

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
HISTORIC PRESERVATION OFFICE



**HISTORIC PRESERVATION REVIEW BOARD**  
**APPLICATION FOR HISTORIC LANDMARK OR HISTORIC DISTRICT DESIGNATION**

New Designation X for: Historic Landmark \_\_\_\_\_ Historic District X

Property name Chevy Chase Historic District

*If any part of the interior is being nominated, it must be specifically identified and described in the narrative statements.*

Addresses: 5400 through 5600 blocks 39<sup>th</sup> Street NW; 5400 and 5500 blocks, odd numbers, 41<sup>st</sup> Street NW; 5500 through 5700 blocks Belt Road NW; all addresses on Chevy Chase Circle NW; 5410 through 5824, even numbers, and 5863 Chevy Chase Parkway NW; 5402 through 5408, even numbers, and 5410 through 5720 Connecticut Avenue NW; 3700 through 3900 blocks Legation Street NW; 3700 through 3900 blocks Livingston Street NW; 3700 through 3900 blocks McKinley Street NW; 3735 through 3945, odd numbers, Military Road NW; 3700 through 4000 blocks Morrison Street NW; 3700 through 3900 blocks Northampton Street NW; 3700 through 3900 blocks Oliver Street NW; 3630 Quesada Street NW; 5601 through 5949 Western Avenue NW; and Reservations 335, 335A, 434 and 468.

Square and lot number(s): Squares 1746 through 1750 and 1857 through 1860, all lots; Square 1863, Lots 1 and 47; Squares 1864 through 1869, all lots; Square 1870, Lots 15, 31, 32, 33 and 825; and Reservations 335, 335A, 434 and 468

Affected Advisory Neighborhood Commission: ANC 3/4G

Dates of construction: 1906-1964 Date of major alterations 1907; 1909

Architect(s): The Chevy Chase Land Company and Fulton R. Gordon

Architectural style(s): Colonial, Dutch, Tudor, Spanish, Renaissance Revival

Original use: Residential/Commercial/Religious Present use: Residential/Commercial/Religious

Property owners and their addresses: Multiple

NAME OF APPLICANT Chevy Chase DC Conservancy

Address/Telephone of applicant(s) 3706 Morrison Street NW, Washington, D.C. 20015  
202-362-9279

Name and title of authorized representative Mary E. Rowse, Chevy Chase DC Conservancy

Signature of representative Mary E. Rowse Date October 16, 2023

Name and telephone of author of application Stephanie A.T. Jacobe, Ph.D., Architectural Historian  
703-518-8980

Date received \_\_\_\_\_  
H.P.O. staff TJD

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United States Department of the Interior  
National Park Service

## National Register of Historic Places Registration Form

### 1. Name of Property

Historic name: Chevy Chase Historic District

Other names/site number: Chevy Chase DC

Name of related multiple property listing:

### 2. Location

Street & number: Bounded by 41<sup>st</sup> Street, Western Avenue, Chevy Chase Parkway, and Military Road, NW

City or town: Washington State: District of Columbia County: District of Columbia

Not For Publication: ☐ Vicinity: ☐

### 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 at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide \_\_\_ local

Applicable National Register Criteria:

\_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D

<hr/>	
Signature of certifying official/Title:	Date
<hr/>	
State or Federal agency/bureau or Tribal Government	
<hr/>	
In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
<hr/>	
Title :	State or Federal agency/bureau or Tribal Government

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#### 4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register  
☐ determined eligible for the National Register  
☐ determined not eligible for the National Register  
☐ removed from the National Register  
☐ other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

**Ownership of Property** (Check as many boxes as apply.)

- Private: ☒
- Public – Local ☐
- Public – State ☒
- Public – Federal ☒

**Category of Property** (Check only **one** box.)

- Building(s) ☐
- District ☒
- Site ☐
- Structure ☐
- Object ☐

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>435</u>	<u>61</u>	buildings
<u>          </u>	<u>          </u>	sites
<u>13</u>	<u>182</u>	structures
<u>          </u>	<u>          </u>	objects
<u>448</u>	<u>243</u>	Total

Number of contributing resources previously listed in the National Register 5

**6. Function or Use**

**Historic Functions** (Enter categories from instructions.)

DOMESTIC: Single dwelling, multiple dwelling, secondary structure

EDUCATION: Library

RELIGION: religious facility, religious school

COMMERCE/TRADE: Financial institution, special store, restaurant, department store

TRANSPORTATION: Rail-related

**Current Functions** (Enter categories from instructions.)

DOMESTIC: Single dwelling, multiple dwelling, secondary structure

EDUCATION: Library

RELIGION: Religious facility, religious school

COMMERCE/TRADE – Financial institution, special store, restaurant

RECREATION AND CULTURE – Theater, monument/marker

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## 7. Description

**Architectural Classification** (Enter categories from instructions.)

LATE VICTORIAN: Queen Anne

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Colonial Revival, Tudor Revival, Spanish Colonial Revival, Italian Renaissance Revival, Classical Revival

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman

MODERN MOVEMENT: Moderne, Art Deco

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: \_Wood weatherboard, wood shingle, stone, terra cotta, stucco, asphalt shingle, slate, brick, and vinyl siding\_

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

What is widely known as Chevy Chase DC is a residential neighborhood located in the northwest quadrant of the District of Columbia on the highest point of Connecticut Avenue and on the southeast side of Chevy Chase Circle. The neighborhood sits on the border between Washington, D.C., and Montgomery County, Maryland. The boundaries are roughly Western Avenue NW on the northwest, Chevy Chase Parkway NW on the east, Military Road NW on the south, and 41<sup>st</sup> Street NW on the west. The main thoroughfare in the neighborhood is Connecticut Avenue NW, which rises northward to meet Chevy Chase Circle at the intersection of Western Avenue NW. Chevy Chase, Maryland, located in Montgomery County, bounds the neighborhood on the northwest side of Chevy Chase Circle.

The Chevy Chase Historic District encompasses the heart of the neighborhood with its bustling commercial district and some of the oldest subdivisions including Connecticut Avenue Terrace (1906), Chevy Chase, D.C. (1907),<sup>1</sup> and Connecticut Avenue Park (1909). The original layout of the three subdivisions is shown in the 1907 *Baist's Real Estate Atlas of Surveys of Washington, District of Columbia* (See maps pages 138-139). It is important to note that the founding date for Connecticut Avenue Terrace has long been recognized as 1907 when the first house was built. The date of 1906 is used here because the subdivision was developed and platted at the end of 1906, prior to the building of the first house.<sup>2</sup>

Although these three subdivisions were planned by two different developers and the houses were built by a variety of builders and architects, the developers shared the same urban design goals: to

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create an ideal suburban community on the outskirts of a major city, a new community that was designed to be insulated from the cultural and economic diversity of the city. To accomplish this, the developers—the Chevy Chase Land Company and Fulton R. Gordon—platted sixty-foot, tree-lined, macadamized streets radiating off Connecticut Avenue NW and its essential streetcar line. The homes along the side streets were required to be set back a minimum of fifteen feet from the sidewalks. The setbacks created an area for a small lawn or garden, providing a more park-like feel to the residential city streets. Some front lawns are raised above the street grade and feature rough-cut stone or brick retaining walls. This is seen particularly in the eastern half of the Chevy Chase, D.C. subdivision and in the areas surrounding 39<sup>th</sup> Street NW in the Connecticut Avenue Park and Connecticut Avenue Terrace subdivisions, as the topography dictates. Fifteen-foot-wide alleys cut through the center of each square providing convenient access to rear yards, garages, and sheds, which remain hidden from street view. The alleyways are paved in concrete, asphalt, or brick, and, in certain cases, lined with similar retaining walls of brick or stone as well as concrete block or poured concrete. Utilitarian buildings like garages and sheds front the alleys. The two developers also included up-to-date modern conveniences as running water, electric streetlamps, and sewer capacity.

The required setbacks were mandated by covenants written in the deed of each lot. The Chevy Chase Land Company banned commercial buildings in its subdivision, but Fulton Gordon did not and opened the west side of Connecticut Avenue NW to business. The covenants also mandated that each house on the interior streets cost no less than \$3,000 to build in the Chevy Chase Land Company's subdivision and no less than \$3,500 in Fulton Gordon's two subdivisions. For the larger fifty-foot-wide lots that fronted Connecticut Avenue NW, homes could cost no less than \$5,000 to build in all three subdivisions. Fulton Gordon likely placed racial covenants barring homes from being owned or rented by African Americans on lots on Squares 1869 and 1870 that were platted as part of the Gordon's subdivision in 1919. In addition, three other lots in Squares 1857 and 1863 had racially restrictive covenants placed on by either Fulton Gordon or the individual operative builders. (Please see page 87 for a full discussion of the racial covenants.)

