, Compiled by Edward H. Deets and Charles J. Maddox 1917.

# CHEVY CHASE

## Section 2.

LOTS AND HOUSES FOR SALE
ON EASY TERMS OF PAYMENT.
BY

**Thos. J. Fisher & Co.**
REAL ESTATE BROKERS.
**1324 "F" STREET. N.W.**

Branch Office at
CHEVY-CHASE at
terminus of Rail-road.

### RESTRICTIONS.

HOUSES FRONTING UPON CONNECTICUT AVE. MUST COST NOT LESS THAN $5000.00 EACH.
HOUSES FRONTING UPON THE OTHER STREETS OF THIS SUB-DIVISION MUST COST NOT LESS THAN $3,000.00 EACH.
NO BUSINESS TO BE CONDUCTED UPON THIS SECTION, OTHER PORTIONS OF THE SUB-DIVISION HAVE BEEN SET APART FOR THAT PURPOSE.
STABLES AND CARRIAGE-HOUSES SHALL NOT BE ERECTED WITHIN TWENTY FIVE FEET OF THE REAR LINE OF ANY LOT.
BUILDINGS IN ROWS WILL NOT BE PERMITTED. HOUSES MUST STAND SINGLY OR IN PAIRS.

### INFORMATION.

CHEVY CHASE IS SITUATED IN MONTGOMERY COUNTY, STATE OF MARYLAND. IT HAS AN ELEVATION OF 380 FEET ABOVE HIGH TIDE WATER AND IS AT THE HEAD OF CONNECTICUT AVENUE, AND 6¼ MILES NORTH-WEST FROM THE WHITE HOUSE.

IT OCCUPIES THE LAND ON BOTH SIDES OF THE AVENUE FROM THE MARYLAND LINE, TO THE TRACKS OF THE METROPOLITAN SOUTHERN BRANCH OF THE B. & O. R. R.

FINE WATER WORKS ARE ESTABLISHED, DERIVING THE SUPPLY FROM ARTESIAN WELLS. WATER IS PUMPED INTO A STAND-PIPE, DOUBLE THE HEIGHT OF THE ONE AT THE HEAD OF 19TH STREET, N.W. IN WASHINGTON, THUS INSURING FINE PRESSURE FOR DOMESTIC AND FIRE PURPOSES.

A THOROUGH SYSTEM OF SEWERAGE HAS BEEN PROVIDED UNDER THE DIRECTION OF MR. SAMUEL M. GRAY, SANITARY ENGINEER.

THE AVENUES, PARKS, STREETS AND HOUSES ARE LIGHTED BY ELECTRICITY.

PICTURESQUE EFFECTS HAVE BEEN, AND ARE BEING PRODUCED UNDER MR. N. F. BARNETT, LANDSCAPE ENGINEER.

ELECTRIC CARS FURNISH DIRECT AND RAPID TRANSIT TO WASHINGTON.

A NUMBER OF LAKES AND FINE SPRINGS ARE SITUATED ON THE HIGHEST LAND OF CHEVY CHASE, AND ADJACENT TO THESE THE CHEVY CHASE SPRINGS HOTEL IS NOW BUILDING.

HOTEL, OFFICE BUILDING, PRINCIPAL RESIDENCES AND ARCHITECTURAL ORNAMENTAL WORK DESIGNED BY MR. LINDLEY JOHNSON, ARCHITECT.

A FIRE DEPT. WITH ELECTRIC ALARM, WILL BE ESTABLISHED.

Chevy Chase, Section 2, Lots and Houses for Sale..., Thos. J. Fisher & Co., 1892

**Figure 4**

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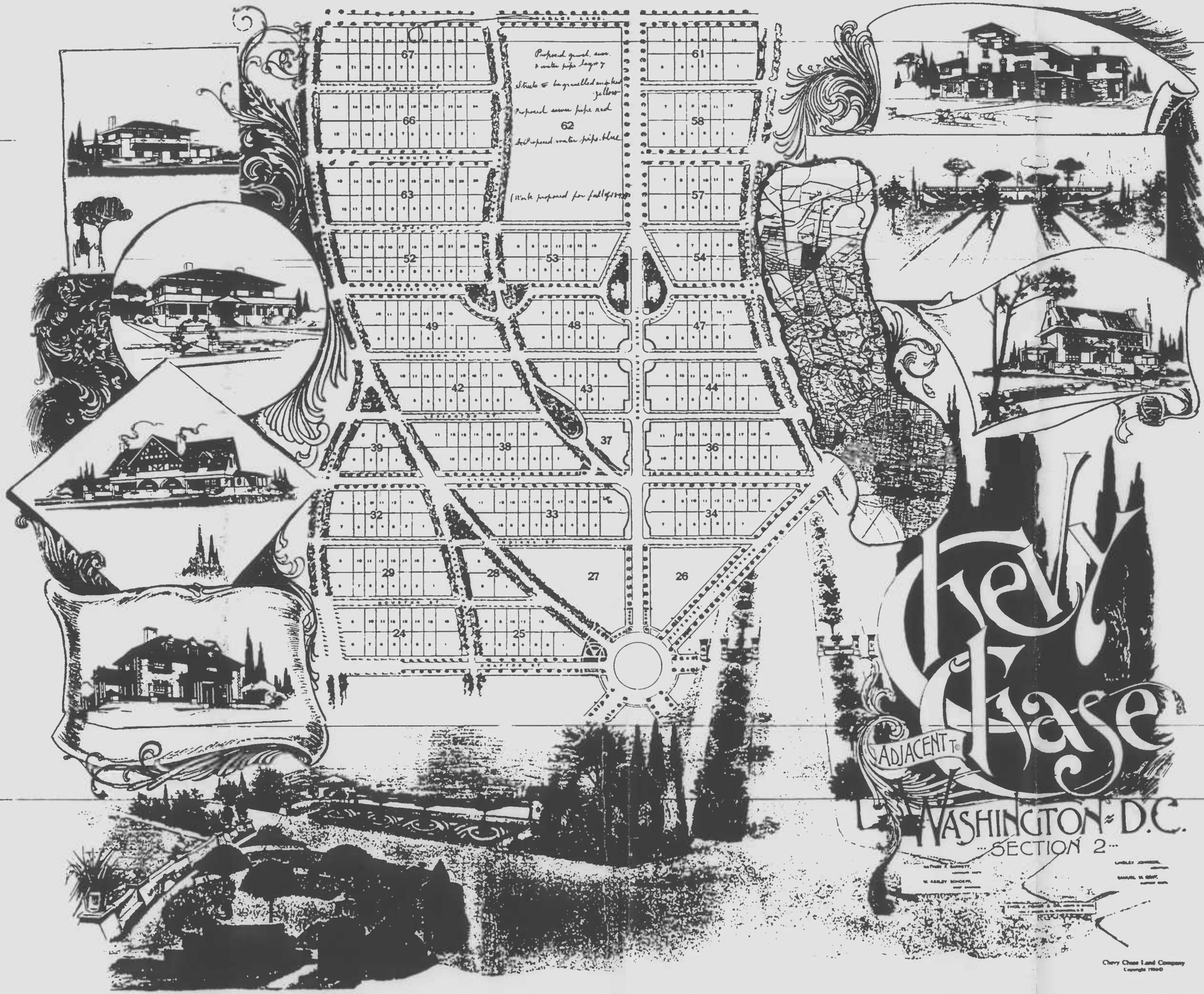


