

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_  
no

Property Name: Kenilworth Survey District Inventory Number: M: 35-164  
Address: Roughly bounded by Connecticut Ave., Jones Bridge Rd., I-495, & Clifford Avenue Historic district: \_\_\_ yes  no  
City: Chevy Chase Zip Code: 20815 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Multiple Owners Tax Account ID Number: N/A  
Tax Map Parcel Number(s): N/A Tax Map Number: HP41  
Project: Bethesda BRAC Intersections: MD 185 at Jones Bridge Road a Agency: SHA  
Agency Prepared By: EHT Tracerics, Inc.  
Preparer's Name: Paul Weishar Date Prepared: 7/15/2009  
Documentation is presented in: MIHP form.  
Preparer's Eligibility Recommendation: \_\_\_ Eligibility recommended  Eligibility not recommended  
Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: \_\_\_ yes Listed: \_\_\_ yes  
Site visit by MHT Staff \_\_\_ yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

LOCATION:

The suburban neighborhood of Kenilworth, now known as the Village of North Chevy Chase, contains a collection of domestic and religious buildings that date from the 1890s through the twentieth century. The resources reflect the influences of the Queen Anne, Colonial Revival, Tudor Revival, and the Dutch Colonial Revival styles, as well as the Modern Movement. The development followed architectural trends fashionable at the time of construction; yet it was completed without dense concentrations of similar housing types or styles. The historic buildings and the neighborhood's original setting, distorted by many re-subdivisions, have been substantially altered by new construction and alterations.

ARCHITECTURAL DESCRIPTION:

Platted in 1895, Kenilworth developed slowly, with a concentration of single-family dwellings along the Connecticut Avenue (present-day Kenilworth Avenue) electric streetcar corridor. These original dwellings reflect the influence of the popular American Foursquare and L-shaped forms and Queen Anne and Colonial Revival styles, albeit modestly illustrated. The wood-frame

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_ Eligibility not recommended   
Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments: *North Chevy Chase Christian Church was NOT evaluated.*

*Jim Jenkinson*  
Reviewer, Office of Preservation Services

*8/3/2010*  
Date

*[Signature]*  
Reviewer, National Register Program

*8/3/10*  
Date

Buildings are set on solid masonry foundations and clad in weatherboard siding, some with replacement aluminum or vinyl siding and asbestos shingles. The cross-gable roofs of the Queen Anne-style dwellings present open gables to the street, often with ornate wood shingles covering the upper gable ends. The overhanging eaves are typically finished with ogee molding and several have exposed rafter ends. The hipped and pyramidal roofs of the Foursquare dwellings are pierced with dormers that hold single or paired casement windows. Many examples have full-width or wrap-around porches with turned posts or Tuscan columns, square balusters, and sawn brackets. Fenestration includes elongated first-story windows, paired openings, casement and double-hung sash, and Queen Anne-style sash with multiple lights in the upper sash. Typical alterations have included the construction of large dormers, replacement cladding, enclosure of porches, replacement of wood-sash windows, and additions that have compromised the original form.

As the neighborhood evolved into an automobile suburb, new roads were constructed and smaller lots were created to permit the construction of additional single-family dwellings. Construction gradually progressed from wood-frame to masonry construction. East of Kenilworth Avenue, Husted Drive and Stewart Drive were built, bisecting large lots that were previously undeveloped. This period of construction included the Cape Cod and two-story rectangular box, forms popular for middle-income housing. Additionally, the American Foursquare continued to be a popular domestic form. The style of choice was the Colonial Revival with its symmetrical fenestration of double-hung windows with louvered shutters, one-bay-wide entry porches with Tuscan columns and/or pedimented entry surrounds, side-gabled roofs with modest ogee-molded boxed cornices, interior-end chimneys of brick with narrow caps, and one-story wings that house porches or garages. Common alterations include the replacement of original window sash, the construction of additions, the enclosure of porches, and recladding or brick veneering.

The houses along Stewart Drive were constructed after World War II (1941-1945) and reflect the Modern Movement with their asymmetrical fenestration, large landscape and picture windows, modern exterior cladding, and an emphasis on horizontality rather than verticality. These buildings typically take advantage of the sloping landscape, which enables additional living space at the rear and/or the placement of an attached garage wing away from the main block. The first stories of these buildings are veneered in stone or brick while the second stories are clad in siding. This siding often reflected modern materials such as aluminum siding or asbestos shingles or siding. Variety of material is also sometimes provided by stone-clad planters, sills, or landscaping patterns that extends along the façades from the garage wings to the main entries. This variation of materials visually guides visitors to the unceremoniously placed main entries, which are characteristically devoid of applied surrounds and ornamentation. The dominating side-gable roofs, pierced by large brick chimneys between the main block and garage wing, have wide overhangs that shelter the façades. The deeply recessed entry openings are complemented by large picture or landscape windows that illuminate public spaces like the living and dining rooms, while the private spaces like the bedrooms and baths have smaller double-hung sash. Alterations have been minimal with the replacement of window sash, entry doors, and cladding materials.

In 1958, the North Chevy Chase Christian Church was designed and constructed by local architect John S. Samperton. Located on the west side of Kensington Parkway, this imposing building displays characteristics of the Modern Movement. The building is clad in coursed stone. The steeply pitched gable roof abuts a flat roof with expansive eaves that encircles the structure. The eaves are finished with a double cornice, while the deep overhang created by the recessed entry has exposed rafters. Stone buttresses rise through the flat roof. The nave is set within a smaller, more steeply pitched gable with tracery in the upper gable ends. The roof of the church is crowned by a modern-expression of a steeple with an octagonal-shaped base and cross at the top.

With the construction of Interstate 495 and continued development around Kenilworth, traffic controlling measures were implemented to discourage through traffic, creating a quiet neighborhood with little outside traffic. These measures have resulted in the partitioning of Montgomery Avenue, closure of access from Connecticut Avenue to Inverness Drive, and the closure of access from Jones Bridge Road to Montrose Drive. Concrete sidewalks have been added to some of the streets. Developing gradually through the twentieth century, a number of dwellings were constructed in the 1980s and reflect the continued popularity

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    Considerations:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    \_\_\_ E    \_\_\_ F    \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

of the Colonial Revival style. A recently constructed dwelling reflects the stylistic influences of the International style. Construction has continued into the twenty-first century, along with numerous demolitions and rehabilitations. New construction abandons the forms and styles previously illustrated in the neighborhood in favor of what several architectural historians refer to as "re-revivals" or "neocolonial."<sup>1</sup> These buildings are located along undeveloped lots in small groups as well as sporadically throughout the neighborhood on lots that had not previously been developed or on those that have been re-subdivided. These houses pay homage to the Colonial Revival-style Cape Cod and two-story rectangular box forms but employ new synthetic materials designed to simulate natural and historic materials. The designs incorporate materials not traditionally used in the neighborhood in previous decades. This includes one-over-one double-hung windows with false muntins and vinyl siding. Often, brick or stone is applied to just the façade, while the secondary elevations are clad in a synthetic material.