The houses in the Chevy Chase Historic District were designed and constructed by over 150 different architects and builders. Despite this variety of designers and builders, the houses share similar characteristics of the forms and styles that were popular in the early twentieth century. This consistency of planning and architectural design goals resulted in a cohesive neighborhood. There are subtle differences, such as variations in lot size, with lots having twenty-five or thirty-foot widths on the interior streets and fifty-foot widths on Connecticut Avenue NW, and the inclusion of twin and single dwellings.

In all, there are 453 contributing resources in the Chevy Chase Historic District, including 292 single dwellings, 104 twin houses, thirteen apartment buildings, twenty-two commercial buildings, three churches, one school, and thirteen secondary structures, such as garages and sheds. Three contributing commercial buildings, the Chevy Chase Savings Bank, Chevy Chase Arcade, and the Chevy Chase Theater, have been listed in the National Register of Historic Places. Two contributing monuments in Chevy Chase Circle, the Francis Newlands Memorial Fountain and the Garden Club of America Entrance Markers, have also been listed in the National Register. There

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are also 243 non-contributing resources, which includes sixty-one buildings and 182 secondary structures.

## **Narrative Description**

Advertised as the “best suburb of the National Capital” in the *Washington Post* in 1912, the neighborhood of Chevy Chase DC epitomizes early-twentieth-century urban suburbs that developed along electric streetcar routes in Washington, D.C.<sup>3</sup> Collectively known as Chevy Chase DC, the planned residential subdivisions flanking the commercial corridor on Connecticut Avenue NW create a well-defined neighborhood with both suburban and urban characteristics. First platted in 1906-1907 by two Washington metropolitan area developers, Francis Griffith Newlands and Fulton R. Gordon, the subdivisions continued those developed by Newlands’s Chevy Chase Land Company across the border in Maryland. The similarities among the neighboring subdivisions and twin suburbs were intended to create a large and cohesive suburb that would straddle the Maryland/District of Columbia line at Chevy Chase Circle.

The three District subdivisions, Connecticut Avenue Terrace (1906), Chevy Chase, D.C. (1907), and Connecticut Avenue Park (1909), represent the heart of the neighborhood because of its commercial corridor and access to the vital streetcar line. After the initial subdivisions were platted, other subdivisions radiated from the original three including Chevy Chase, Heights (1910), Chevy Chase Terrace (1910), Chevy Chase Grove Nos. 1/2/3 (1911/1915/1918), Blue Ridge Heights (1908), Highwood/Chevy Chase Crest (1911) Pinehurst, South Pinehurst, Barnaby Woods (1905 and 1906), Gordon’s (1919), and Hawthorne (1941). These later subdivisions carried forth the urban design goals set by the original developers.

Pinehurst, South Pinehurst, and Barnaby Woods were platted at roughly the same time as Connecticut Avenue Terrace, Chevy Chase, D.C., and Connecticut Avenue Park but less than ten houses were built there by 1910, and after that, development stalled for nearly two decades. Pinehurst and its adjacent subdivisions were located over a half mile from Connecticut Avenue NW, and at the time they were platted, Western Avenue NW was unimproved. Lack of access to the major transportation corridor and the streetcar line delayed development in this part of the neighborhood until much later.

### **Early Development of Chevy Chase DC: 1907-1919**

The first buildings constructed in the neighborhood of Chevy Chase DC were single, freestanding dwellings, a trend that continued throughout the neighborhood’s development. Although many of the first houses were constructed by individuals who purchased unimproved lots upon which they erected custom-designed houses, the vast majority were built by small-scale operative builders. Building permit records demonstrate that these builders purchased several lots at a time from the developer and constructed groups of houses designed by the same architect. Unlike in other suburban developments where houses built by a single developer-architect team followed identical patterns, these houses are more distinctive, but they share common features of height, scale, building materials, and architectural style.

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Construction began slowly. In 1907, approximately eight, single-family houses were constructed in the Chevy Chase, D.C. subdivision on the east side of Connecticut Avenue NW on Oliver and Northampton Streets NW and one was built on the west side in Connecticut Avenue Terrace (Photo 12). In addition, an apartment building—the Spanish Colonial Revival-style Chevy Chase Apartments—was constructed in 1909 on the south side of Chevy Chase Circle (Photo 21). Construction continued steadily throughout the neighborhood with approximately 183 building permits issued between 1908 and 1919. Although single dwellings dominated new construction during the neighborhood's early years, twin dwellings began to be built around 1912 on the western side of Connecticut Avenue NW in the Connective Avenue Terrace and Connecticut Avenue Park subdivisions. In these two western subdivisions, the lot widths, at thirty feet, are slightly wider than those on the east side to better accommodate conjoined or twin dwellings. With wider lots, twin houses could have wider facades and/or larger garden areas on their detached sides.

The styles employed during this period of early growth illustrate the eclecticism of American architecture at the turn of the twentieth century. During this period, building trends began to shift from the Victorian-era styles, frequently known for their exuberance and loosely interpreted details derived from classical and medieval architecture, to a more academic and refined approach that paid homage to early American architectural traditions. This trend, known as the Eclectic Movement, began at the end of the nineteenth century, as European-trained architects began designing large houses for wealthy clients in a variety of styles traditionally found in European countries and Colonial America. These styles included several variations of Colonial Revival styles to the more formal and picturesque, Italian Renaissance and Tudor Revival styles.

Revival styles had gained popularity due to the various fairs and expositions held throughout the nineteenth century, including the 1876 Centennial Exposition in Philadelphia and Chicago's Columbian Exposition in 1893. On the other end of the spectrum, the Craftsman, Art Deco, and Modern styles introduced in the first decades of the twentieth century brought new forms and expressions to American architecture.<sup>4</sup> The buildings constructed in the Chevy Chase Historic District during its initial development stage illustrate an eclectic mix of these many styles.

### *Single Dwellings*

Freestanding dwellings in the Chevy Chase Historic District, regardless of the subdivision in which they were constructed, range in height from one to two-and-a-half stories. The structures are equally masonry or wood frame with brick or stone cladding, stucco, vinyl or aluminum siding, wood shingles, and weatherboard siding. The roof types vary to include side and front gable, gambrel, mansard, cross gable, and hipped covered with slate, asphalt shingles, and Spanish tiles. The full-width front porch, such as those commonly found in Cleveland Park and Chevy Chase, Maryland, is widely used in the Chevy Chase Historic District. Front-gabled porticos and ornate entry surrounds are also dominating features of the neighborhood. Window openings, both single and paired, hold double-hung sash, often finished with operable louvered shutters. The chimneys, commonly constructed of brick, are interior and exterior, both front and gable end. The dwellings are set back, often with low granite walls securing the landscaping along the streets.



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Connecticut Avenue Terrace, the first subdivision in the neighborhood, opened during the early months of 1907, followed by the subdivision of Chevy Chase, D.C. in spring 1907. The largest percentage of the houses built in the first years of development was located in the subdivision of Chevy Chase DC. Many of these first houses illustrate the transition from the multi-faceted Queen Anne style to the more restrained Colonial Revival style. The first house in the subdivision of Chevy Chase, D.C. was built in 1907 at 3740 Oliver Street NW by Percy L. Ricker, a botanist who also served as the first president of the Chevy Chase Citizens Association (Photo 13). The two-and-a-half-story, stuccoed dwelling reflects the Colonial Revival style with its clipped, front-gable roof, symmetrical massing, and a façade articulated by a simple molded cornice and detailing. The fenestration of the main elevation is asymmetrical and features two, small, lattice windows. Accentuating asymmetry is the squared, projecting bay on west side elevations. These asymmetrical elements are more in keeping with the Queen Anne style and demonstrate the transition between the two styles.

Another example of a transitional-styled dwelling is the large two-and-a-half-story dwelling at 5812 Chevy Chase Parkway NW, built in 1911 in the subdivision of Chevy Chase, D.C. Designed by architect Jeremiah J. Crane, the house has an L-shaped plan with a clipped-gable roof displaying wide, flared, overhanging eaves. Characteristics of the Queen Anne style are its shingled cladding and lattice upper-story sash windows. Two other examples of dwellings illustrating the transition from the Queen Anne to the Colonial Revival are 3753 McKinley Street NW and 3901 Northampton Street NW, both built in 1908. Examples built during the period between 1909 and 1919 include 3730 McKinley Street NW (1909), 5816 Chevy Chase Parkway NW (1910), 3726 Oliver Street NW (1911), 3905 Morrison Street NW (1913), and 3903 Livingston Street NW (1915), among others.