Figure 5

Chevy Chase Adjacent to Washington, D.C., Section 2, Thos. J. Fisher & Co., 1892

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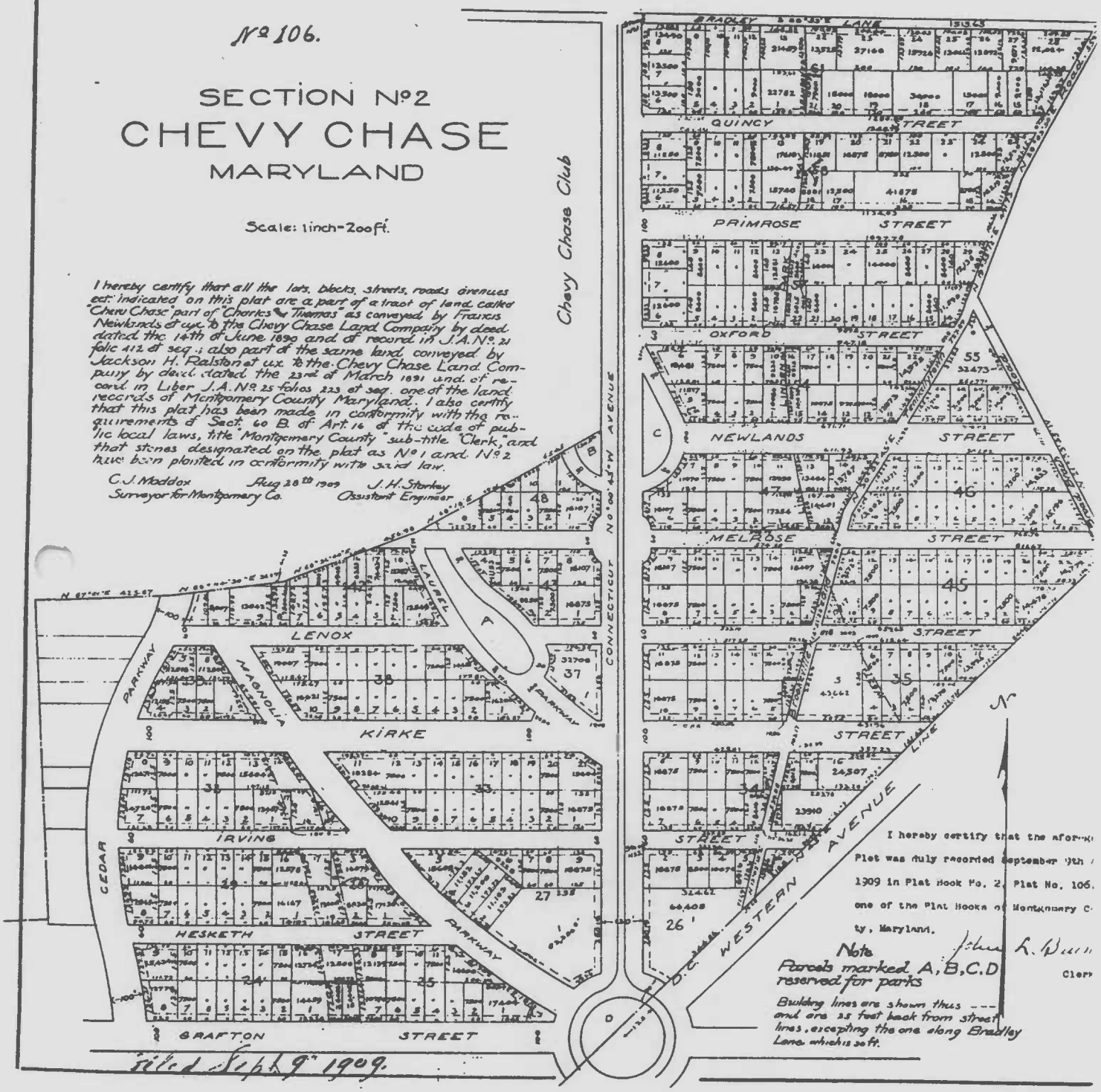


Resubdivision of Chevy Chase, Section 2, August 28, 1909

**Figure 6**

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Re-Subdivision of Section 3, Chevy Chase, July 10, 1907.

**Figure 7**

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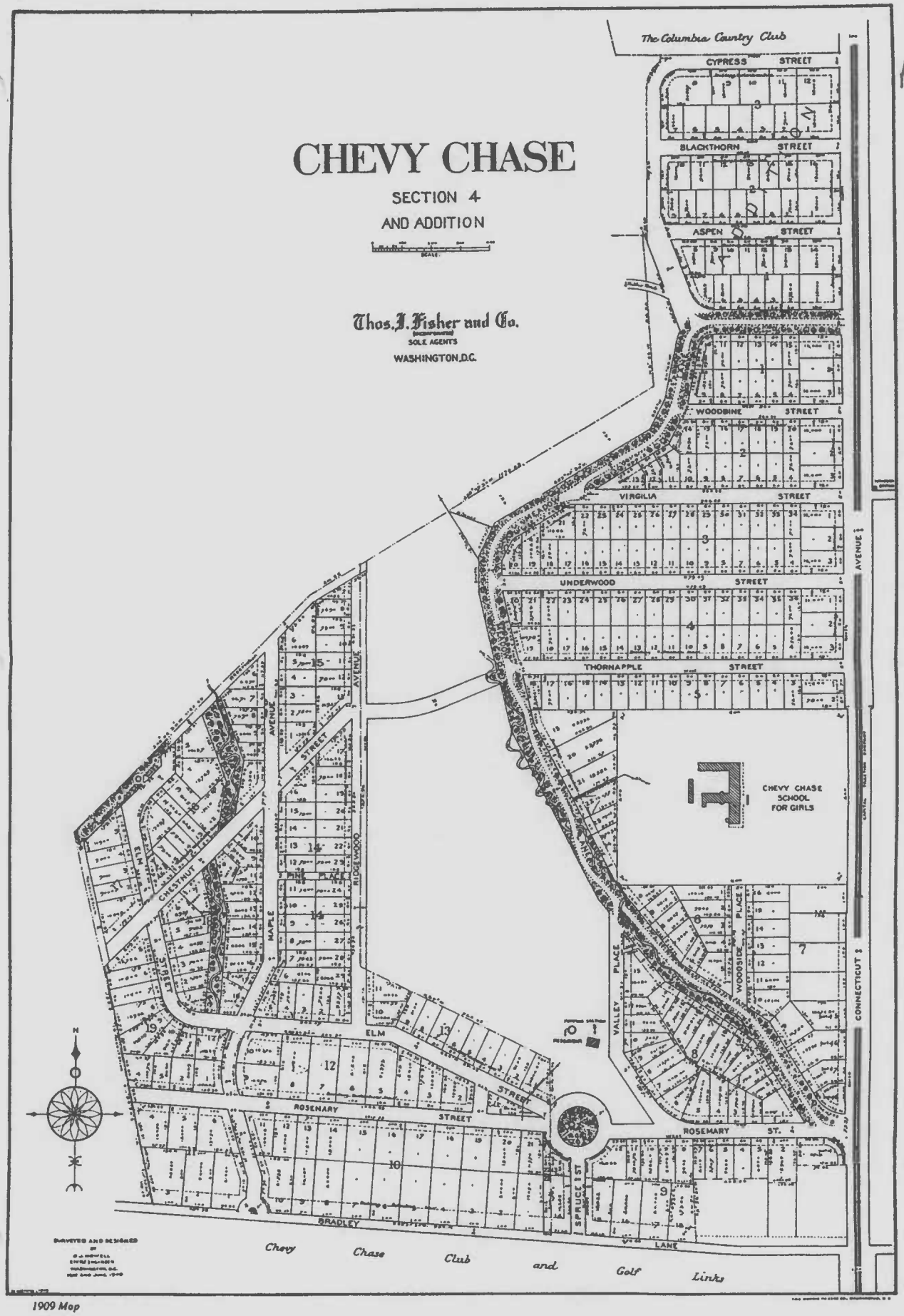