STATEMENT OF SIGNIFICANCE:

Kenilworth/Village of North Chevy Chase in southern Montgomery County, Maryland, is a suburban neighborhood with buildings dating from the turn of the twentieth century through 2009. Initially platted in 1895 as Kenilworth by Redford W. Walker and his son, William Henry Walker, this community was designed to benefit from the electric streetcar line extending down Connecticut Avenue to the District of Columbia. Kenilworth/Village of North Chevy Chase was first improved by the development firm of Redford W. Walker & Son and includes approximately two hundred single-family dwellings and one church. The neighborhood, known by 1924 as the Village of North Chevy Chase, expanded with sporadic development through the 1930s. The greatest phase of development occurred in the mid-twentieth century and has continued to the present. Although Kenilworth/Village of North Chevy Chase is representative of the suburban growth in Montgomery County, the neighborhood does not have a sufficient concentration of resources to represent any one particular phase of development, largely because of many re-subdivisions that have altered the neighborhood plan created in 1895 by Redford W. Walker & Son. Further, along with the non-historic new construction, alterations and additions have greatly marred the wide variety of twentieth-century architectural styles and building forms and thus Kenilworth/Village of North Chevy Chase does not create a cohesive community that reflects its initial developer nor its greatest development phase. Kenilworth/Village of North Chevy Chase does not maintain sufficient integrity to convey its significance as an electric streetcar suburb platted in 1895 and developed in the twentieth century.

HISTORICAL BACKGROUND:

Pre-dating the 1895 Plat

Kenilworth, now known as the Village of North Chevy Chase, is located on part of a turn-of-the-eighteenth-century patent known as "Clean Drinking." The manor house was constructed in the 1750s on the large tract, which was granted to Colonel John Courts by Charles, Lord Baron of Baltimore.<sup>2</sup> It was one of the original land grants in the area. The eighteenth-century manor is no longer extant. Frequented by George Washington, the property was named for its spring, which was renowned for its "clean drinking" water.

The Original 1895 Plat

In 1893, the property that would become Kenilworth was conveyed by Daniel Carroll Diggs to Redford W. Walker and his son, William Henry Walker.<sup>3</sup> Two years later, in 1895, Redford W. Walker & Son subdivided the property and named it Kenilworth.<sup>4</sup> The neighborhood was laid out with dirt roads and concrete walks, trees were planted, and illumination was provided by kerosene lamps. The electric streetcar line followed Connecticut Avenue, now Kensington Parkway.<sup>5</sup> The architectural styles of the earliest dwellings reflect a proclivity for the Queen Anne and Colonial Revival. Stately in scale and set on expansive lots, these dwellings

MARYLAND HISTORICAL TRUST REVIEW

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MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

more than likely served as country homes instead of primary residences.

In 1920, as the community expanded, a Citizens' Committee of five members was formed to further the interests of the homeowners. In April 1924, the neighborhood was renamed the Village of North Chevy Chase, and was incorporated as a special taxing district by act of the Maryland General Assembly.<sup>6</sup>

By 1931, there were less than thirty dwellings constructed in the Village of North Chevy Chase, leaving the majority of the lots unimproved. The development was concentrated along Connecticut Avenue and the electric streetcar line and in the northeast corner of the neighborhood along Kenilworth Drive, Inverness Drive, and Montgomery Avenue.

1936-1939 Replatting

The 1895 plat created lots that were too large and expensive for most buyers. Subsequently, the first subdivision of the Village of North Chevy Chase occurred in 1936. This action subdivided a large lot at the corner of Connecticut Avenue and Kenilworth Drive into two smaller parcels. Two Colonial Revival-style dwellings were constructed on these new lots as speculative development, intended to attract prospective buyers. The houses were (and remain) identical in form and materials, with little deviation in material treatment and decoration. A predominant architectural style in the Village of North Chevy Chase prior to World War II (1939-1945), the Colonial Revival style was also displayed on forms influenced by the Tudor Revival and Dutch Colonial Revival.

In 1939, William H. Walker resubdivided a large portion of Block 2 and Block 3. In Block 2 he configured seven lots into 24 lots. Block 3 saw the transformation of two lots into 22 lots. Nevertheless, a majority of these lots remained undeveloped through the 1940s.

Resubdivision Era

In the 1950s, thirteen re-subdivisions occurred in the Village of North Chevy Chase. These small-scale projects followed in the precedent of the 1936 subdivision by dividing large, undeveloped lots into smaller parcels. These subdivisions occurred primarily in the eastern half of the neighborhood, and sparked construction at a rate not previously experience.

The influences of the Modern Movement shaped the building forms of this post-war period of development, and affected fenestration, exterior cladding, massing, and most significantly the house plan, both exterior and interior. Early domestic forms include the Cape Cod and rectangular box, which led to the minimal traditional, ranch house, and split-level forms. Although these popular forms were designed and promoted for their economies of design and construction, examples in North Chevy Chase were typically larger than the national norm and incorporated landscape and/or picture windows that further enhanced the spaciousness of the house by providing views of expansive yards and mature trees. In 1958, the North Chevy Chase Christian Church (designed by local architect John S. Samperton) was constructed to meet the religious needs of the growing community. Located on Kenilworth Parkway, this imposing religious facility stands at the heart of the community. Its construction reflects the rapid growth experienced in the Village of North Chevy Chase during the 1950s.

In the 1960s, five additional re-subdivisions occurred in the Village of North Chevy Chase. Only one re-subdivision was platted in the 1970s. This reduction in development can be attributed to the housing crisis of the 1970s when housing price inflation made the purchase of a house difficult for many middle-class Americans.

The 1980s saw the return of new construction to the Village of North Chevy Chase and seven additional subdivisions. All of these subdivisions occurred in Block 3 and 4, both east of Kensington Parkway. Block 3 included the largest lots of those laid out by the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    A    B    C    D    Considerations:    A    B    C    D    E    F    G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

895 plat. Extending up the east side of Montgomery Avenue, these parcels ranged in size from one-and-one-half-acres up to four-plus acres. The area in the Village of North Chevy Chase east of Montgomery is the most densely developed.

Two re-subdivisions occurred in the 1990s and three re-subdivisions have occurred since 2000. These projects, in line with the subdivisions elsewhere in the Washington metropolitan area in the late twentieth century, were small in scale. Moreover, the new construction and re-subdivisions required the demolition of existing buildings to allow for larger, single-family dwellings. These replacement dwellings reflect the stylistic influences of the Colonial Revival style as well as the Modern Movement. Yet, the designs incorporate materials not traditionally used in the neighborhood in previous decades. This includes one-over-one double-hung windows with false muntins, aluminum siding, and vinyl siding. Often, brick or stone is applied to just the façade, while the secondary elevations are clad in a synthetic material.

In 1992, the Village of North Chevy Chase adopted a set of neighborhood regulations. On January 11, 1996, the village was incorporated as a municipality. Although the regulations have served to maintain a feeling of time and place, the continued subdivision has resulted in a neighborhood that does not resemble the original 1895 plat. The multitude of subdivisions has resulted in a collection of dwellings with varied architectural styles, forms, materials, builders, and architects spanning from the late nineteenth century to the twenty-first century. Further, numerous lots on the north side of Inverness Driveway east of Kensington Parkway have remained undeveloped. Moreover, the extension of roads, construction of new roads, closure of roads, and traffic regulation along Montgomery Avenue has significantly altered Redford W. Walker & Son's original layout of the neighborhood first known as Kenilworth.