The Colonial Revival style and its variants is the most prominent style used during the development of the Chevy Chase Historic District as it is seen in almost 70% of the buildings in the historic district. The Colonial Revival style surfaced in the United States at the turn of the twentieth century following the Centennial Celebration of 1876. The style, which borrowed heavily from early American architecture, particularly Georgian- and Federal-style buildings, was largely an outgrowth of a new national pride in the country's past sparked by the 100th anniversary of the signing of the Declaration of Independence. Designs incorporated characteristic features including Palladian windows, gambrel, gable and hipped roofs, pedimented porticoes, columns, and Classical detailing such as swags and urns.

One example at 3701 Oliver Street NW was designed by Harding and Upman and built in 1912. The two-and-one-half-story, three-bay dwelling rests on a brick basement. The side-gabled, slate roof boasts a single, centrally placed, pedimented dormer and two interior end, brick chimneys. The centrally placed, wood-paneled, front door is topped by a fanlight and surrounded by sidelights. The entrance is covered by a one-bay, pedimented porch supported by Tuscan columns resting on a brick base. On either side of the door are three-part sash windows. The center portion has six-over-six lights and the side has four-over-four lights. Each window has louvered shutters. The second story is pierced by a center-placed, four-over-four sash window flanked by a six-over-

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six, sash window on each side all with louvered shutters. On the east side of the dwelling is a garage at the basement level topped by a one-bay extension with an eight-over-eight sash window and a half-pediment, shed roof. Other examples of the Colonial Revival style are found at 3730 Oliver Street NW (1910), 3715 Morrison Street NW (1911), 5504 Chevy Chase Parkway NW, 3756 McKinley Street NW (1915), and 3939 Military Road NW (1914).

A popular variant of the Colonial Revival style is the Dutch Colonial Revival, which is seen throughout the neighborhood of Chevy Chase. The distinguishing feature of the Dutch Colonial Revival style is a prominent front or side gambrel roof. An early example of a Dutch Colonial Revival-style dwelling is located at 5818 Chevy Chase Parkway NW in the subdivision of Chevy Chase, D.C. Built in 1908, the one-and-a-half-story, wood-frame house is clad in weatherboard siding and has a gambrel roof covered in asphalt shingles. A shed dormer covered in wood shingles spans the roof. The façade is symmetrically fenestrated by six-over-one, sash windows on the first story while the second story has sash windows with diamond-shaped muntins in the upper sash. A one-story, three-bay porch with Tuscan columns extends across the façade. Another example of the Dutch Colonial Revival was built in 1909 and is located at 3719 Morrison Street NW in the subdivision of Chevy Chase, D.C. The one-and-a-half-story house sits on a brick foundation, is clad in stucco, and has a gambrel roof with flared eaves. The roof is covered in asphalt shingles and an exterior-end, brick chimney rises along the side elevation. An ogee-molded cornice with returns and a plain frieze ornaments the main elevation. Three shed dormers pierce the roof: the center dormer holds paired twelve-over-one, wood-sash windows while the outer dormers each have one twelve-over-one, wood-sash window. The house is symmetrically fenestrated by twelve-over-one, wood-sash windows and a centrally located, single-leaf door with sidelights. A one-story portico with a hipped roof supported by Tuscan columns and pilasters frames the main entrance.

There are eighteen examples of Dutch Colonial Revival-style dwellings within the historic district with eleven built before 1919. These include: 3735 (1907), 3745 (1908), and 3750 (1918) Oliver Street NW; 5818 (1909) and 5504 (1913) Chevy Chase Parkway NW; 3702 (1915) and 3719 (1909) Morrison Street NW; 3825 (1919) Livingston Street NW; the twin house at 3825 and 3827 Livingston Street NW (1919); and 5403 41<sup>st</sup> Street NW (1911).

Tudor Revival-style dwellings were constructed throughout the Chevy Chase Historic District during its initial phase of development. The Tudor Revival style of the early twentieth century is derived from Medieval English prototypes ranging from cottages to manor houses. The American adaptation of the style typically emphasized steeply pitched, multi-gabled roofs and prominent brick chimneys characteristically attached to the façade. The early Tudor Revival-style dwellings constructed in the Chevy Chase Historic District had more basic traditional, symmetrical forms with Tudor Revival details. The single dwelling at 3753 Oliver Street NW is a good example of an early version of the style. Designed in 1910 by Speiden & Speiden, the two-and-a-half-story dwelling has a traditional three-bay, rectangular plan with a half-timbered front gable. The Tudor Revival-style house at 3761 Oliver Street NW, located in the subdivision of Chevy Chase, D.C., is one-and-a-half stories high with a steeply pitched side gable roof and asymmetrical massing. Designed by Walter B. Olmstead and built in 1908, the wood-frame house is clad in stucco and

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has two hipped wall dormers of unequal size on the main elevation. The smaller of the two dormers is clad in wood shingles. Covering the inset porch and offset entrance is a wide, hipped roof with overhanging eaves. A stone chimney pierces the roof from the side elevation.

One of the most high-style examples of the Tudor Revival style is the two-and-a-half-story, wood-frame building at 3915 Northampton Street NW, completed in 1907 (Photo 12). This first dwelling constructed in the Connecticut Avenue Terrace subdivision was the design of architect Frederick A. Fletcher and was constructed by Grier & Iglehart for Nicholas Klein. It is built of uncut stone that has been covered in stucco and accented with half-timbered wood. Indicative of the style are the grouped lattice windows, steeply pitched cross-gable roof covered in slate shingles, prominent cross gable with open tympanum on the façade, and tall brick chimney with corbelled cap. Historic maps show a one-story, rectangular addition (now razed) on the rear of the main block that was used as a bakery. As a result of the property's function as a bakery, the building has become known as the Klein Bakery.

There are twenty-five examples of the Tudor Revival style in the historic district with only four built before 1919: 3915 Northampton Street NW (1907); 3761 Oliver Street NW (1908); 3753 Oliver Street NW (1910); and 3751 Northampton Street NW (1912).

Illustrating the eclectic mix of styles exhibited by the neighborhood's dwellings, five Spanish Colonial Revival-style houses were built between 1907 and 1919 out of a total of thirteen. The Spanish Colonial Revival style materialized in the early twentieth century, in particular after the 1915 California-Pacific Exposition in San Diego, California. The style utilized loosely interpreted elements from Spanish Colonial mission architecture such as shaped parapets, tile roofs, and balconies.<sup>5</sup> Architect A.M. Schneider designed two of the Spanish Colonial Revival-style houses built in 1907. The one-and-a-half-story, stucco house at 3753 Northampton Street NW has a shaped parapet with decorative coping and a hipped roof with overhanging eaves. The roof displays heavy decorative brackets and scrolled rafters. Supported by scored wood posts, the full-width, front porch is adorned by a molded cornice, denticulated frieze, and scrolled brackets. The centered, single-leaf door is flanked by two, paired, two-over-two, wood-sash windows, each with a wood spandrel ornamented by a diamond-shaped motif. The windows and door feature four-light transoms. All of the windows have molded wood surrounds.

Schneider also designed the large Spanish Colonial Revival-style house at 3703 Northampton Street NW. The house, built by W.R. Coon, is two stories high and has a U-shaped plan. The stuccoed structure has two prominent projecting bays capped by parapets with coping. Also typical of the style are the wide segmental-arched window openings, bracketed planter boxes, and two loggias that feature Tuscan columns and scrolled rafters. The examples of this style built before 1919 are located at 3753 Northampton Street NW (1907), 5863 Chevy Chase Parkway NW (1909), 3703 Morrison Street NW (1909), 3706 Morrison Street NW (1910), and 5518 Chevy Chase Parkway NW (1915).

Inspired by the English Arts and Crafts movement as well as the well-published designs of California architects Charles Sumner Greene and Henry Mather Greene, the Craftsman-style

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bungalow quickly became fashionable throughout America's new suburbs in the early twentieth century. These houses are typically one or one-and-a-half stories high with a low-pitched roof, wide overhanging eaves, wood or stone cladding, and a large front porch with battered posts. Approximately twenty-one Craftsman-style dwellings were built in the neighborhood of Chevy Chase DC between 1907 and 1919. An early example of a Craftsman-style bungalow is located at 5460 39<sup>th</sup> Street NW. Built in 1909 and designed by architect William J. Palmer, this one-and-a-half-story house is clad in stucco and has a low-pitched side gable roof with overhanging eaves. The roof covers a one-story, three-bay porch with Tuscan columns on wood piers; a shed dormer projects from the roof on the main elevation. Although altered, the distinct form of the bungalow with Craftsman-style detailing is exhibited by the modest dwelling at 5615 Belt Road NW. One of the smallest dwellings in the Chevy Chase Historic District, the one-story house was built in 1914 to the designs of architect C. Holder, who also designed the neighboring Craftsman-style house at 3920 Northampton Street NW (1909).