1909 Map
COURTESY CHEVY CHASE LAND COMPANY

**Figure 8**

Chevy Chase, Section 4 and Addition, Thos. J. Fisher & Co., May and June 1909

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Figure 9

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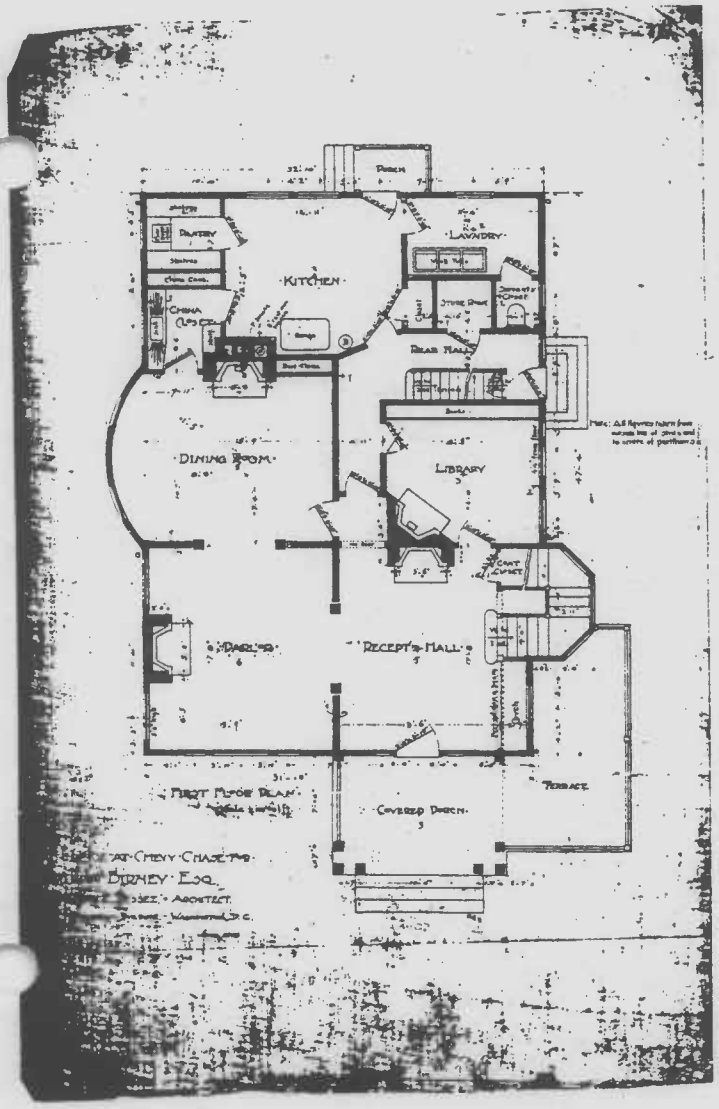
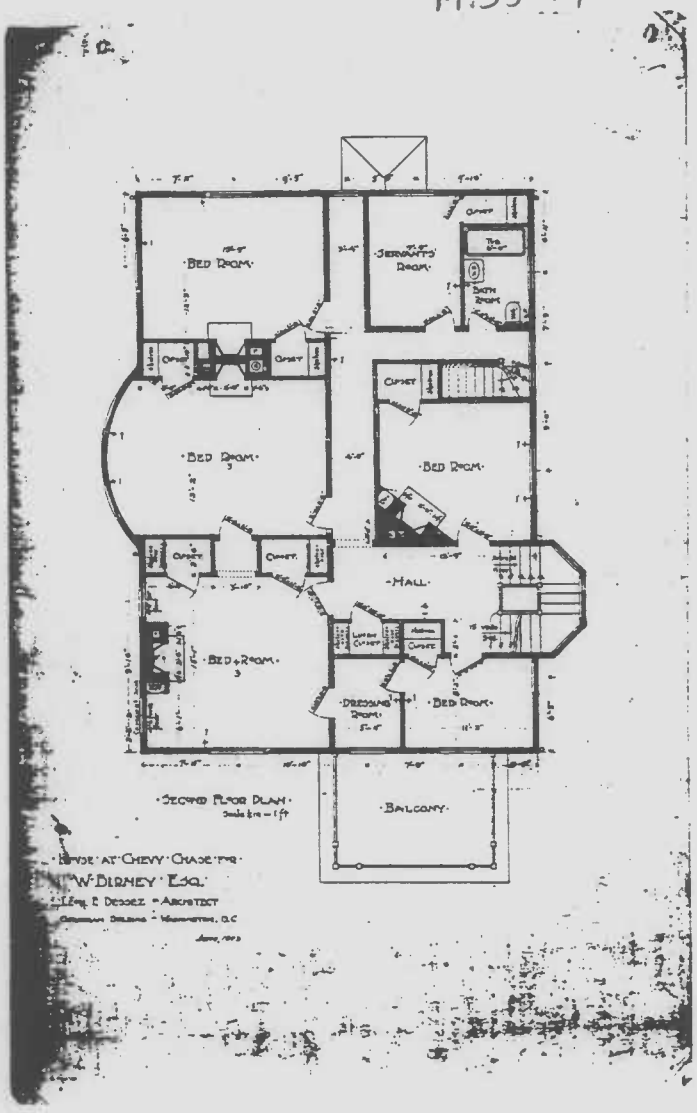
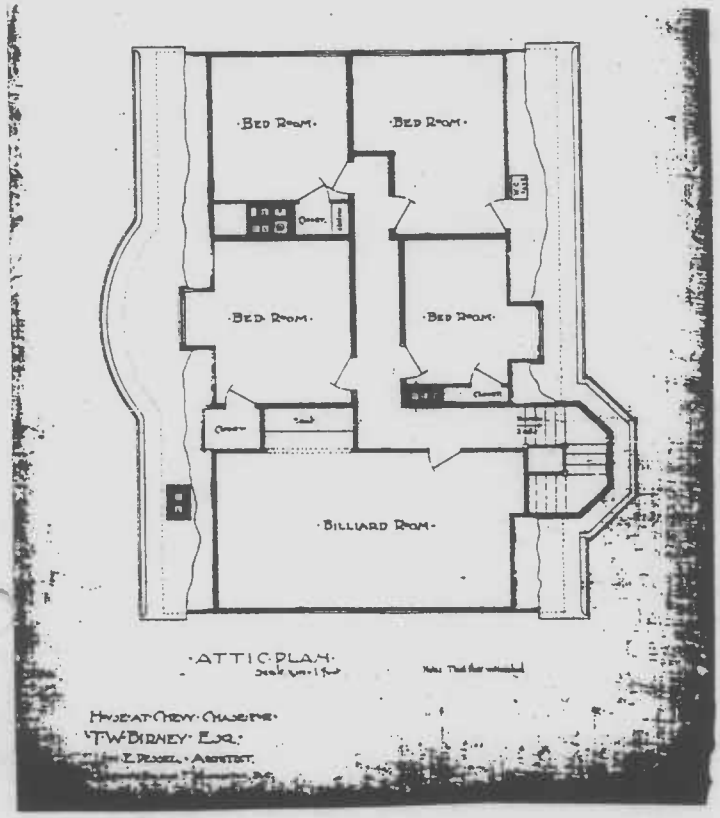
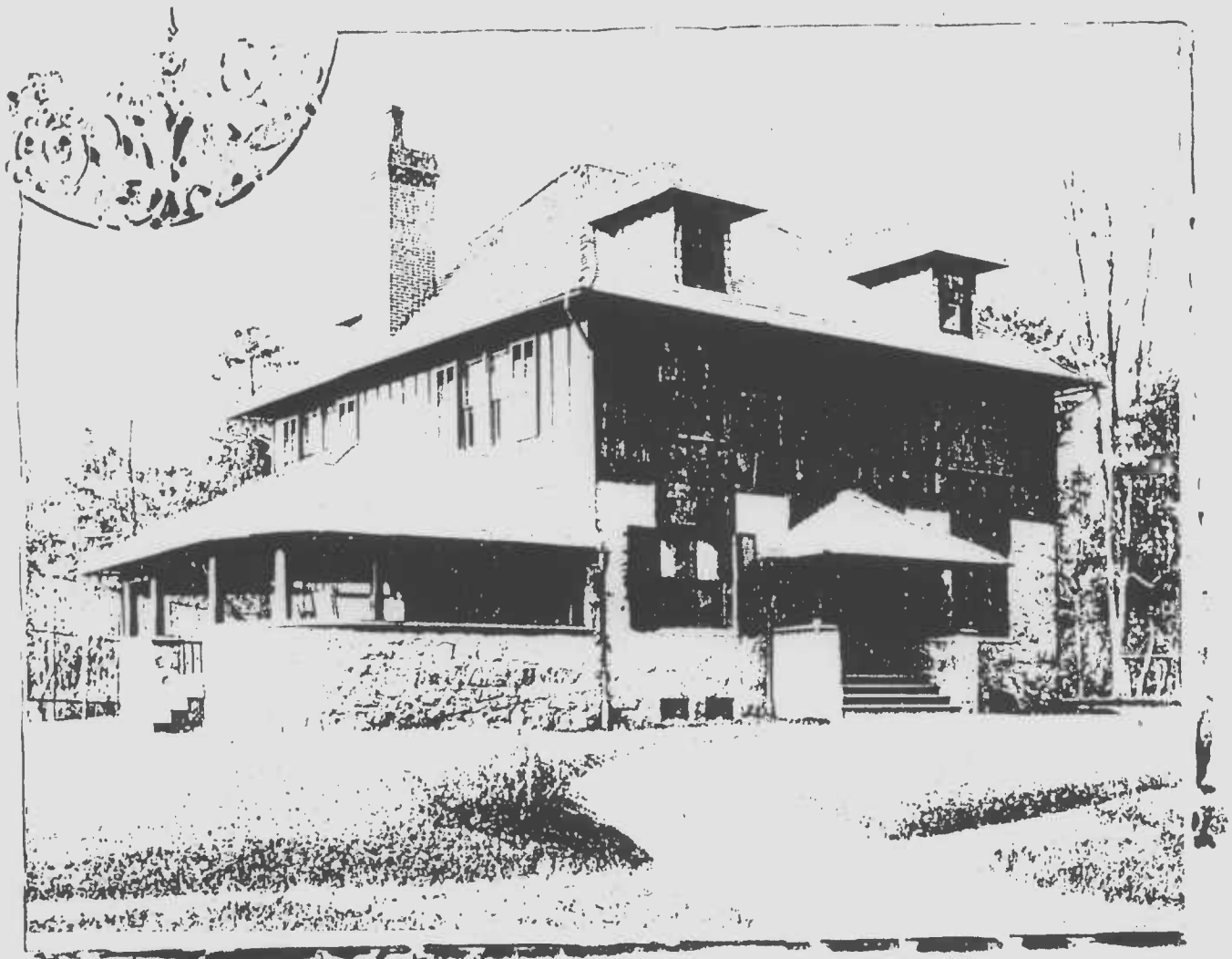