**ASSESSMENT:**

Platted in 1895 as an electric streetcar suburb, Kenilworth, now known as the Village of North Chevy Chase, no longer conveys its significance as a turn-of-the-twentieth-century streetcar suburb. Unlike other neighborhoods along the streetcar line, the ease of nearby public transportation did little to serve as a catalyst for development. The F.H.M. Klinge Atlas of 1931 documents the limited development that occurred. Many of the large lots went unimproved and were later subdivided and improved with new construction, resulting in a major phase of development dating from the 1950s and 1960s. The buildings of Kenilworth/Village of North Chevy Chase document a wide variety of twentieth-century architectural styles and forms that do not illustrate a cohesive community. Kenilworth/Village of North Chevy Chase did not have a concentration of similar housing types or styles, although the area was densely developed. This sporadic development is common in the Washington metropolitan area and does recount the elements prompting and impeding residential construction. However, the non-historic construction and replacement housing, along with the numerous re-subdivisions of the original plat, have greatly compromised the neighborhood's ability to communicate its 1895 platting, initial development, and growth in the early- to mid-twentieth century, and its continued growth in the 1950s and 1960s. Kenilworth/Village of North Chevy Chase has retained its integrity of location, but the community has lost its integrity of setting, design, materials, workmanship, feeling, and association. Therefore, Kenilworth/Village of North Chevy Chase is recommended not eligible for listing in the National Register of Historic Places.

Based on its architectural style and form, the North Chevy Chase Christian Church is recommended individually eligible for local designation. Constructed in 1958 at a cost of \$250,000, this church was designed by local architect John S. Samperton. In 1961, Samperton formed his own Washington, D.C. office located at 5 Dupont Circle, N.W. His firm specialized in the design of commercial and institutional buildings.<sup>7</sup> Samperton was a member of the firm of Chatelain, Samperton, and Nolan from 1970 through 1974, which later became Chatelain, Samperton, and Carcaterra until 1977. Samperton's design was heralded by the press, which described the church as, "a stone building in which Gothic architecture is merged with modern."<sup>8</sup> The North Chevy Chase Christian Church maintains a high level of integrity of design, materials, and workmanship. Sited along a main artery in Kenilworth/Village of North Chevy Chase, the church presents high integrity of setting, feeling, and location. Besides providing for

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_  
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**MHT Comments:**

\_\_\_\_\_  
 Reviewer, Office of Preservation Services

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 Date

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 Reviewer, National Register Program

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 Date

an active congregation, the church serves as a meeting place for many local non-profit organizations and maintains its integrity of association. The North Chevy Chase Christian Church is recommended eligible for the National Register of Historic Places under Criterion C, for its distinct architectural design.

1 Jeffery Howe, editor, The Houses We Live In (London, England: PRC Publishing, Ltd., 2002), 379; Virginia and Lee McAlester, A Field Guide to American Houses (New York, NY: Alfred A. Knopf, 1985), 489.

2 Lois Snyderman, "Gilliland-Bloom House," (M: 35-57) Maryland Historical Trust Inventory Form for State Historic Sites Survey (1989), 8:1.

3 Daniel Carroll Diggs to Redford W. Walker and William Henry Walker, Montgomery County Land Records, JA 36:403

4 "Kenilworth," Plat 7, Montgomery County, January 4, 1895, Maryland State Archives, 03/62/05/46.

5 About Us, "Village History," The Village of North Chevy Chase, <http://www.northchevyCHASE.org/page5.html>, (accessed July 13, 2009).

6 About Us, "Village History," The Village of North Chevy Chase, <http://www.northchevyCHASE.org/page5.html>, (accessed July 13, 2009).

7 "Architect Forms Own Firm Here." The Washington Post, Times Herald (1959-1973), January 7, 1961, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed July 14, 2009).

8 "North Chevy Chase Church To Be Dedicated on Sunday :Services Scheduled At N. Bethesda Church." The Washington Post and Times Herald (1954-1959), March 7, 1959, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed July 14, 2009).

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

## **CAPSULE SUMMARY**

**M: 35-164**

**Kenilworth/Village of North Chevy Chase Survey District  
Chevy Chase, Montgomery County, Maryland**

**c. 1895 to present**

**Private**

Kenilworth/Village of North Chevy Chase in southern Montgomery County, Maryland, is a suburban neighborhood with buildings dating from the turn of the twentieth century through 2009. Initially platted in 1895 as Kenilworth by Redford W. Walker and his son, William Henry Walker, this community was designed to benefit from the electric streetcar line extending down Connecticut Avenue to the District of Columbia. Kenilworth/Village of North Chevy Chase was first improved by the development firm of Redford W. Walker & Son and includes approximately two hundred single-family dwellings and one church. The neighborhood, known by 1924 as the Village of North Chevy Chase, expanded with sporadic development through the 1930s. The greatest phase of development occurred in the mid-twentieth century and has continued to the present. Although Kenilworth/Village of North Chevy Chase is representative of the suburban growth in Montgomery County, the neighborhood does not have a sufficient concentration of resources to represent any one particular phase of development, largely because of many re-subdivisions that have altered the neighborhood plan created in 1895 by Redford W. Walker & Son. Further, along with the non-historic new construction, alterations and additions have greatly marred the wide variety of twentieth-century architectural styles and building forms and thus Kenilworth/Village of North Chevy Chase does not create a cohesive community that reflects its initial developer nor its greatest development phase. Kenilworth/Village of North Chevy Chase does not maintain sufficient integrity to convey its significance as an electric streetcar suburb platted in 1895 and developed in the twentieth century.

Platted in 1895, Kenilworth developed slowly, with a concentration of single-family dwellings along the Connecticut Avenue (present-day Kenilworth Avenue) electric streetcar corridor. These original dwellings reflect the influence of the popular American Foursquare and L-shaped forms and Queen Anne and Colonial Revival styles, albeit modestly illustrated. The wood-frame buildings are clad in weatherboard siding, some with replacement aluminum or vinyl siding and asbestos shingles. The cross-gable roofs of the Queen Anne-style dwellings present open gables to the street, often with ornate wood shingles covering the upper gable ends. Many examples have full-width or wrap-around porches. Typical alterations have included the construction of large dormers, replacement cladding, enclosure of porches, replacement of wood-sash windows, and additions that have compromised the original form.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 35-164

## 1. Name of Property (indicate preferred name)

historic Kenilworth/Village of North Chevy Chase Survey District

other \_\_\_\_\_

## 2. Location

street and number Roughly bounded by Connecticut Ave., Jones Bridge Rd., I-495, & Clifford Avenue  not for publication

city, town Chevy Chase  vicinity

county Montgomery

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

name Multiple Owners

street and number \_\_\_\_\_ telephone \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Judicial Center liber \_\_\_\_\_ folio \_\_\_\_\_

city, town Rockville tax map HP41 tax parcel \_\_\_\_\_ tax ID number \_\_\_\_\_

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
 Contributing Resource in Local Historic District  
 Determined Eligible for the National Register/Maryland Register  
 Determined Ineligible for the National Register/Maryland Register  
 Recorded by HABS/HAER  
 Historic Structure Report or Research Report at MHT  
 Other: \_\_\_\_\_

## 6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	_____ buildings
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	_____ sites
<input type="checkbox"/> object		<input type="checkbox"/> education	_____ structures
		<input type="checkbox"/> funerary	_____ objects
		<input type="checkbox"/> government	_____ Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input checked="" type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			<b>Number of Contributing Resources previously listed in the Inventory</b>
			_____

## 7. Description

Inventory No. M: 35-~~100~~ 164

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

### LOCATION:

The suburban neighborhood of Kenilworth, now known as the Village of North Chevy Chase, contains a collection of domestic and religious buildings that date from the 1890s through the twentieth century. The resources reflect the influences of the Queen Anne, Colonial Revival, Tudor Revival, and the Dutch Colonial Revival styles, as well as the Modern Movement. The development followed architectural trends fashionable at the time of construction; yet it was completed without dense concentrations of similar housing types or styles. The historic buildings and the neighborhood's original setting, distorted by many re-subdivisions, have been substantially altered by new construction and alterations.