There are thirty-seven Craftsman-style dwellings within the historic district. Of these twenty-one were built before 1919. They include: 3750, 3755, and 3765 Northampton Street NW (1907); 3709 (1908), 3830 (1914), and 3828 (1915) Livingston Street NW; 3777 Oliver Street NW (1908); 3759 (1908), and 3730 (1911) Northampton Street NW; 3720 (1909), 3939 (1911), 3716 (1913), and 3935 (1915) Morrison Street NW; 3825 (1910), and 3819 (1919) Legation Street NW, 5714 Chevy Chase Parkway NW (1915); 5615 Belt Road NW (1914); 5460 (1909), 5401 (1917), and 5525 (1919) 39<sup>th</sup> Street NW; and 5429 41<sup>st</sup> Street NW (1919).

Beginning in the 1900s, the American Foursquare became a popular house form in the neighborhood, and nationwide. Recognizable by its box-like form and named for its square shape, the American Foursquare has four, nearly equal-sized, rooms on each floor. It is commonly set on a raised basement, two-and-a-half stories in height, with a full-width front porch, hipped or pyramidal roof, and at least one dormer on the main elevation.<sup>6</sup> This house form is very common in the Chevy Chase, D.C. subdivision. In 1908, an American Foursquare was built at 3745 McKinley Street NW. The two-and-a-half-story dwelling is clad in stucco and is capped with a hipped roof of asphalt shingles. The roof has wide overhanging eaves with a hipped dormer. The dwelling is symmetrically fenestrated by four-over-one, wood-sash windows. A wrap-around porch is supported by paired Tuscan columns set on brick piers and is capped with a standing-seam metal, shed roof. Other examples of the American Foursquare include 3748 and 3756 McKinley Street NW, built in 1915, 3723 Morrison Street NW (1915), 3719 Livingston Street NW (1910), 3767 Oliver Street NW (1915), and 3720 Northampton NW (1911). But many others are found on 3700 blocks of Morrison, Livingston, and Northampton Streets NW as well as along Chevy Chase Parkway NW.

### *Twin or Semi-Detached Dwellings*

Beginning in 1912, several twin dwellings were constructed in the Connecticut Avenue Terrace subdivision, and later in the Connecticut Avenue Park subdivision, illustrating the first deviation from the freestanding single dwelling that characterized the neighborhood of Chevy Chase DC up to this time. Approximately twenty-seven pairs of twin dwellings were built in the Chevy Chase

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Historic District between 1912 and 1919, the vast majority along McKinley and Morrison Streets NW. The first twin dwellings constructed, according to the building permits, are located at 5508-5510 39<sup>th</sup> Street NW (1912) and 3907-3909 McKinley Street NW (1912) in the Connecticut Avenue Terrace subdivision. The building at 5508-5510 39<sup>th</sup> Street NW is a two-and-a-half-story, wood-frame structure with a rectangular form. It is covered by a distinctive mansard roof with flared overhanging eaves. The two units intentionally give the appearance of a freestanding single-family house although they share a central wall and roof. Each two-bay-wide unit is distinguished by a one-story porch that extends across the main elevation. The units are symmetrically fenestrated by paired, one-over-one, wood-sash windows and have a single, shed dormer with three, one-light casement windows. Similar twin dwellings were built at 3910-3912 McKinley Street NW in 1916 and 5509-5511 39<sup>th</sup> Street NW in 1917.

The twin houses along McKinley Street NW exhibit concave mansard roofs covered in a variety of materials. A unique example of a twin dwelling is 3819-3821 Livingston Street NW. The house has a double, front-gabled roof with overhanging eaves and cornice returns. Each unit has a prominent exterior-end chimney on the main elevation and a decorative brick pattern extending around three sides intended to simulate a dentiled cornice. The house is lined by a wrap-around porch with stone columns and balustrade. The segmental-arched window openings have, three-over-one, wood-sash windows with brick lintels.

### *Apartment Buildings*

In 1909, Leon Emile Dessez, the director and chief architect of the Chevy Chase Land Company, designed the Chevy Chase Apartments at 5863 Chevy Chase Parkway NW in the Spanish Colonial Revival style (Photo 21). The building was constructed by the Chevy Chase Apartment House Company on land purchased from the Chevy Chase Land Company. It is interesting to note that unlike all its other Chevy Chase holdings, the Land Company did not restrict this particular lot to single family houses but allowed for the construction of a multi-family apartment building.<sup>7</sup> The only requirements placed on the apartment house was to follow similar setbacks from the street.<sup>8</sup> Angled prominently along Western Avenue and Chevy Chase Parkway NW where both roads intersect with Chevy Chase Circle on a triangular-shaped lot, the building has three visible facades. The four-story building sits on a raised basement and is clad in stucco. It is built of poured, reinforced concrete, a building material that Dessez pioneered the use of in Washington, D.C.<sup>9</sup> The hipped roof is covered in Spanish tiles and has wide overhanging eaves. The building is symmetrically fenestrated with segmental-arched, eight-over-eight, wood-sash windows on the first story and double-leaf French doors with four-light transoms on the second story. The third and fourth stories are fenestrated by eight-over-eight, wood-sash windows. All of the window openings have lug sills. Openings on the second and fourth stories have balconies with molded cornices and metal balustrades. The north and south elevations have center entry bays and three-sided projecting bays beginning at the second story on the right and left of the entrance. Both entrance surrounds feature Corinthian pilasters and entablatures with heavy molded cornices and friezes decorated with a floral motif. The panels directly above the double-leaf glass and metal doors are carved with the words "CHEVY CHASE." Three-story oriel windows project from the

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bays that flank the main entrances on both the north and south elevations. The three-sided windows are supported by curved bases, each with a finial.

### *Commercial Buildings*

Initially, the Chevy Chase Land Company mandated that there would be no commercial development within the subdivision of Chevy Chase, D.C. on the east side of Connecticut Avenue NW. Fulton Gordon, who developed the Connecticut Avenue Park and Connecticut Avenue Terrace subdivisions on the west side of Connecticut Avenue NW, made no such requirements. Consequently, one of the earliest commercial buildings constructed in the Chevy Chase Historic District was 5600-5606 Connecticut Avenue NW built in 1914 by Meirin D. Hensey (Photo 11). The two-story building has three storefronts on the first story. It is constructed of six-course, American-bond brick and has a flat roof with a parapet. The roof is lined with a denticulated, ogee-molded cornice and frieze with inlaid rectangles. The southeast corner of the building is canted and holds a double-leaf glass and metal door on the first story. The storefronts on the first story have been reclad in stretcher-bond brick and are fenestrated by one-light, fixed, metal windows. The second story has one-over-one, metal-sash replacement windows.

The adjacent building at 5608 Connecticut Avenue NW was constructed in 1918 to the designs of George T. Santmyers for the Chevy Chase Pharmacy. The two-story, two-bay building is constructed of American-bond brick and is covered by a flat roof with a parapet. The first-story storefront has an offset, recessed, canted entry bay and large plate glass windows. The second story of the main elevation is pierced by ten-light, metal casement windows. Rectangular recessed panels and an ogee cornice ornament the parapet. A similar two-story commercial building was constructed at 5518 Connecticut Avenue NW in 1919. Typical of commercial buildings located along major transportation corridors like Connecticut Avenue NW, the façade of the building at 5518 Connecticut Avenue NW has been altered by the application of brick cladding, a bay window on the first story, and a fixed window in the central opening on the second story.

Architect Victor Mindeleff designed three commercial buildings that were built in 1919, 5540, 5542, and 5544 Connecticut Avenue NW. Mindeleff was best known as the architect for the U.S. Life Saving Service, the predecessor to the United States Coast Guard. But he also had a thriving practice designing homes and commercial storefronts in the District of Columbia. The three buildings that he designed in the Chevy Chase Historic District in 1919 have been significantly altered.