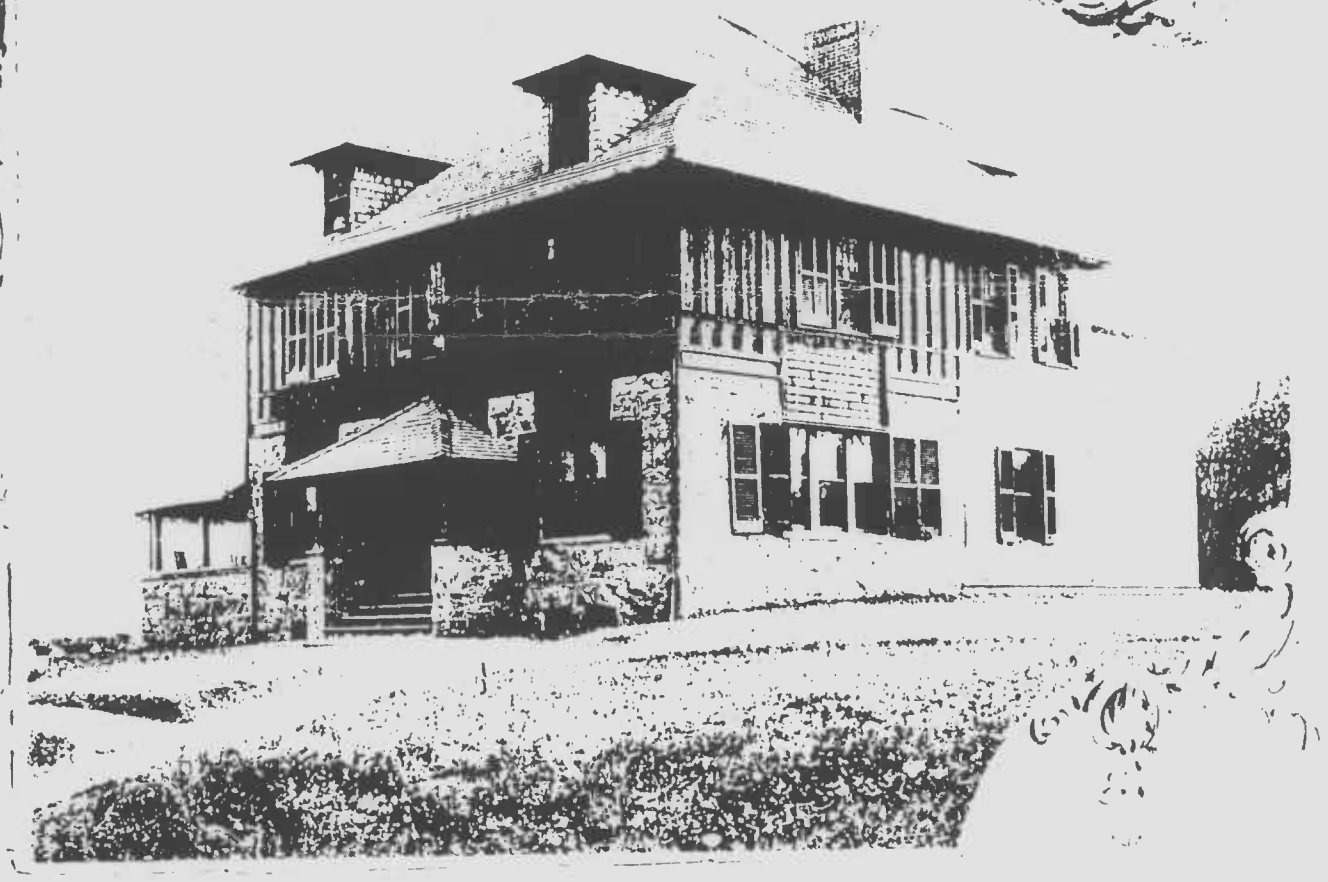



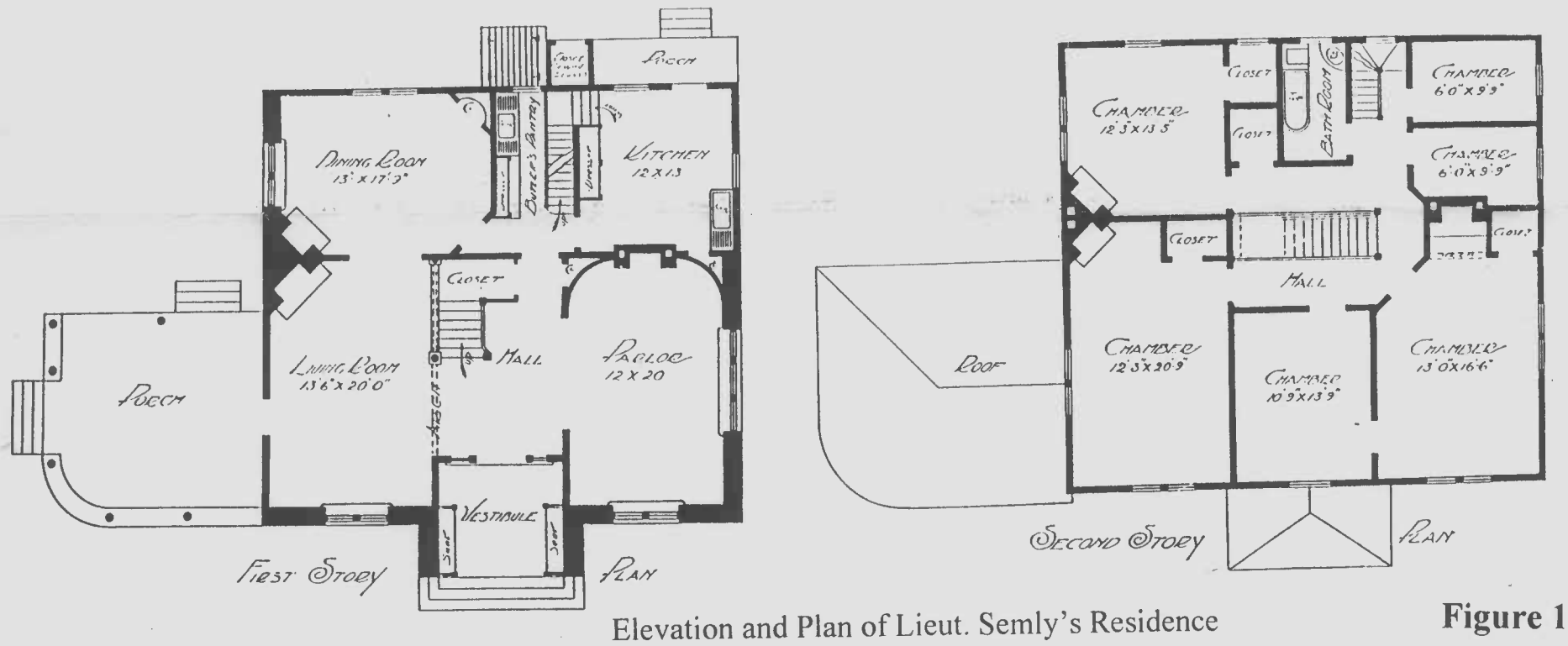




T.W. Birney House Plans
Leon E. Dessez, Architect
June 1893

**Figure 9**








Elevation and Plan of Lieut. Semly's Residence
Louis D. Meline, architect.

**Figure 10**

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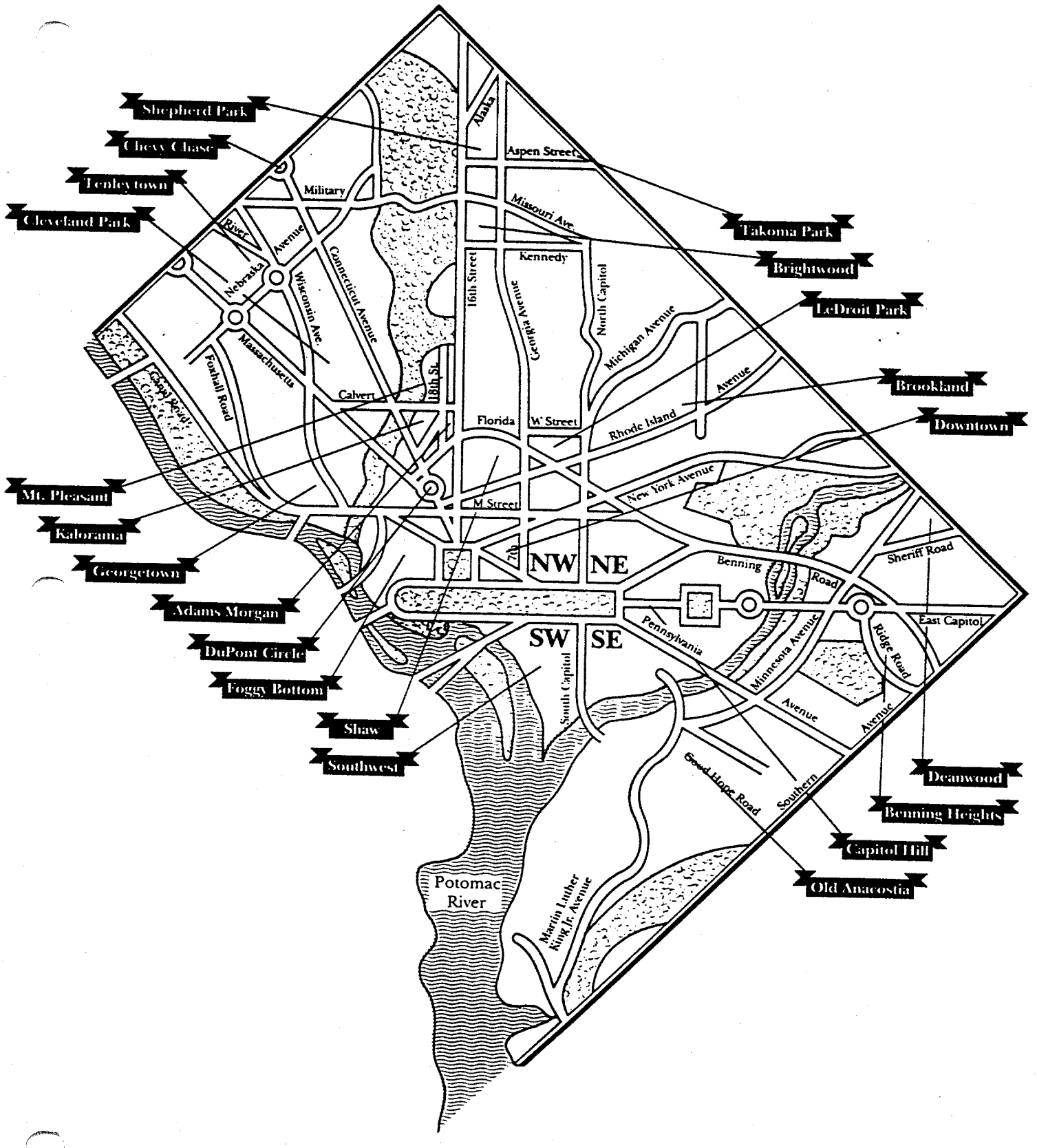