### ARCHITECTURAL DESCRIPTION:

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As the neighborhood evolved into an automobile suburb, new roads were constructed and smaller lots were created to permit the construction of additional single-family dwellings. Construction gradually progressed from wood-frame to masonry construction. East of Kenilworth Avenue, Husted Drive and Stewart Drive were built, bisecting large lots that were previously undeveloped. This period of construction included the Cape Cod and two-story rectangular box, forms popular for middle-income housing. Additionally, the American Foursquare continued to be a popular domestic form. The style of choice was the Colonial Revival with its symmetrical fenestration of double-hung windows with louvered shutters, one-bay-wide entry porches with Tuscan columns and/or pedimented entry surrounds, side-gabled roofs with modest ogee-molded boxed cornices, interior-end chimneys of brick with narrow caps, and one-story wings that house porches or garages. Common alterations include the replacement of

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 35-164

Kenilworth/Village of North Chevy Chase Survey District  
**Continuation Sheet**

Number 7 Page 2

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original window sash, the construction of additions, the enclosure of porches, and recladding or brick veneering.

The houses along Stewart Drive were constructed after World War II (1941-1945) and reflect the Modern Movement with their asymmetrical fenestration, large landscape and picture windows, modern exterior cladding, and an emphasis on horizontality rather than verticality. These buildings typically take advantage of the sloping landscape, which enables additional living space at the rear and/or the placement of an attached garage wing away from the main block. The first stories of these buildings are veneered in stone or brick while the second stories are clad in siding. This siding often reflected modern materials such as aluminum siding or asbestos shingles or siding. Variety of material is also sometimes provided by stone-clad planters, sills, or landscaping patterns that extends along the façades from the garage wings to the main entries. This variation of materials visually guides visitors to the unceremoniously placed main entries, which are characteristically devoid of applied surrounds and ornamentation. The dominating side-gable roofs, pierced by large brick chimneys between the main block and garage wing, have wide overhangs that shelter the façades. The deeply recessed entry openings are complemented by large picture or landscape windows that illuminate public spaces like the living and dining rooms, while the private spaces like the bedrooms and baths have smaller double-hung sash. Alterations have been minimal with the replacement of window sash, entry doors, and cladding materials.

In 1958, the North Chevy Chase Christian Church was designed and constructed by local architect John S. Samperton. Located on the west side of Kensington Parkway, this imposing building displays characteristics of the Modern Movement. The building is clad in coursed stone. The steeply pitched gable roof abuts a flat roof with expansive eaves that encircles the structure. The eaves are finished with a double cornice, while the deep overhang created by the recessed entry has exposed rafters. Stone buttresses rise through the flat roof. The nave is set within a smaller, more steeply pitched gable with tracery in the upper gable ends. The roof of the church is crowned by a modern-expression of a steeple with an octagonal-shaped base and cross at the top.

With the construction of Interstate 495 and continued development around Kenilworth, traffic controlling measures were implemented to discourage through traffic, creating a quiet neighborhood with little outside traffic. These measures have resulted in the partitioning of Montgomery Avenue, closure of access from Connecticut Avenue to Inverness Drive, and the closure of access from Jones Bridge Road to Montrose Drive. Concrete sidewalks have been added to some of the streets. Developing gradually through the twentieth century, a number of dwellings were constructed in the 1980s and reflect the continued popularity of the Colonial Revival style. A recently constructed dwelling reflects the stylistic influences of the International style. Construction has continued into the twenty-first century, along with numerous demolitions and rehabilitations. New construction abandons the forms and styles previously illustrated in the neighborhood in favor of what several architectural

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 35-164

Kenilworth/Village of North Chevy Chase Survey District  
**Continuation Sheet**

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historians refer to as “re-revivals” or “neocolonial.”<sup>1</sup> These buildings are located along undeveloped lots in small groups as well as sporadically throughout the neighborhood on lots that had not previously been developed or on those that have been re-subdivided. These houses pay homage to the Colonial Revival-style Cape Cod and two-story rectangular box forms but employ new synthetic materials designed to simulate natural and historic materials. The designs incorporate materials not traditionally used in the neighborhood in previous decades. This includes one-over-one double-hung windows with false muntins and vinyl siding. Often, brick or stone is applied to just the façade, while the secondary elevations are clad in a synthetic material.

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<sup>1</sup> Jeffery Howe, editor, *The Houses We Live In* (London, England: PRC Publishing, Ltd., 2002), 379; Virginia and Lee McAlester, *A Field Guide to American Houses* (New York, NY: Alfred A. Knopf, 1985), 489.

## 8. Significance

Inventory No. M: 35-103164

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1895 **Architect/Builder** Unknown

**Construction dates** 1895-2009

Evaluation for:  National Register  Maryland Register \_\_\_\_\_ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### STATEMENT OF SIGNIFICANCE:

Kenilworth/Village of North Chevy Chase in southern Montgomery County, Maryland, is a suburban neighborhood with buildings dating from the turn of the twentieth century through 2009. Initially platted in 1895 as Kenilworth by Redford W. Walker and his son, William Henry Walker, this community was designed to benefit from the electric streetcar line extending down Connecticut Avenue to the District of Columbia. Kenilworth/Village of North Chevy Chase was first improved by the development firm of Redford W. Walker & Son and includes approximately two hundred single-family dwellings and one church. The neighborhood, known by 1924 as the Village of North Chevy Chase, expanded with sporadic development through the 1930s. The greatest phase of development occurred in the mid-twentieth century and has continued to the present. Although Kenilworth/Village of North Chevy Chase is representative of the suburban growth in Montgomery County, the neighborhood does not have a sufficient concentration of resources to represent any one particular phase of development, largely because of many re-subdivisions that have altered the neighborhood plan created in 1895 by Redford W. Walker & Son. Further, along with the non-historic new construction, alterations and additions have greatly marred the wide variety of twentieth-century architectural styles and building forms and thus Kenilworth/Village of North Chevy Chase does not create a cohesive community that reflects its initial developer nor its greatest development phase. Kenilworth/Village of North Chevy Chase does not maintain sufficient integrity to convey its significance as an electric streetcar suburb platted in 1895 and developed in the twentieth century.

### HISTORICAL BACKGROUND:

#### Pre-dating the 1895 Plat

Kenilworth, now known as the Village of North Chevy Chase, is located on part of a turn-of-the-eighteenth-century patent known as "Clean Drinking." The manor house was constructed in the 1750s on the large tract, which was granted to Colonel John Courts by Charles, Lord Baron of Baltimore.<sup>2</sup> It was one of the original land grants in the area. The eighteenth-century manor is no longer extant. Frequented

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 35-164

Kenilworth/Village of North Chevy Chase Survey District  
**Continuation Sheet**

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by George Washington, the property was named for its spring, which was renowned for its "clean drinking" water.