### **The 1920s: A Building Boom in Chevy Chase DC**

The 1920s marked a building boom in the Chevy Chase Historic District when over 200 building permits were issued. The busiest construction year was 1925, with nearly 50 building permits issued. The greatest percentage of construction consisted of freestanding single dwellings. The majority of the houses constructed during the 1920s were Colonial Revival-style buildings and Craftsman-style dwellings. During the building boom, developers often built a group of houses that were similar in design. Mail-order houses became popular during the 1920s and building

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permits show that several house plans were purchased from Lewis Manufacturing Company and the Gordon Van-Tine Company. The 1920s also brought a number of commercial buildings and apartment buildings to the Connecticut Avenue NW corridor. The most prominent commercial buildings built during the 1920s included the Chevy Chase Theater, the Chevy Chase Arcade and the Chevy Chase Savings Bank, all three in the Connecticut Avenue Terrace subdivision. As the number of residents began to increase, so did the need for religious buildings, resulting in the construction of two churches, and a religious school between 1921 and 1928.

### *Single Dwellings*

During the 1920s, approximately 135 freestanding single dwellings were constructed in the Chevy Chase Historic District and ninety-nine showed characteristics of the Colonial Revival style. The Colonial Revival-style dwellings were similar in size, form, and detailing: two or two-and-a-half stories high with a rectangular form, symmetrical fenestration, a central-hall plan, a side gable roof, and a portico or Colonial Revival-style door surround. The houses were constructed of brick or of wood-frame construction with weatherboard or stucco cladding. Compared to the Colonial Revival-style dwellings dating from the previous decade, the majority of dwellings constructed in the 1920s were much more modest in size and ornamentation. Examples include the modest dwellings at 3900 Northampton Street NW (1923), 3904 Northampton Street NW (1923), 3916 Livingston Street NW (1927), and 3829 Legation Street NW (1921). In some cases, architects and developers used the same design and construction methods and materials, only slightly modifying the design.

The American Foursquare continued to be a popular house form in the Chevy Chase Historic District during the 1920s. The example at 3942 Livingston Street NW was built in 1922 in the Connecticut Avenue Park subdivision. The two-and-a-half-story, wood-frame house is two bays wide and is covered with a hipped roof with overhanging eaves. It is clad in weatherboard siding with corner boards. A shed dormer is visible on the main elevation. A three-bay porch supported by Tuscan columns lines the main elevation. The American Foursquare at 3717 Morrison Street NW was built in 1922 and designed by Albert S. J. Atkinson. The two-and-a-half-story, wood-frame house is clad in stucco. The hipped roof is covered in asphalt shingles and has overhanging eaves with paired decorative brackets. A shed dormer with paired four-over-one, wood-sash windows is visible on the main elevation. The façade is further fenestrated by tripartite window openings holding large six-over-one, wood-sash windows flanked by narrow four-over-one, wood-sash windows. The off-set entrance has a single-leaf door with multi-light sidelights and a segmental-arched transom. A one-story portico with a half-hipped roof and Tuscan columns shelters the main entrance to the house. Other examples of large American Foursquare dwellings reflecting elements of the Colonial Revival style include 3718 Morrison Street NW (1921), 3716 (1924) and 3812 (1921) Livingston Street NW, 3703 (1926) and 3811 (1922) Legation Street NW, and 5439 41<sup>st</sup> Street NW (1925).

Other eclectic revival styles also continued to be popular in the neighborhood in the 1920s. Approximately thirteen Tudor Revival-style dwellings were built in the 1920s. The style increased in popularity after World War I (1914-1918) as masonry veneering techniques allowed modest

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dwelling to mimic their English prototypes. As a result, the Tudor Revival style became especially popular for affordable small house designs in the 1920s and 1930s. The Tudor-Revival-style dwelling at 5631 Western Avenue NW was built in 1926 and is one of three along the northern edge of the historic district. The symmetrical, three-bay, two-and-one-half-story brick dwelling is constructed of six-course, American common bond with stucco and half-timbering applied to the second story of the façade. The side-gable, slate roof is distinguished by two front gables on the façade above the half-timbering. The half story of each front-facing gable is pierced by a lattice window. Ribbonded, eight-light casement windows pierce the second story of the façade within the half-timbering. Centrally placed within the second story of the façade is a single lattice window. On the first story, the centrally placed, flattened-arch, inset front door is accessed via a brick and concrete stoop and surrounded by three, ribbonded, six-over-six, vinyl replacement windows topped by a regimented stretcher course. A two-story, single-bay has been added to the east side. The first story shows a depressed arch topped by a keystone and pierced by a single, six-over-six, vinyl replacement window. The second story has an asphalt-shingle, hipped roof with a shed-roofed dormer with flared eaves and decorated with half-timbering. The dormer is pierced by three, ribbonded, lattice windows. An exterior brick chimney is visible on the east side of the dwelling. Examples of the Tudor Revival-style dwellings include 3902 (1923) and 3711 (1929) Northampton Street NW; 3943 (1924), 3911 (1925), 3843 (1925), and 3838 (1928) Livingston Street NW; 5631, 5637, and 5649 Western Avenue NW (1926); 3737 (1926) and 5649 (1926) Military Road NW; and 5501 (1925) and 5431 (1928) 39<sup>th</sup> Street NW.

Seven examples of the Dutch Colonial Revival style were also built including: 3741 (1922) and 3932 (1924) McKinley Street NW; 3924 Livingston Street NW (1924); 3821 Legation Street NW (1921); 5604 Chevy Chase Parkway NW (1922); and 3818 and 3820 Morrison Street NW (1924). In addition, two dwellings were built in the Spanish Colonial Revival style, 3939 McKinley Street NW (1925) and 3939 Legation Street NW (1926). As is noted below several commercial buildings and apartments were built in the Spanish Colonial Revival style in the same period.

Craftsman-style homes also continued to be built in the neighborhood in the 1920s. One prominent example at 5516 39<sup>th</sup> Street NW was designed by architect George Santmyers for owner W.G. Irvin. The one-and-one-half-story, three-bay dwelling is clad in coursed rubble. The side-gabled roof has bracketed, flared eaves and is covered in red tile. The roof boasts a prominent five-bay dormer also with flared, bracketed eaves. The dormer is clad in a combination of half-timbering and red shingle and is pierced by five, ribbonded, six-over-one, sash windows. The centrally placed, front door is sheltered by a full-width porch, under the primary roof, supported by coursed rubble battered pillars set on a solid balustrade of coursed rubble. The door is flanked by three-part, sash windows. Other dwellings built in the Craftsman-style include: 3911(1921) and 3903 (1922) Legation Street NW; 3925 (1920), 3714 (1921), and 3715 (1922) Livingston Street NW; 3727 (1921), 3733 (1922), 3904 (1923), and 3900 (1923) Northampton Street NW; 3823 (1922), 3831 (1925), and 3921 (1929) Military Road NW; and 5526 39<sup>th</sup> Street NW (1925).

We know a number of mail-order houses were built in the neighborhood of Chevy Chase DC during the 1920s in part because the information was recorded on the building permits. Firms like



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the Hodgson Company, Aladdin Homes, Montgomery Ward, Lewis Manufacturing Company, Gordon Van-Tine Company, and Sears Roebuck and Company competed in the early twentieth century in the mail-order house business. The Lewis Manufacturing Company, based in Bay City, Michigan, initially supplied details inspired by the Arts and Crafts Movement for the Aladdin Company. By 1913, the company was manufacturing its own designs, selling more than 60,000 houses before closing in 1973 due to bankruptcy. Within the boundaries of the Chevy Chase Historic District, the Lewis Manufacturing Company was responsible for the designs at 3932 McKinley Street NW (1924), 5526 39<sup>th</sup> Street NW (1925), and 3808 and 3810, a twin house on Legation Street NW (1925).

Like the better-known Sears and Roebuck Company, the Gordon Van-Tine Company, based in Davenport, Iowa, also marketed mail-order houses available from their catalogs to property owners and builders. Two known Gordon Van-Tine houses are located in the historic district. The Gordon Van-Tine house at 3718 Livingston Street NW was built in 1921 for E.D. Tessier. The wood-frame Colonial Revival-style dwelling sits on a concrete-block foundation and is one-and-a-half stories in height and two bays wide. Clad in weatherboard siding with corner boards, the house is capped with a cross-gable roof of asphalt shingles. The roof has overhanging eaves and is lined with an ogee-molded cornice with returns. The upper portion of the gable is covered in wood shingles. A full-width, front porch shelters the off-set entrance on the main elevation and is supported by paired, triple Tuscan columns on brick piers. The porch has a half-hipped roof and a wide unadorned frieze. A bay window with a one-over-one, sash window is located on the first story of the main elevation, while the second story has a tripartite window with six-over-one, wood-sash windows with wood surrounds. A square lattice window pierces the front gable. Another Gordon Van-Tine catalog house is also located at 3714 Livingston Street NW (1921).