Map of the Suburbs of the District of Columbia

**Figure 11**

The Vicinity of Washington, D.C. (Detail), Published by Griffith M. Hopkins, 1894 **Figure 12**

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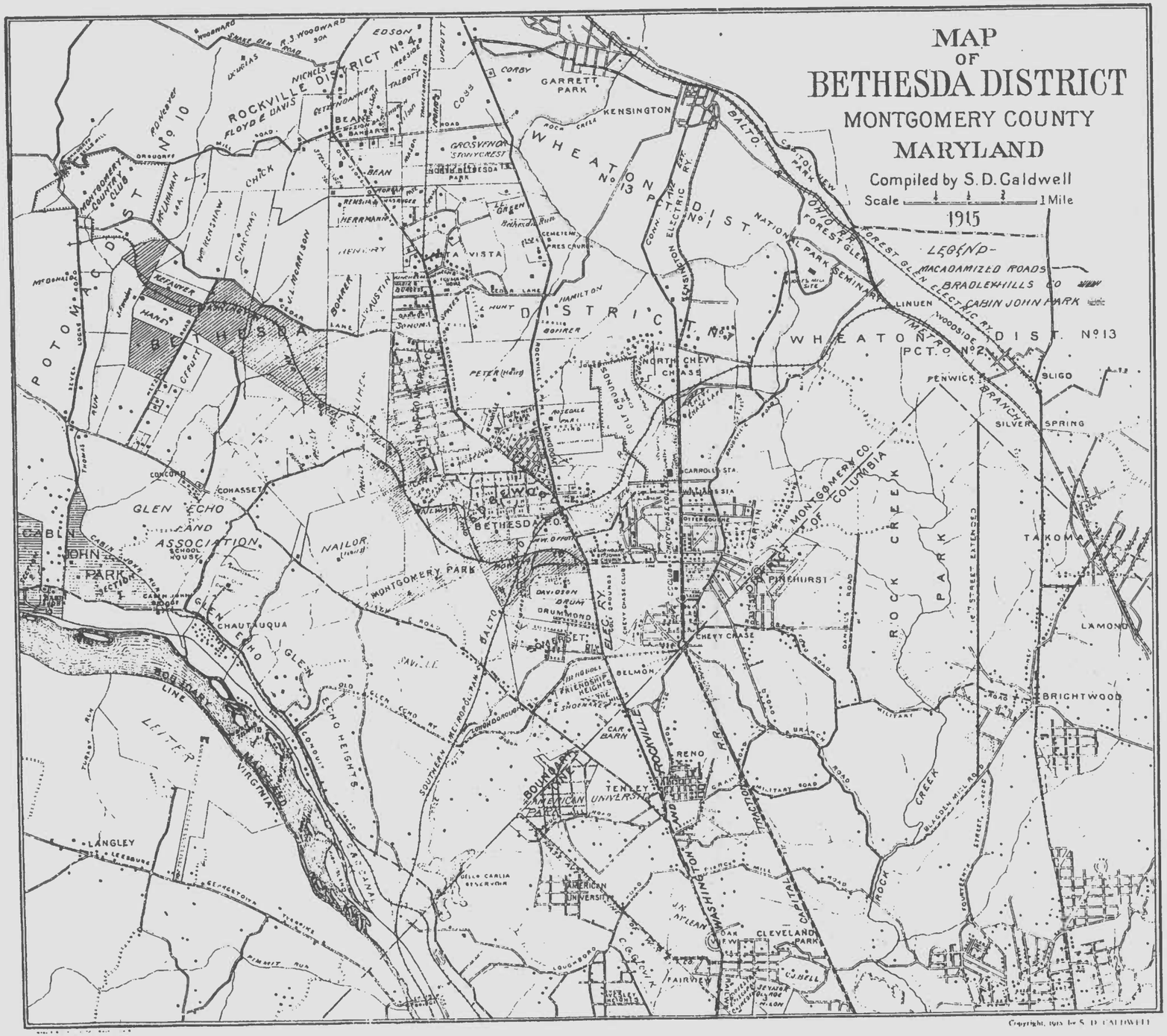
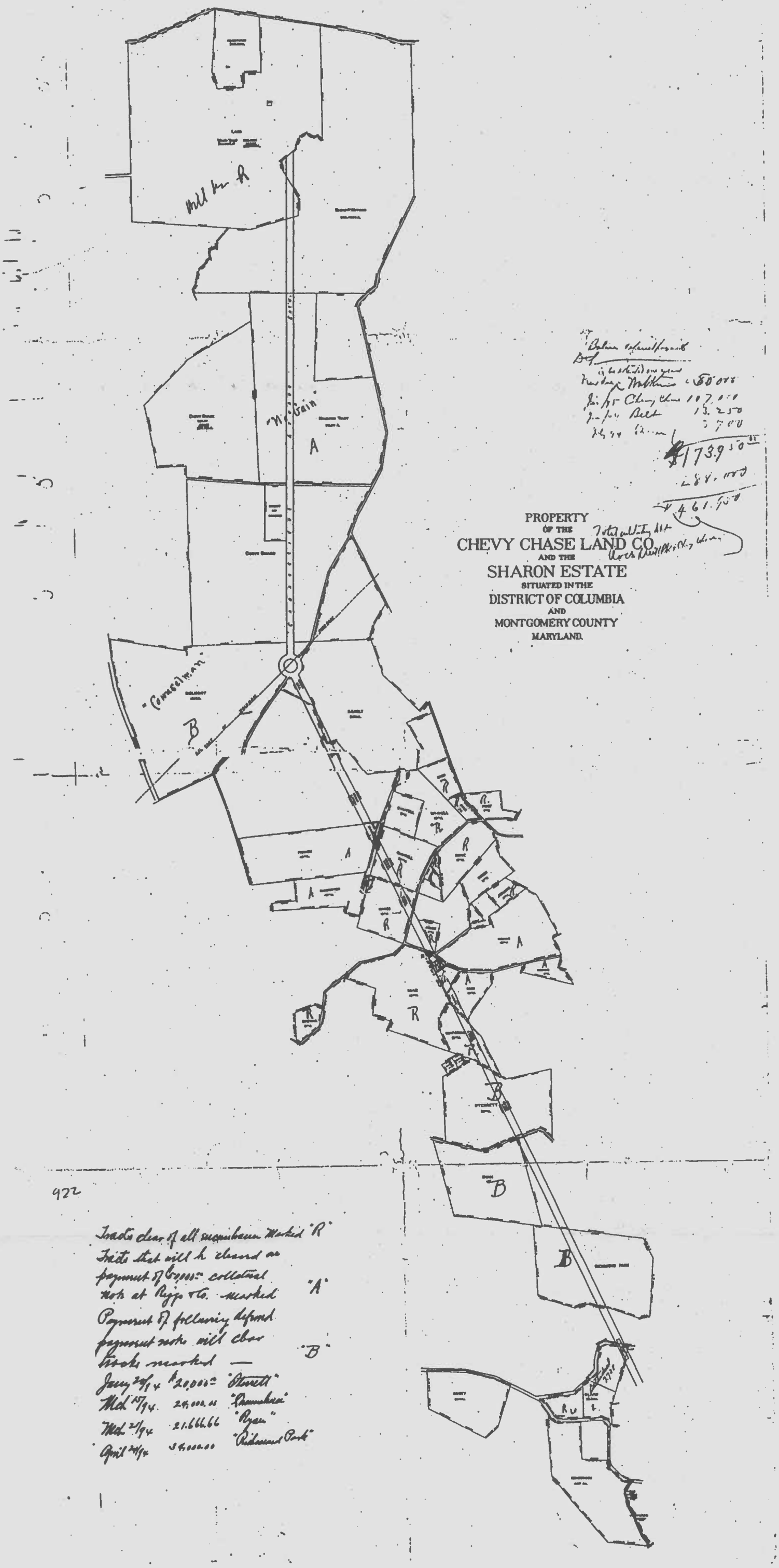



Map of Bethesda District, Montgomery County, Maryland, Compiled by S.D.Caldwell, 1915

**Figure 13**




Property of the Chevy Chase Land Company and the Sharon Estate Situated in the District of Columbia and Montgomery County, Maryland, Thos. J. Fisher & Co., 1894