### The Original 1895 Plat

In 1893, the property that would become Kenilworth was conveyed by Daniel Carroll Diggs to Redford W. Walker and his son, William Henry Walker.<sup>3</sup> Two years later, in 1895, Redford W. Walker & Son subdivided the property and named it Kenilworth.<sup>4</sup> The neighborhood was laid out with dirt roads and concrete walks, trees were planted, and illumination was provided by kerosene lamps. The electric streetcar line followed Connecticut Avenue, now Kensington Parkway.<sup>5</sup> The architectural styles of the earliest dwellings reflect a proclivity for the Queen Anne and Colonial Revival. Stately in scale and set on expansive lots, these dwellings more than likely served as country homes instead of primary residences.

In 1920, as the community expanded, a Citizens' Committee of five members was formed to further the interests of the homeowners. In April 1924, the neighborhood was renamed the Village of North Chevy Chase, and was incorporated as a special taxing district by act of the Maryland General Assembly.<sup>6</sup>

By 1931, there were less than thirty dwellings constructed in the Village of North Chevy Chase, leaving the majority of the lots unimproved. The development was concentrated along Connecticut Avenue and the electric streetcar line and in the northeast corner of the neighborhood along Kenilworth Drive, Inverness Drive, and Montgomery Avenue.

### 1936-1939 Replatting

The 1895 plat created lots that were too large and expensive for most buyers. Subsequently, the first subdivision of the Village of North Chevy Chase occurred in 1936. This action subdivided a large lot at the corner of Connecticut Avenue and Kenilworth Drive into two smaller parcels. Two Colonial Revival-style dwellings were constructed on these new lots as speculative development, intended to attract prospective buyers. The houses were (and remain) identical in form and materials, with little deviation in material treatment and decoration. A predominant architectural style in the Village of North Chevy Chase prior to World War II (1939-1945), the Colonial Revival style was also displayed on forms influenced by the Tudor Revival and Dutch Colonial Revival.

In 1939, William H. Walker resubdivided a large portion of Block 2 and Block 3. In Block 2 he configured seven lots into 24 lots. Block 3 saw the transformation of two lots into 22 lots. Nevertheless, a majority of these lots remained undeveloped through the 1940s.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 35-164

Kenilworth/Village of North Chevy Chase Survey District  
**Continuation Sheet**

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### Resubdivision Era

In the 1950s, thirteen re-subdivisions occurred in the Village of North Chevy Chase. These small-scale projects followed in the precedent of the 1936 subdivision by dividing large, undeveloped lots into smaller parcels. These subdivisions occurred primarily in the eastern half of the neighborhood, and sparked construction at a rate not previously experienced.

The influences of the Modern Movement shaped the building forms of this post-war period of development, and affected fenestration, exterior cladding, massing, and most significantly the house plan—both exterior and interior. Early domestic forms include the Cape Cod and rectangular box, which led to the minimal traditional, ranch house, and split-level forms. Although these popular forms were designed and promoted for their economies of design and construction, examples in North Chevy Chase were typically larger than the national norm and incorporated landscape and/or picture windows that further enhanced the spaciousness of the house by providing views of expansive yards and mature trees. In 1958, the North Chevy Chase Christian Church (designed by local architect John S. Samperton) was constructed to meet the religious needs of the growing community. Located on Kenilworth Parkway, this imposing religious facility stands at the heart of the community. Its construction reflects the rapid growth experienced in the Village of North Chevy Chase during the 1950s.

In the 1960s, five additional re-subdivisions occurred in the Village of North Chevy Chase. Only one re-subdivision was platted in the 1970s. This reduction in development can be attributed to the housing crisis of the 1970s when housing price inflation made the purchase of a house difficult for many middle-class Americans.

The 1980s saw the return of new construction to the Village of North Chevy Chase and seven additional subdivisions. All of these subdivisions occurred in Block 3 and 4, both east of Kensington Parkway. Block 3 included the largest lots of those laid out by the 1895 plat. Extending up the east side of Montgomery Avenue, these parcels ranged in size from one-and-one-half-acres up to four-plus acres. The area in the Village of North Chevy Chase east of Montgomery is the most densely developed.

Two re-subdivisions occurred in the 1990s and three re-subdivisions have occurred since 2000. These projects, in line with the subdivisions elsewhere in the Washington metropolitan area in the late twentieth century, were small in scale. Moreover, the new construction and re-subdivisions required the demolition of existing buildings to allow for larger, single-family dwellings. These replacement dwellings reflect the stylistic influences of the Colonial Revival style as well as the Modern Movement. Yet, the designs incorporate materials not traditionally used in the neighborhood in previous decades. This includes one-over-one double-hung windows with false muntins, aluminum siding, and vinyl siding. Often, brick or stone is applied to just the façade, while the secondary elevations are clad in a synthetic material.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 35-164

Kenilworth/Village of North Chevy Chase Survey District  
**Continuation Sheet**

Number 8 Page 4

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In 1992, the Village of North Chevy Chase adopted a set of neighborhood regulations. On January 11, 1996, the village was incorporated as a municipality. Although the regulations have served to maintain a feeling of time and place, the continued subdivision has resulted in a neighborhood that does not resemble the original 1895 plat. The multitude of subdivisions has resulted in a collection of dwellings with varied architectural styles, forms, materials, builders, and architects spanning from the late nineteenth century to the twenty-first century. Further, numerous lots on the north side of Inverness Driveway east of Kensington Parkway have remained undeveloped. Moreover, the extension of roads, construction of new roads, closure of roads, and traffic regulation along Montgomery Avenue has significantly altered Redford W. Walker & Son's original layout of the neighborhood first known as Kenilworth.

### ASSESSMENT:

Platted in 1895 as an electric streetcar suburb, Kenilworth, now known as the Village of North Chevy Chase, no longer conveys its significance as a turn-of-the-twentieth-century streetcar suburb. Unlike other neighborhoods along the streetcar line, the ease of nearby public transportation did little to serve as a catalyst for development. The F.H.M. Klinge Atlas of 1931 documents the limited development that occurred. Many of the large lots went unimproved and were later subdivided and improved with new construction, resulting in a major phase of development dating from the 1950s and 1960s. The buildings of Kenilworth/Village of North Chevy Chase document a wide variety of twentieth-century architectural styles and forms that do not illustrate a cohesive community. Kenilworth/Village of North Chevy Chase did not have a concentration of similar housing types or styles, although the area was densely developed. This sporadic development is common in the Washington metropolitan area and does recount the elements prompting and impeding residential construction. However, the non-historic construction and replacement housing, along with the numerous re-subdivisions of the original plat, have greatly compromised the neighborhood's ability to communicate its 1895 platting, initial development, and growth in the early- to mid-twentieth century, and its continued growth in the 1950s and 1960s. Kenilworth/Village of North Chevy Chase has retained its integrity of location, but the community has lost its integrity of setting, design, materials, workmanship, feeling, and association. Therefore, Kenilworth/Village of North Chevy Chase is recommended not eligible for listing in the National Register of Historic Places.

Based on its architectural style and form, the North Chevy Chase Christian Church is recommended individually eligible for local designation. Constructed in 1958 at a cost of \$250,000, this church was designed by local architect John S. Samperton. In 1961, Samperton formed his own Washington, D.C. office located at 5 Dupont Circle, N.W. His firm specialized in the design of commercial and institutional buildings.<sup>7</sup> Samperton was a member of the firm of Chatelain, Samperton, and Nolan from 1970 through

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 35-164

Kenilworth/Village of North Chevy Chase Survey District  
**Continuation Sheet**

Number 8 Page 5

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1974, which later became Chatelain, Samperton, and Carcaterra until 1977. Samperton's design was herald by the press, which described the church as, "a stone building in which Gothic architecture is merged with modern."<sup>8</sup> The North Chevy Chase Christian Church maintains a high level of integrity of design, materials, and workmanship. Sited along a main artery in Kenilworth/Village of North Chevy Chase, the church presents high integrity of setting, feeling, and location. Besides providing for an active congregation, the church serves as a meeting place for many local non-profit organizations and maintains its integrity of association. The North Chevy Chase Christian Church is recommended eligible for the National Register of Historic Places under Criterion C, for its distinct architectural design.