### *Twin or Semi-Detached Dwellings*

Construction of twin or semi-detached houses continued into the 1920s as approximately twenty-four pairs of twin dwellings were built in the subdivisions of Connecticut Avenue Park and Connecticut Avenue Terrace. The two-story, twin dwelling at 3927-3929 Military Road NW, built in 1925, was designed by George T. Santmyers. Similar to single-family dwellings constructed during the 1920s, the Colonial Revival-style twin dwelling is more modest in size than earlier examples. Constructed of six-course American-bond brick, the units share a side-gable roof of asphalt shingles. Each unit has a side-hall plan and is three bays wide. The units are fenestrated by paired, six-over-six, wood-sash windows on the first story and six-over-six, wood-sash windows on the second story, all with lug sills. The windows on the first story have soldier lintels, while the second-story windows are adorned with jack-arched lintels and keystones. The single-leaf doors have single-light transoms and are sheltered by one-story porticos with paired Tuscan posts and flat roofs. An unadorned wood frieze lines the building.

The twin dwelling at 3934-3936 Legation Street NW has a uniform façade, giving it the appearance of a single-family dwelling. Constructed in 1924, the two-story, four-bay dwelling is constructed of wood framing clad in aluminum siding. The second story has an overhang or jetty, a feature of early Colonial houses constructed throughout the 1600s. The units share a side-gable roof shingled

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in asphalt and a central, interior chimney of stretcher-bond brick. The main elevation is lined with elongated windows on the first story with semi-circular-arched transoms. The second story is fenestrated by six-over-six, wood-sash windows. Other examples of twin dwellings include 3930-3932 Morrison Street NW, built in 1921 by Boss and Phelps and builder Walter Case and 3938-3940 Morrison Street NW, built in 1921 by owner/builder Victor Cahill.

### *Apartment Buildings*

Four apartment buildings were constructed during the 1920s in the Chevy Chase Historic District. The Lincoln Arms apartment building at 5435 Connecticut Avenue NW (1925), located in the Connecticut Avenue Terrace subdivision, is much smaller than the other apartment buildings constructed along Connecticut Avenue soon thereafter. The four-story, eight-bay building is constructed of brick and has a flat, parapeted roof. The building is modestly ornamented with a continuous stone sill and lintel on the fourth story. The four center bays are recessed and sheltered by a one-story three-bay porch supported by paired Tuscan posts.

In 1926, Owen R. Edmonston collaborated with architect George T. Santmyers to build the apartment building at 5402 Connecticut Avenue NW. Known as The Louie, the five-story, ten-bay building is constructed of steel framing with a brick curtain wall. The center four bays project from the main block on the façade. The flat roof is ornamented by white coping and a stepped parapet. A pent roof with exposed decorative rafters and Spanish tiles shades the windows on the outer bays of the fourth story. The stone frontispiece ornaments the main entrance with paired fluted pilasters on the first story, while the second story features a frieze with a Greek fret motif and an ogee-molded cornice. It is capped with a cartouche flanked by two carved scrolls. The building is symmetrically fenestrated by six-over-six, wood-sash windows with lug stone sills.

The La Reine at 5425 Connecticut Avenue NW, designed in 1929 by William Harris, is one of three apartment buildings in the Chevy Chase Historic District designed in the Art Deco style (Photo 9). The Art Deco style emerged in the 1920s as a decorative approach typically characterized by its geometric ornamentation. It was used in apartment building and skyscraper designs nationwide. The five-story La Reine is seven bays in length along Connecticut Avenue NW and twelve bays in length along Legation Street NW. The building is constructed of American-bond brick with cast stone Art Deco detailing. The flat roof has a parapet lined with an unadorned concrete cornice. The elevations are fenestrated by paired and triple, one-over-one, sash windows. Along Connecticut Avenue NW and Legation Street NW, the elevations have alternating projecting bays that are clad in cast stone decorated with organic motifs featuring fluted pilasters capped by eagles and diamond-patterned spandrels with a floral inlay. The southwest corner of the building is canted and pierced by single, one-over-one, sash windows. The corner is accentuated by a vertical, cast stone panel that encases the window openings and features spandrels with a diamond-shaped motif. Other Art Deco-style apartment buildings constructed in the Chevy Chase Historic District during the 1920s include the Chevy Chase House at 5420 Connecticut Avenue NW constructed in 1929.

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The commercial district of the Chevy Chase Historic District expanded during the 1920s with the construction of thirteen commercial buildings all on the west side of Connecticut Avenue NW. The Chevy Chase Theater (renamed the Avalon Theater in 1926) at 5612 Connecticut Avenue NW marks the first of several significant commercial buildings constructed in the neighborhood during the 1920s (Photo 14). Built in 1922 by the Chevy Chase Amusement Company to the designs of Washington, D.C., architects Frank Upman and Percy Adams, the two-story Classical Revival-style theater is constructed of brick, reinforced concrete, and structural steel with a flat roof and ornate parapet. The first story of the façade is covered in limestone and contains large storefront windows that illuminate the theater lobby and the flanking commercial stores. The central-placed, canted box office is flanked by double-leaf, glass and metal doors leading to the lobby. The first story is further adorned by recessed panels above the secondary openings and a slightly projecting limestone string course. The second story of the building is clad in tapestry brick and has a symmetrical composition. A tripartite window opening trimmed in limestone is centered on the second story of the façade. The openings are delineated by paired Corinthian pilasters and contain six-over-six and nine-over-nine, wood-sash windows. The flanking bays are pierced by elongated openings with four-over-six, wood-sash windows with semi-circular-arched lintels decorated with fluting, round rosettes, scrolled keystones, ornate leaves, and floral motifs. The end bays have narrow openings with four-over-six, sash windows. The façade is capped by a limestone entablature embellished with rosettes and fluting. Paired urns are set on the stepped ledges of the entablature. A metal marquee hangs from the façade and shelters the box office and the entrances to the theater. As a result of a historic tax credit project, the theater was restored in 2005. The Chevy Chase Theater was included in the DC Inventory of Historic Sites and listed on the National Register in 1996.

The Chevy Chase Arcade at 5520 Connecticut Avenue NW, built in 1925, is one of the most prominent commercial buildings in the Chevy Chase Historic District (Photo 15). The two-story structure is constructed of reinforced concrete and brick; the façade is clad in limestone. The building is covered by a flat roof. The primary elevation facing Connecticut Avenue NW is divided into five bays articulated by six, full-height Doric pilasters. A wide frieze with a denticulated cornice lines the building and reads in Roman lettering "CHEVY CHASE ARCADE." A centrally placed entry is marked by a semi-circular-arched frontispiece with a full entablature. The limestone frontispiece is further embellished by fluted Tuscan pilasters, a denticulated frieze, and a projecting molded cornice capped by two urns. The building is fenestrated by large, one-light, fixed-metal storefront windows topped with three-light transoms on the first story and three-part, wood casement windows capped with three-light transoms on the second story. The first story of the building is used for commercial space, while the second story contains office space. The Chevy Chase Arcade was included in the DC Inventory of Historic Sites in 1988 and listed on the National Register in 2003.

The neighborhood of Chevy Chase DC received its first bank in 1926, when the Chevy Chase Savings Bank was constructed at 5530 Connecticut Avenue NW on the southwest corner of Connecticut Avenue and Morrison Street NW (Photo 15). Illustrating its stature in the community at the time, the one-story, three-bay building is designed in the Classical Revival style by

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prominent Washington, D.C., architect Arthur B. Heaton. Faced in sandstone, the building is covered by a flat roof with stone modillions ornamenting the cornice. A frieze, ornamented with stone shields, lines the east and north elevations of the building. The corners of the structure are articulated by stone pilasters. The center bay on the main elevation projects slightly and contains a semi-circular-arched entrance accentuated by voussoirs. The door opening holds a single-leaf, glass and metal door with a granite surround and a multi-light, semi-circular-arched transom. Six, semi-circular-arched window openings with voussoirs line the north elevation and are set between two pilasters. The openings hold multi-light, wood-sash windows with transoms. The three eastern bays on Morrison Street NW built with sandstone of an orange hue show the original size of the bank building. The second three bays moving west were added to the bank in 1958. The Chevy Chase Savings Bank was included in the DC Inventory of Historic Sites and listed on the National Register of Historic Places in 2023.