**Figure 14**

M-35-99

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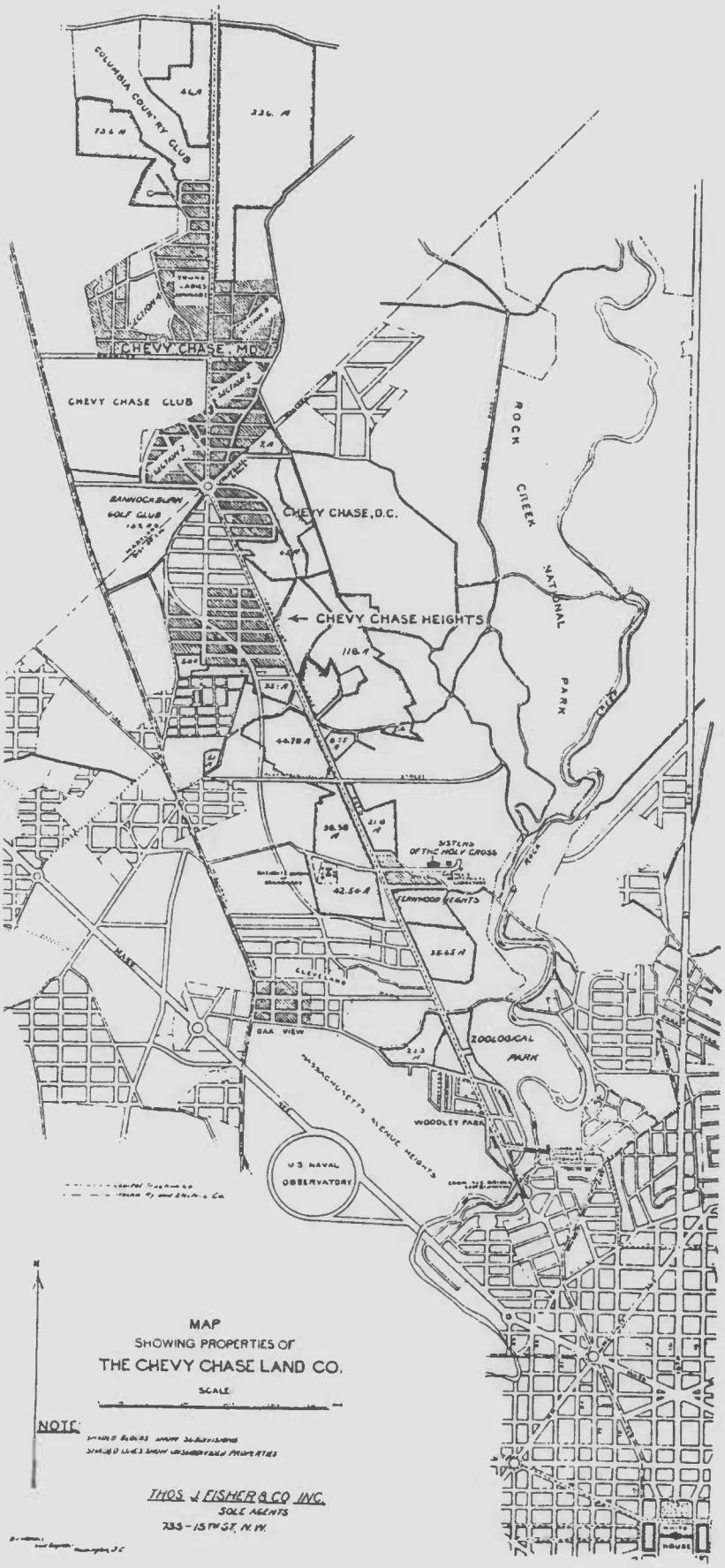


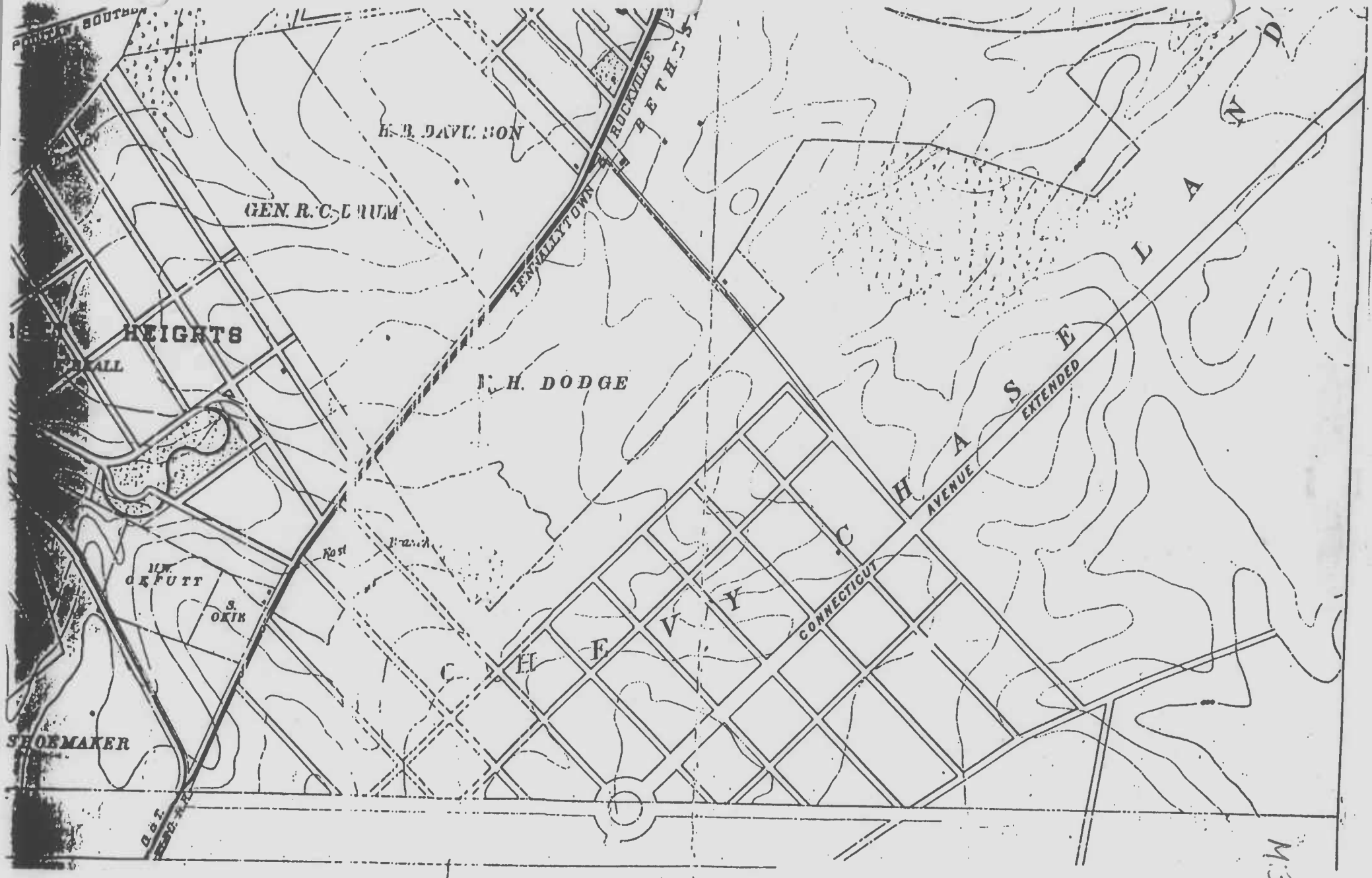

Insert from "Section 4 and Addition" map: "Map Showing Properties of the Chevy Chase Land Company." Thos. J. Fisher & Co., 1909

**Figure 15**

Detail from "Real Estate Map of the Metropolitan Branch of the Baltimore and Ohio Railroad Company between Washington, D.C. and Rockville, Maryland." Fava Naeff & Co., Civil Engineers, 1890.

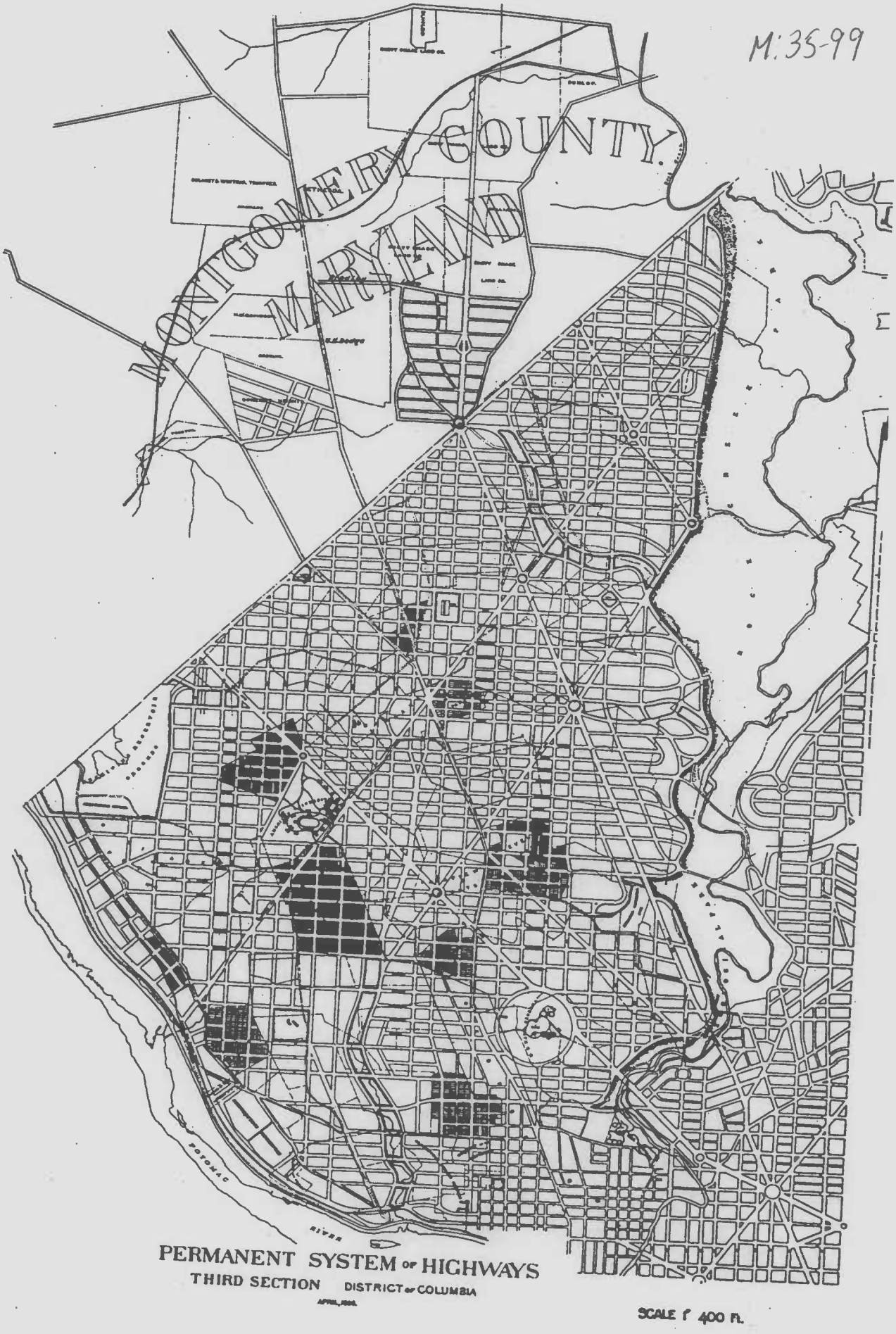
**Figure 16**

M-35-99




"Map of the Bethesda District." Mackall and Clark, Civil & Topographical Engineers, 1891