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<sup>2</sup> Lois Snyderman, "Gilliland-Bloom House," (M: 35-57) Maryland Historical Trust Inventory Form for State Historic Sites Survey (1989), 8:1.

<sup>3</sup> Daniel Carroll Diggs to Redford W. Walker and William Henry Walker, Montgomery County Land Records, JA 36:403 03/62/05/46, "Kenilworth," Plat 7, January 4, 1895, Maryland State Archives.

<sup>5</sup> About Us, "Village History," The Village of North Chevy Chase, <http://www.northchevyCHASE.org/page5.html>, (accessed July 13, 2009).

<sup>6</sup> About Us, "Village History," The Village of North Chevy Chase, <http://www.northchevyCHASE.org/page5.html>, (accessed July 13, 2009).

<sup>7</sup> "Architect Forms Own Firm Here." The Washington Post, Times Herald (1959-1973), January 7, 1961, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed July 14, 2009).

<sup>8</sup> "North Chevy Chase Church To Be Dedicated on Sunday :Services Scheduled At N. Bethesda Church." The Washington Post and Times Herald (1954-1959), March 7, 1959, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed July 14, 2009).

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## 9. Major Bibliographical References

Inventory No. M: 35-163 164

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Deets, Edward H. and Charles J. Maddox. *Real Estate Atlas of Montgomery County*. Rockville, MD: Deets and Maddox, 1916.  
Hopkins, G.M. *Montgomery County, from Atlas of Fifteen Miles Around Washington*. Philadelphia: G.M. Hopkins, C.E., 1878.  
Klinge, F.H.M. *Property Atlas of Volume One, Montgomery County Maryland*. Lansdale, PA: F.H.M. Klinge, 1931.  
Montgomery County Land Records.  
Montgomery County Land Records, Circuit Court, Plat 7, January 1895.  
Montgomery County Land Records, Circuit Court, Plat 661, April 1936.

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## 10. Geographical Data

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Acreage of surveyed property	<u>100.5</u>	
Acreage of historical setting	<u>100.5</u>	
Quadrangle name	<u>Kensington</u>	Quadrangle scale: <u>1:24,000</u>

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### Verbal boundary description and justification

The Kenilworth/Village of North Chevy Chase Survey District in Chevy Chase, Maryland is located southeast of the intersection of Connecticut Avenue and Interstate 495. It is comprised of approximately two-hundred single-family dwellings and a church. The district is bounded to the west by Connecticut Avenue. The southern bounds of the district extend along Jones Bridge Road. To the north is Interstate 495. The eastern boundary extends between Connecticut Avenue, on the western boundary, and Jones Bridge Road to the south. To the north is the Capitol Beltway (US 495). The district is loosely bounded on the east by the 3600 Block of Stewart Drive, the 3600 block of Dundee Drive, and the west side of Clifford Avenue.

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## 11. Form Prepared by

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name/title	Laura Trieschmann and Paul Weishar, Architectural Historians		
organization	EHT Tracerics, Inc.	date	July 2009
street & number	1121 Fifth Street, NW	telephone	(202) 393-1199
city or town	Washington	state	DC

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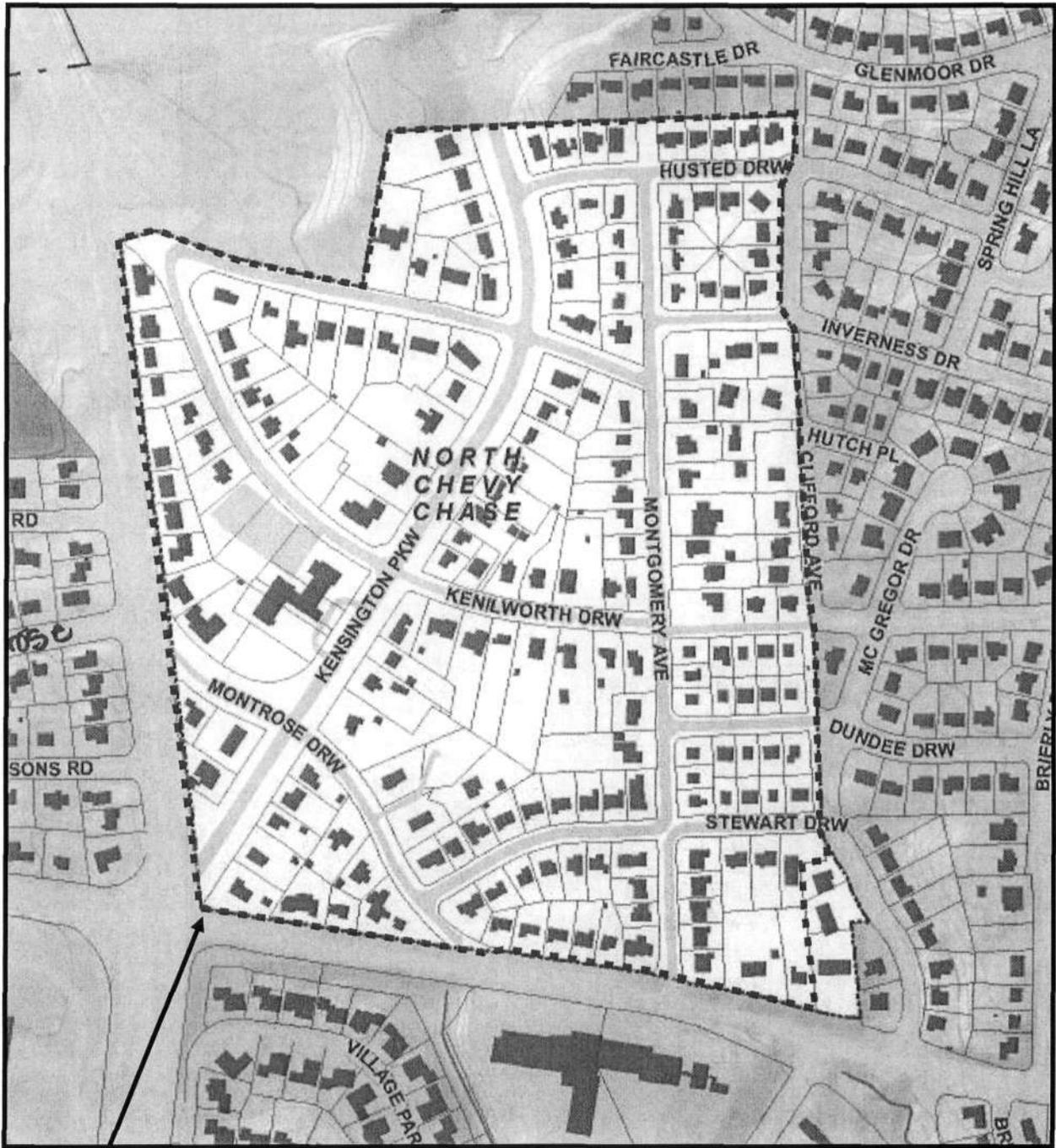
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