Several more modest commercial buildings were also constructed in the Chevy Chase Historic District during the 1920s. Typically, these buildings were narrow one- or two-story buildings that were constructed of brick, often with the façade clad in a different material such as cast stone. Albert S. J. Atkinson designed the row of Classical Revival-style commercial buildings at 3811-3817 Livingston Street NW, which were built in 1927. Two additional groups of commercial buildings were constructed at 3808, 3810, and 3812 Northampton Street NW and 5632 and 5636 Connecticut Avenue NW in 1928 (Photo 18). These buildings were designed in the Spanish Colonial Revival style by the Wire Reality Company. Other commercial buildings include the one-story building with a raised roof and cupola at 5534 Connecticut Avenue NW (1920), the one-story building at 5614-5618 Connecticut Avenue NW (1923), 5518 Connecticut Avenue NW (1924), the one-story building at 5544 Connecticut Avenue NW (1927), the two-story building at 5534 Connecticut Avenue NW (1920), and the Hatcher Building at 5500-5514 Connecticut Avenue NW (1925) (Photo 8), likely named for its first owner Frederick R. Hatcher.

### *Churches*

By the 1920s, religious congregations began building campaigns to meet the needs of their growing membership. Completed in 1922, the Chevy Chase Presbyterian Church is sited on a prominent lot at One Chevy Chase Circle NW (Photo 20). Designed by F. A. Nelson, the Gothic Revival-style church is constructed of uncoursed stone and is covered by a steeply pitched, stepped-gable roof. The roof is shingled in slate and the prominent front gable is edged in stone. A large tracery window with stained glass pierces the center bay of the main elevation. Below the windows is a double-leaf door with a pointed-arch stone surround. Stone buttresses flank the entrance and are ornamented by stone shields. A crenelated bell tower is located on the west elevation. Elongated, rectangular openings with decorative tracery pierce the tower, which is further ornamented by stone belt courses. A school was constructed east of the church on Chevy Chase Parkway NW in 1953. The two-story school is reminiscent of the church's architectural style and materials with its stone cladding, slate roofs, and Gothic Revival-style detailing.

The Shrine of the Most Blessed Sacrament was built in 1925 on a large lot facing Quesada Street NW where it intersects with Western Avenue NW at Chevy Chase Circle and Chevy Chase

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Parkway NW (Photo 21). The property also includes a school, convent, and parish house that are adjacent to the church. The school is located south of the church, facing Chevy Chase Parkway NW. It was constructed in phases: the original school in 1928 and additions constructed in 1951, 1965, and circa 2001. The former convent, built in 1933, is located directly north of the school along the western boundary of the property and is now attached to the school by a two-story stone addition. The parish house, demolished circa 2000, was sited east of the church along Quesada Street NW. It was replaced by a large masonry structure that houses the chapel as well as the parish library and meeting rooms. The Blessed Sacrament Parish chose the Boston architectural firm of Maginnis and Walsh to design the Gothic Revival-style church, a structure that replaced a 1911 sanctuary facing Chevy Chase Parkway NW. The church has a cruciform plan and is constructed of coursed rubble. The building is covered with a steeply pitched cross-gable roof of slate shingles. A one-story, front-gabled vestibule projects from the façade on the west elevation of the building. A pointed-arched opening holds a large, double-leaf door. A tracery window in the shape of a Greek cross pierces the front gable above the entrance. Stone buttressing and two small windows flank the vestibule. A stone crucifix caps the peak of the front gable on the entryway. Three, gabled dormers pierce the roof on both the north and south elevations. The gables hold recessed, pointed-arch window openings holding eight-light sash windows. Tripartite label mold windows with trefoil tracery and stone surrounds fenestrate the side elevations. A square bell tower rises from the north elevation.

The Chevy Chase Baptist Church at 5671 Western Avenue NW was constructed in 1948 to the designs of the architectural firm of Corning and Moore, replacing the original 1925 sanctuary designed by Delus H. Smith. The church faces north on Western Avenue NW. The adjacent school, built in 1959, is located west of the church. Both buildings are designed in the Colonial Revival style. The two-story, three-bay church is constructed of American-bond brick. The building is covered by a front-gabled roof shingled in asphalt and has an ogee-molded cornice with returns. The main elevation is ornamented by brick quoins and a soldier belt course. A three-bay portico frames the centered main entry. The portico has a modillioned pediment that is supported by fluted Tuscan posts and pilasters. A circular window pierces the pediment. A Colonial Revival-style door surround with a broken pediment and pilasters tops the double-leaf, paneled door. The building is further fenestrated by eight-over-eight, wood-sash windows. A spire rises from the front gable of the main elevation. The school reflects the design of the church with American-bond brick construction, raked cornices, broken pediment, and pilasters surrounding each door.

### **Development of Chevy Chase DC: 1930-1945**

Construction waned in the United States during the Great Depression and World War II. Approximately thirty-seven buildings were constructed in the Chevy Chase Historic District from 1930 to 1945 with only four built after 1939. The majority of the buildings constructed in this period were Colonial Revival-style, single dwellings. But also built during this period were two commercial buildings and an apartment building. Illustrating a shift in transportation, the Chevy Chase Circle terminal, a turn-around and waiting area for buses at the end of the electric streetcar line, was constructed along Connecticut Avenue NW in 1941.

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### *Dwellings*

Approximately thirty freestanding, single dwellings were constructed in the Chevy Chase Historic District between 1930 and 1945, twenty-six of which are in the Colonial Revival style. The majority of the single dwellings are more modest in size than those erected during the previous decades. One example is the Colonial Revival-style house at 3907 Northampton Street NW that was built in the Connecticut Avenue Terrace subdivision in 1939. The narrow, two-story, two-bay dwelling is constructed of six-course, American-bond brick. Its hipped roof is covered in slate shingles and has an exterior-end, stretcher-bond brick chimney. The façade is fenestrated by a six-over-six, wood-sash window and a single-leaf door on the first story. A single, eight-over-eight, wood-sash window decorated by a splayed stone lintel pierces the second story. Stone quoins adorn the main entrance, which is sheltered by the recent addition of a one-story, two-bay porch with a half-hipped roof supported by Tuscan posts. Other examples include the two houses at 3817 Legation Street NW, built in 1930, and 3814 Legation Street NW, built in 1935. Similar in size, these narrow houses are two-and-a-half stories in height and two bays wide. The house at 3817 Legation Street NW is Tudor Revival style with half-timbering on the upper stories, while 3814 Legation Street NW is Colonial Revival style with a side-gable roof covered in Spanish tiles. These houses are devoid of applied ornamentation.

Larger in size but still modest in ornamentation are three Colonial Revival-style dwellings at 3920, 3924, and 3928 Legation Street NW, all built in 1938. The two-story, three-bay dwellings are similar in design with rectangular, box-like form, center-hall plan, six-course, American-bond brick construction, side-gable, slate roofs, exterior-end brick chimneys, six-over-six, sash windows, and modillioned cornices. The house at 3828 Legation Street NW differs slightly with an L-shaped plan created by a projecting front-gabled bay on the main elevation.

A large example of the Tudor Revival style from this period was built at 3701 Morrison Street NW in the subdivision of Chevy Chase, D.C. Completed in 1933, the two-and-a-half-story house is constructed of six-course, American-bond brick and is capped with a steeply pitched, hipped roof of slate shingles. The house is framed by stone quoins and the window openings have stone sills and lintels. The window openings hold metal casement windows. Two, hipped wall dormers pierce the roof on the second story, and two, smaller hipped dormers are visible on the main elevation. The centered, single-leaf door is framed by stone quoins capped with a pediment featuring a shield motif. A half-timbered, hipped bay projects from the second story above the door. Other Tudor Revival houses built during this period include: 3701 Northampton Street NW (1930), 3817 and 3931 Legation Street NW (1930), and 3807 Legation Street NW (1939).

Only one twin house was constructed between 1930 and 1945, the Colonial Revival twin house at 5409-5411 41<sup>st</sup> Street NW. The two-story, three-bay brick dwellings were built by their owner, Louis Miller in 1939.

### *Apartment Buildings*

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Two apartment buildings were constructed in the Chevy Chase Historic District between 1930 and 1945. The modest-sized apartment building at 5615 39<sup>th</sup> Street NW was built in 1941, has recently been heavily altered, and is now used as a commercial structure. A second at 5429 Connecticut Avenue NW, now known as The Roberta, was designed by Sidney Poretsky and built in 1940. The facade of the six-story, three-bay, Art Deco apartment house is U-shaped and clad in yellow brick. The U is created by two single-bay extensions projecting forward and running the height of the façade on each end. At each story, the single bay is pierced by paired, six-over-six, sash window surrounded by concrete, Art Deco detailing. The center bay on the ground floor boasts a double entrance sheltered by a flat roof porch. Above the ground floor at each story are paired, six-over-six, sash windows flanked on both sides by a single, six-over-six, sash window. The center bay again boasts concrete, Art Deco detailing.