**Figure 17**



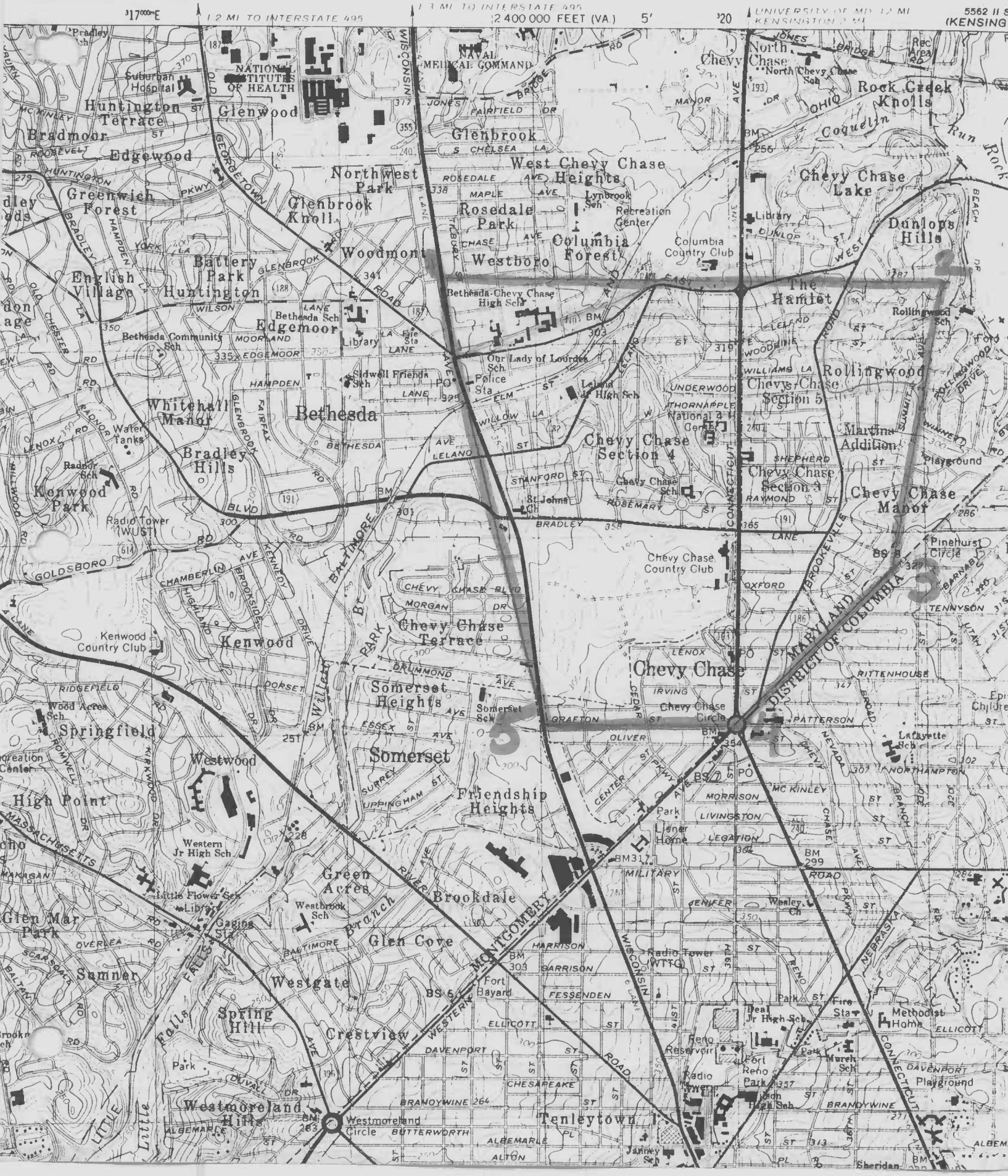

Draft version of the "Permanent System of Highways, Third Section, District of Columbia." John Charles Olmsted (uncredited), April, 1896.

**Figure 18**

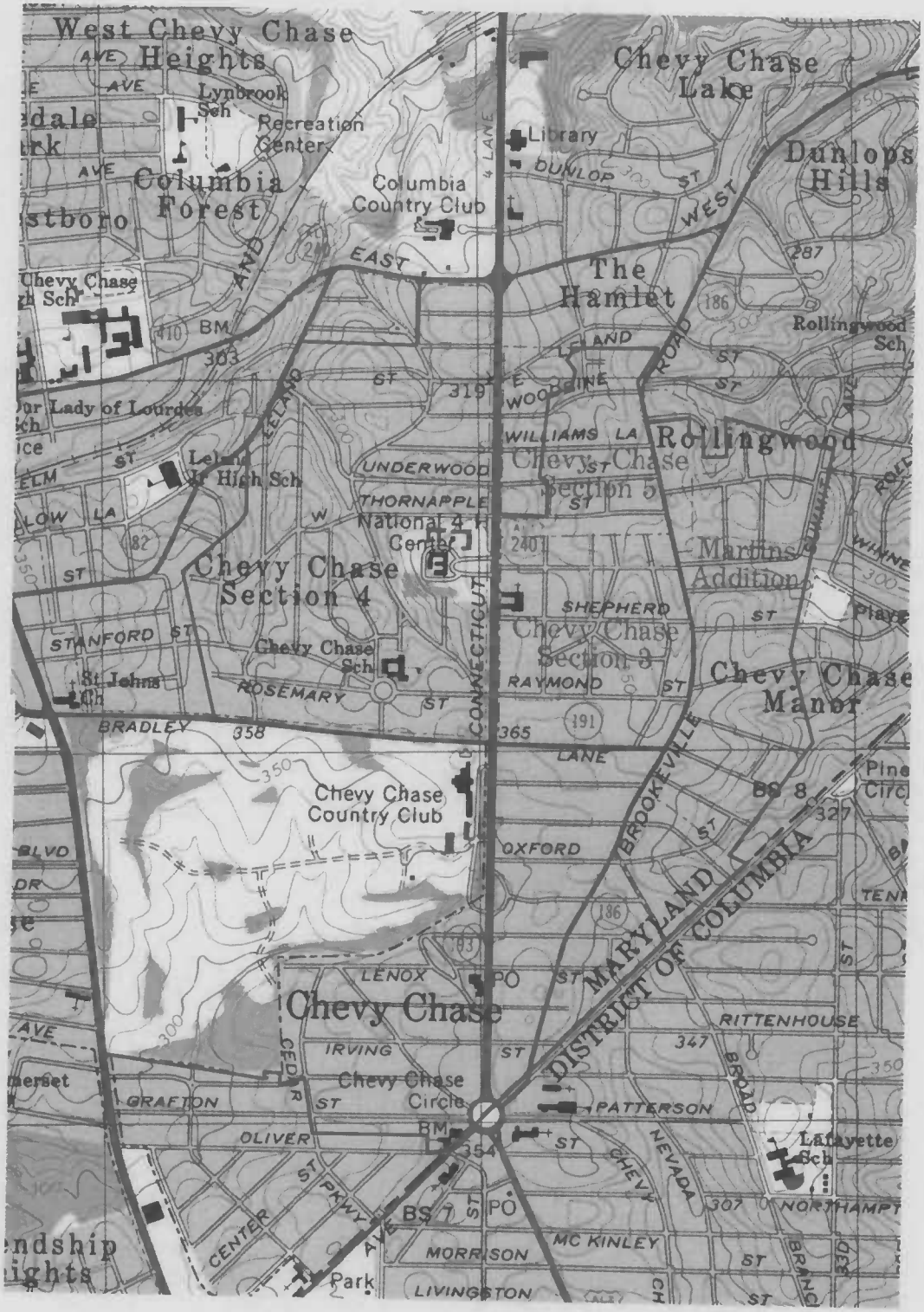
UNITED STATES
RTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

(UTM POINTS)

M:35-99



Chevy Chase Historic District M: 35-99
Washington West Quad



M: #35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Neg at MD SHPO
Nov 1998
All Saints Church, view looking west
1/27