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

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



**Kenilworth/Village of North Chevy Chase Survey District (M: 35-164)**  
 Chevy Chase, Montgomery County, Maryland  
 Tax Parcel Map HP41  
 Prepared by EHT Tracerics, Inc., 2009



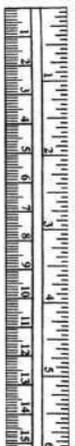
**Kenilworth/Village of North Chevy Chase Survey District (M: 35-164)**

Chevy Chase, Montgomery County, Maryland

MC Atlas, MNCPPC GIS

Prepared by EHT Tracerics, Inc., 2009





**KENIL WORTH**  
SUBDIVIDED

**-AND FOR SALE BY-**  
**REDFORD W. WALKER & SON**

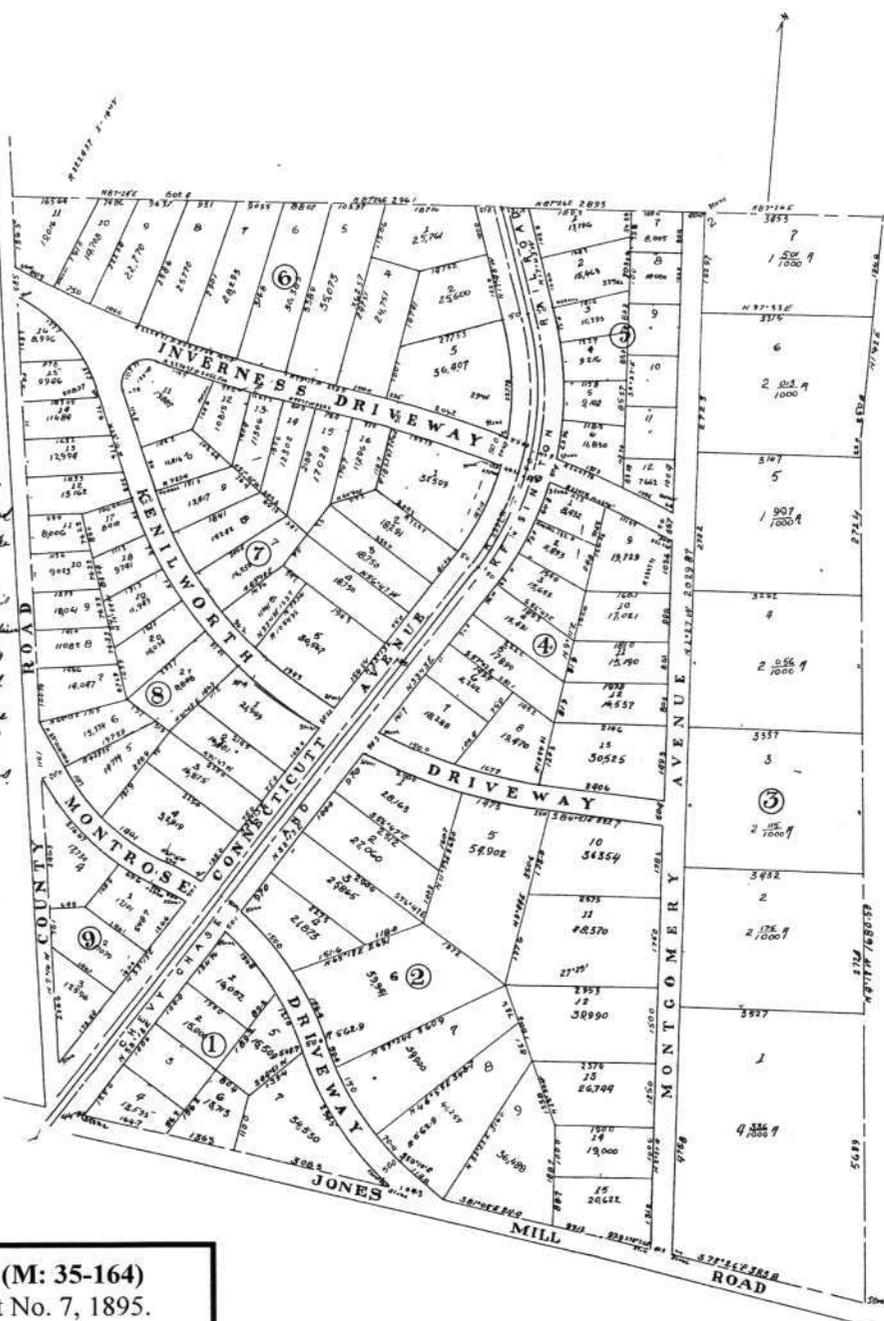
1006 F ST NW  
WASHINGTON DC.

- Scale -

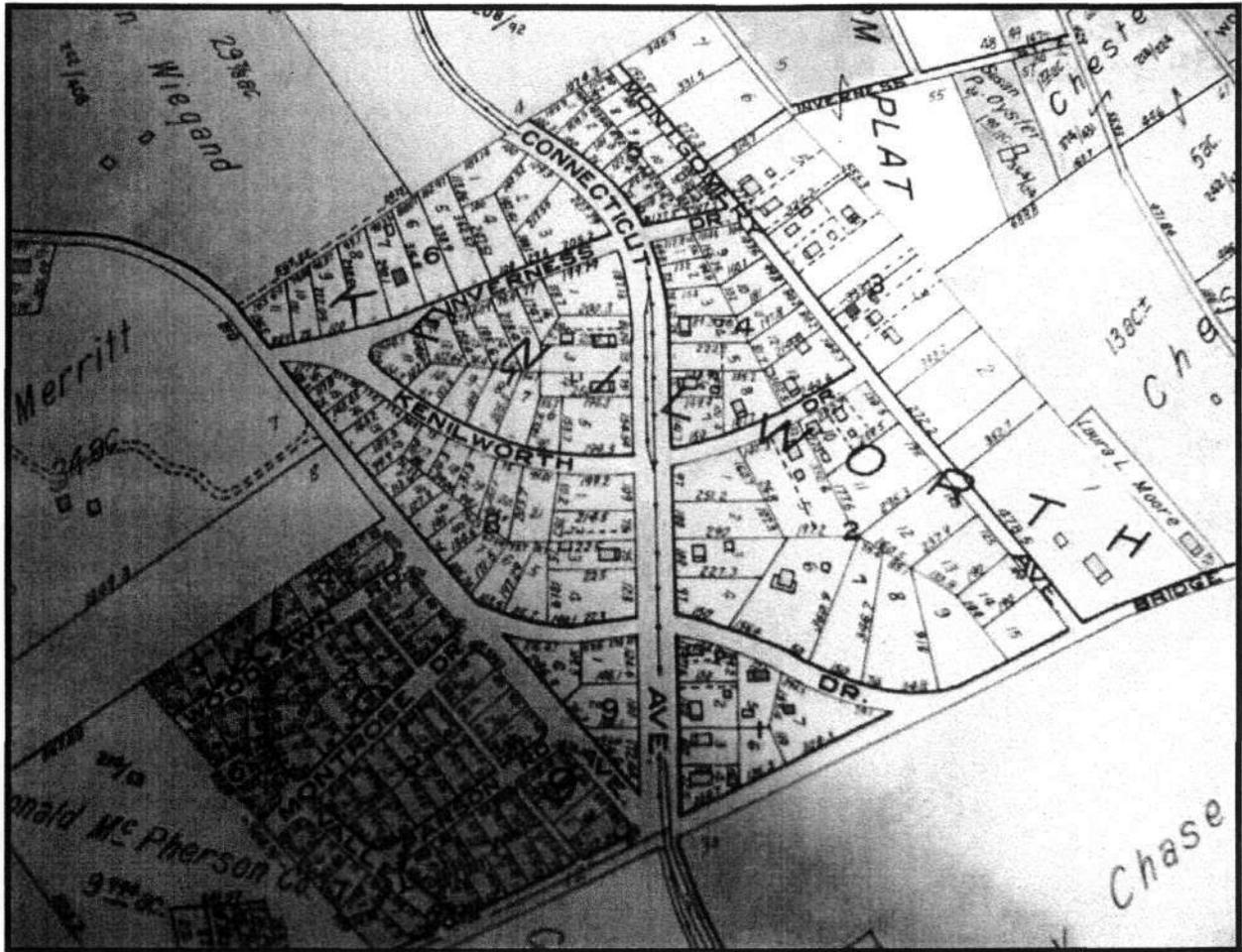
I, Haygraves Wood, Civil Engineer do hereby Certify that this subdivision of part of "Kenilworth" has been carefully and correctly surveyed and that, all the Lots, Blocks, Avenues, & Conduits, paths, indicated on this plat have arrived as a part of the whole land conveyed to Redford W. Walker and William Henry Walker by Daniel Carroll Diggs by deed dated the 14<sup>th</sup> of February in the year 1893 and recorded in Liber J. A. No. 36 folio 3403-c one of the land record books of Montgomery Co. Md. I also Certify that all the bearings on this plat have been calculated to the true Meridian and that Stems designated 1 and 2 on this plat are 6 inches by six and two feet long and have been planted in accordance with the requirement of Section 60 B of Article 16 of the Code of public local laws.

Haygraves Wood  
1110 G St. NW.  
Washington D.C.

5 4<sup>th</sup> January  
Plat-book  
Plat-revised  
James Anderson



**Kenilworth/Village of Chevy Chase Survey District (M: 35-164)**  
Montgomery County Land Records, Circuit Court, Plat No. 7, 1895.



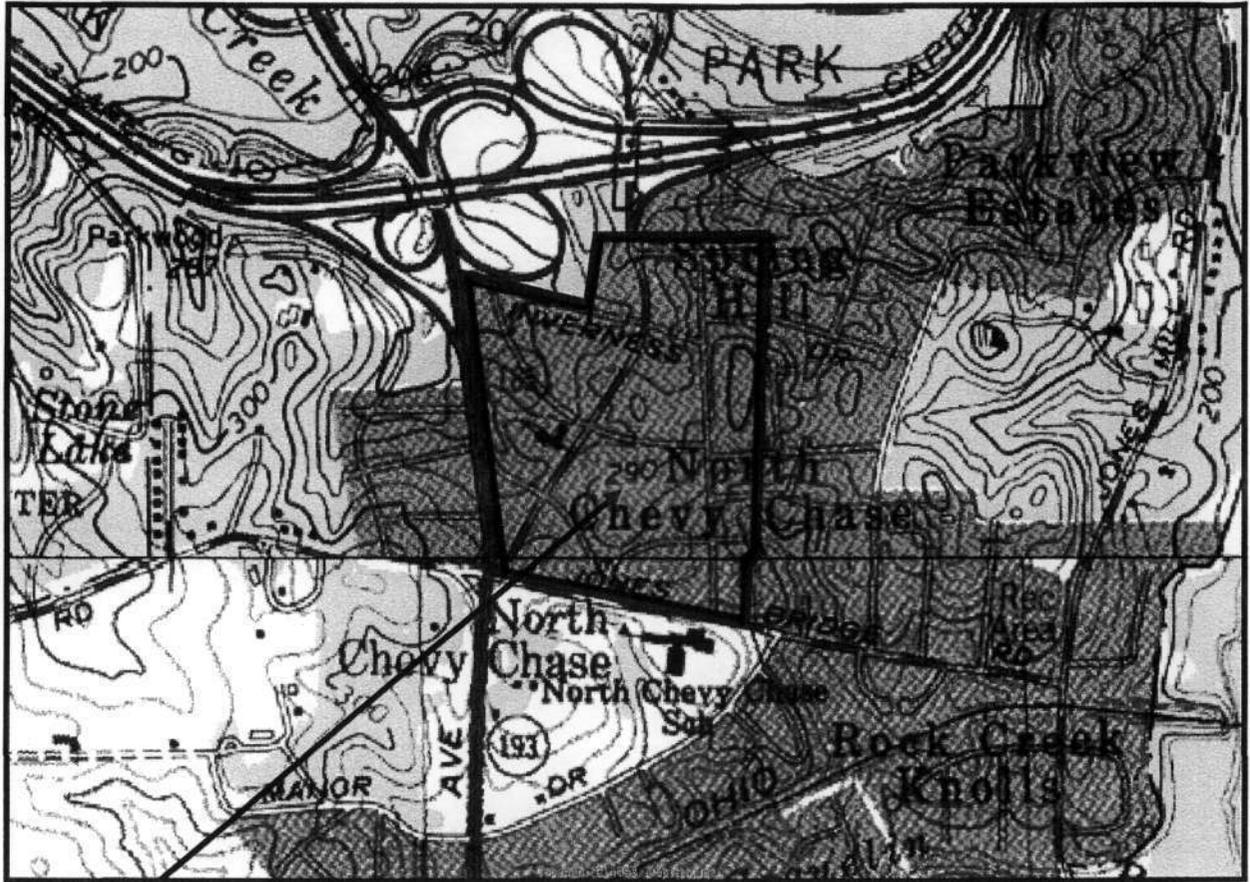
**Kenilworth/Village of Chevy Chase Survey District (M: 35-164)**

Klinge, F.H.M. *Property Atlas of Volume One, Montgomery County Maryland*. Lansdale, PA:

F.H.M. Klinge, 1931.

Accessed at the Chevy Chase Historical Society

Prepared by EHT Tracerics, 2009



**Kenilworth/Village of North Chevy Chase Survey District (M: 35-164)**

Chevy Chase, Montgomery County, Maryland

Kensington Quad, USGS Topographic Map, 1965, Revised 1979

Prepared by EHT Tracerics, Inc., 2009





M: 35-164

Kenilworth Survey District

Montgomery County, Maryland

EHT Traceries

June 2009

MD SHPO

3711, 3715 Kenilworth Driveway, looking northeast

1 of 6



M: 35-164

Kenilworth Survey District

Montgomery County, Maryland

EHT Traceries

June 2009

MD SHPO

3703, 3705 Stewart Driveway, looking northwest

2 of 6



M:35-164

Kenilworth Survey District  
Montgomery County, Maryland

EHT Traceries

June 2009

MD SHPO

3812, 3814, 3816 Inverness Drive, looking southwest

3 of 6



M:35-164

Kenilworth Survey District

Montgomery County, Maryland

EHT Traceries

June 2009

MD SHPO

9101 Kenilworth Drive, 3705 Husted Driveway,  
4 of 6 looking northeast



M:35-164

Kenilworth Survey District

Montgomery County, Maryland

EHT Traceries

June 2009

MD SHPO

8921, 8919, 8917 Montgomery Avenue, looking southeast

5 of 6



M:35-164

Kenilworth Survey District  
Montgomery County, Maryland

EHT Traceries

June 2009

MD SHPO

8907, 8909, 8911 Connecticut Avenue. looking northeast

6 of 6