M:35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
View looking south on Conn. Ave. to
Chevy Chase Circle
2/27

M: 135-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Neg at MD SHPO
Nov 1998
View of 5900 Connecticut Ave, looking NE
3/27

M:135-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Neg at MD SHPO
Nov 1998
Chevy Chase Village Hall, View NW
4/27

M:35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
East Irving Street, view looking east
5/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
3 West Irving Street
6/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
11 W. Kirke, looking north
7/17

M:135-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
34 West Kirke Street

8/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
View looking NE at Conn. Ave & Newlands Street to landscaped parklet
9/27

M:235-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Neg at MD SHPO
Nov 1998
4 West Melrose, View looking South
10/27

m: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
Chevy Chase Club clubhouse, main
entry looking west
11/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
Chevy Chase Club, trolley gatehouse looking east
12/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Neg at MD SHPO
Nov 1998
25 Magnolia Pkwy, looking NE
13/27

8

M: 35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
8 Grafton Street
14/27

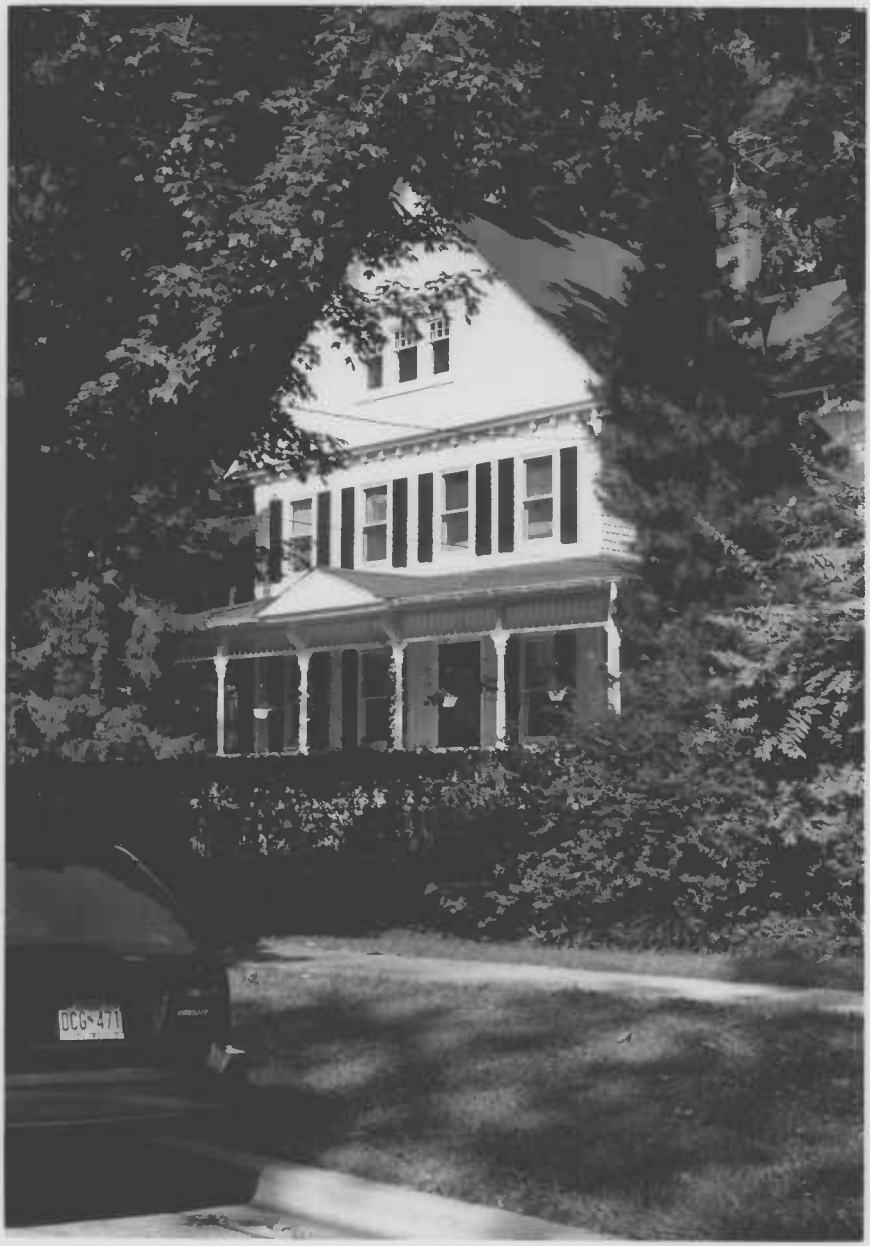
M 35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
13 Grafton Street
15/27

19

M: 35-99
Chevy Chase Historic District
Montgomery County
Joey Lampl, photographer
Nov 1998
Neg at MD SHPO
19 Grafton Street, view looking North
16/27

6815 Florida Ave

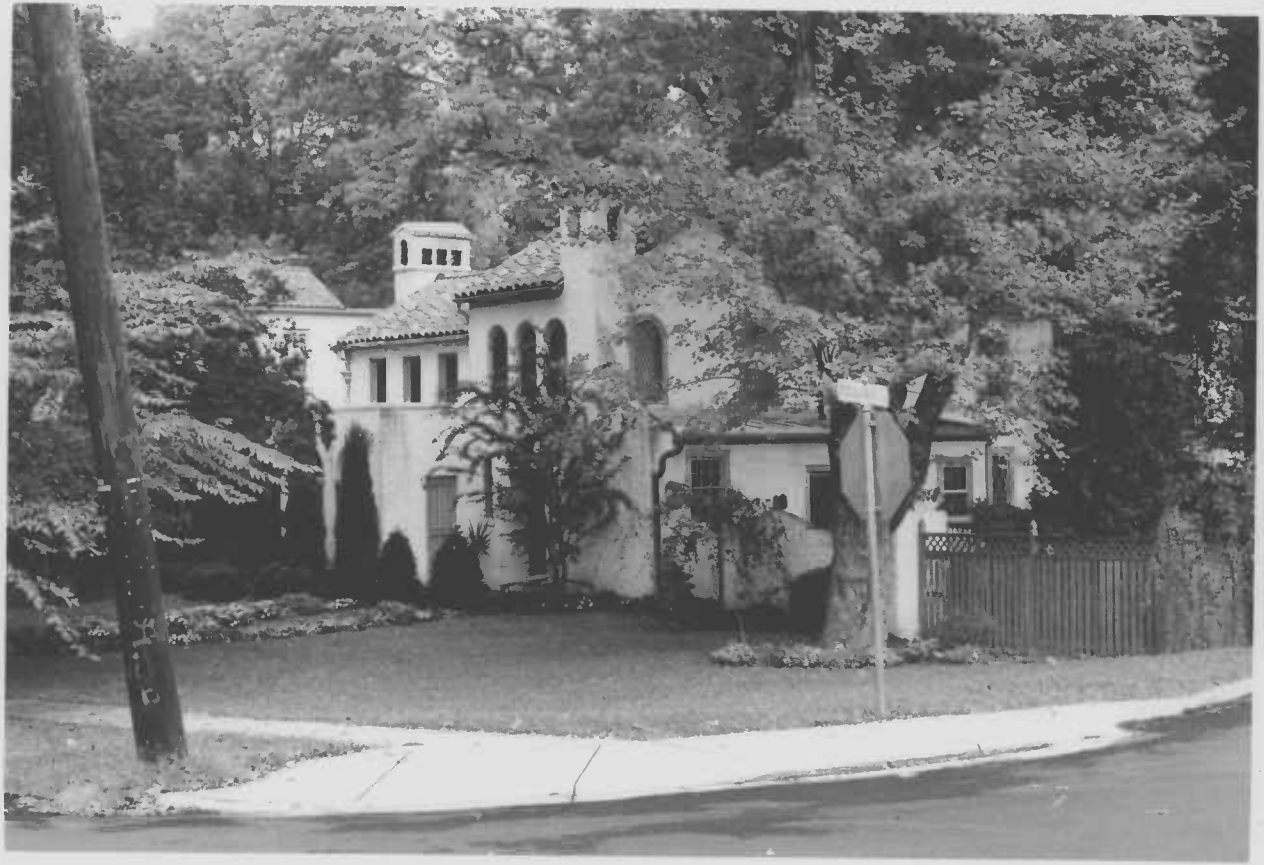
M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
May 1998
Neg at MD SHPO
6815 Florida Street
17/27


DCG-471

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
3605 Thornapple Street
18/27

DO
NOT
ENTER
DO NOT
ENTER

m: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
View looking west from Rosemary Circle at parklet
between Rosemary and Stanford Streets
19/27



M:35-99
Chevy Chase Historic District
Montgomery County, MD
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
7101 Stanford Street, view looking NW
20/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
7012 Meadow Lane
21/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams
Nov 1998
Neg at MD SHPO
7015 Meadow Lane
22/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
7400 Meadow Lane
23/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
4110 Sycamore Street
24/27

m: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Nov 1998
Neg at MD SHPO
~~7~~100 Block of Ridgewood Ave., looking SW
25/27

M: 35-99
Chevy Chase Historic District
Montgomery County
Kim Williams, photographer
Oct 1998
Neg at MD SHPO
7111 Ridgewood Avenue
26/27

M:35-91
Chevy Chase Historic District
Montgomery County
Ken Williams, photographer
Oct 1998
Neg at MD SHPO
7000 Block Beechwood Street, looking south
27/27