### *Commercial Buildings*

Only two commercial buildings were constructed in the Chevy Chase Historic District between 1930 and 1945. The first of these, a one-story, commercial building for the five-and-dime giant S.S. Kresge at 5536-5538 Connecticut Avenue NW, was completed in 1935 to the designs of architect J.E. Sexton. The second building at 5626 Connecticut Avenue NW was constructed in 1937 to the design of architect George T. Santmyers. The one-story, commercial building exhibits characteristics of the Art Deco style with its cast-stone storefront. Fluted pilasters frame the façade, which is lined with large, metal plate glass windows and a centered, double-leaf glass and metal door. Black Vitrolite panels flank the windows and form the base of the pilasters. The flat roof has a stepped parapet lined with a stylized swag motif and a cornice with triglyphs. The center of the parapet is flanked by a hexagonal cartouche with a stylized floral motif.

### *Transportation-Related Building*

The Chevy Chase Circle Terminal at 5716 Connecticut Avenue NW was built in 1940 by the Capitol Transit Company and has recently undergone a restoration (Photo 16). The brick passenger station was completed in 1941, using a standard design prepared by architect Arthur B. Heaton for the transit company. The one-story station is built of five-course, American-bond brick and has a hipped roof covered in slate shingles and capped by a four-sided, glass and metal cupola. The brickwork displays both quoins and a header cornice. The three-bay, primary elevation is pierced by a centered entry flanked by eight-over-eight, replacement, sash windows with rowlock sills and lintels. A small roundel is located above each sash window. A one-story portico with a half-hipped, standing-seam-metal roof supported by Tuscan posts covers the entrance. Flat-roofed awnings supported by wood posts line the south and north elevations of the building and serve as covered passenger waiting areas. Although the streetcar ceased to operate in 1962, the station is still used as a bus terminal. The Chevy Chase Terminal was included in the Multiple Property Document, *Streetcar and Bus Resources of Washington, D.C. 1862-1962*.

### **Post-War Chevy Chase DC: 1946-1964**

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Although the majority of the lots in the Chevy Chase Historic District had already been developed by the end of World War II, construction did continue on a limited basis between 1946 and 1959 with the completion of approximately twelve dwellings, three apartment buildings, and three commercial buildings. The neighborhood was by this period largely built out and only a few lots, particularly along Connecticut Avenue NW were still available. The buildings constructed during the latter half of the twentieth century exemplified the shift toward modern movement styles and forms, though later examples of common eclectic styles seen throughout the historic district, such as the Colonial Revival, continue to be built.

### *Single Dwellings*

By the end of World War II, the number of available lots on the interior streets was small. As a result, houses constructed right after the war were often fairly modest and narrow in size. Built in 1949, the dwellings at 3815 and 3817 Military Road NW, designed by Warren Shoemaker have a traditional Colonial Revival-style form, rising two stories in height and two bays in width with minimal ornamentation. Similar dwellings are found at 5517 41<sup>st</sup> Street NW (1949) and 3848 Morrison Street NW (1949).

### *Apartments*

The Kenmore, 5415 Connecticut Avenue NW, was built in 1948 on a vacant lot on the east side of Connecticut Avenue NW at its intersection with Legation Street in the second part of the Connecticut Avenue Terrace subdivision. It was designed by Philip M. Julian. Following in 1954, the Livingston, designed by Corning and Moore, was built at 5437 Connecticut Avenue NW. The Garfield Apartments at 5410 Connecticut Avenue NW in the Connecticut Avenue Park subdivision was designed by Thomen and Cromar and built in 1959. A four-story, five-bay apartment building designed by Edmund Dreyfuss at 5431 Connecticut Avenue NW was built in 1960. Dreyfuss also designed the six-story, six-bay Brittany directly across Connecticut Avenue NW at 5432 in 1964. The Chase Plaza apartment building at 5406 Connecticut Avenue NW, was originally built in 1929, and was replaced in 1963 by the Chase Plaza Apartments, which stands today. All of these buildings are examples of apartment buildings constructed in the mid-twentieth century in Washington, D.C. They were designed to be very plain and devoid of ornamentation with their simple brick-faced curtain walls, flat roofs, and long rows of ribbon windows. All of the examples above fit that same pattern.

The Legation House apartment building at 3737 Legation Street NW, which was built in 1961, is an example showing the lightness of modern design. The four-story, five-bay brick façade was designed with a centrally placed, recessed entrance surrounded by curved projecting bays on each side. The entrance is covered by a porch and clad in Permastone to distinguish it from the rest of the façade. The curved projecting bays are decorated with vertical brickwork and wraparound windows. Wraparound windows are also found at each end bay.

### *Commercial Buildings*



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One of the last large commercial buildings to be built on the west side of Connecticut Avenue NW was constructed at 20 Chevy Chase Circle NW for the Printing Industry of America in 1955. The seven-bay, one-and-one-half-story commercial building is built in the Colonial Revival Style. It is clad in Flemish bond brick and has a low-hipped, slate roof with a balustrade that lines the front and side peaks of the roof. Two, large, interior brick chimneys project from each end just outside the balustrade. Six, pedimented dormer windows line the front elevation and two others line each side elevation. The building is distinguished by a dentiled cornice. The façade is dominated by a centrally placed, projecting bay, topped by a pediment pierced by a roundel. Below the pediment is the double entrance with a clear transom that is accessed by a raised, concrete stoop. The entrance is flanked on each side by three, one-over-one, sash windows.

Until the late 1950s, spacious lots in the subdivision established by the Chevy Chase Land Company along the east side of Connecticut Avenue NW remained largely undeveloped, although large freestanding dwellings had occasionally been constructed. In 1957, the Chevy Chase Land Company was able to alter the injunction that prohibited commercial development on the east side of Connecticut Avenue NW.

A branch of the National Bank of Washington was constructed at 5701 Connecticut Avenue NW in 1958 opening the east side to commercial development (Photo 17). The one-story, nine-bay bank building is an excellent example of the Colonial Revival. The bank is built of Flemish bond brick with quoins on all four corners and a side-gable, asphalt-shingle roof with wide eaves, dentiled cornice, and six, prominent, pedimented dormer windows. The centrally placed, double entrance door is topped by a fanlight and covered by a pedimented porch supported by single, paired, and engaged ionic columns. The porch pediment is pierced by a single round window. Two ornate interior end chimneys are also seen. These later Colonial Revival buildings demonstrate a resurgence of the Colonial Revival style in the 1950s popularized by the creation of Colonial Williamsburg.

Another Colonial Revival commercial building was built in the neighborhood on Belt Road NW in 1961. Made to resemble a two-story, three-bay dwelling the commercial building is actually an electrical switch house. The building appears to be influenced by the same popularization of the Colonial revival as the other two commercial buildings discussed above. The building is constructed of five course American Common bond veneer and has a concrete foundation. The centrally placed door is surrounded by fluted Doric pilasters and topped by an entablature. The door is flanked by two, six-over-six, wood-sash windows with rowlock brick sills. The second story of the façade is pierced by three, six-over-six, wood-sash windows with rowlock brick sills. The side-gable, slate roof has an interior end, false brick chimney.

In 1963, a new Safeway supermarket was constructed at 5545 Connecticut Avenue NW. The new store, which was billed as a design in the “Early American style,” is clad in brick veneer with large windows. A large addition was added to the façade extending the interior space of the store, extending the checkout area, that also altered the original design.<sup>10</sup>

### *Secondary Resources*

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During the initial development of the Chevy Chase DC neighborhood, alleys were graded at the same time as the primary streets. Throughout the neighborhood, these service roads intersect the squares or blocks. Remnants of the original cobblestone are found at the entrance to the alley behind the 3900 block of McKinley Street NW, as well as along the edge of the paving on the 3900 block of Northampton Street NW in the Connecticut Avenue Terrace subdivision. The alleys, approximately one-third the width of the primary streets, provide access to the rear elevations of the buildings as well as to outbuildings such as garages. Consequently, outbuildings in the neighborhood of Chevy Chase DC are usually tucked behind the houses and are not visible from the street. Although the majority of the blocks have access to alleys, a number of the properties utilize driveways. The neighborhood was established at roughly the same time as the advent of the automobile, but when most homeowners did not own a car. In this period, carriage houses were sometimes constructed. Although some of these outbuildings may still be extant, they have been rehabilitated to serve as garages.

The majority of outbuildings in the Chevy Chase Historic District are garages, constructed simultaneously with or soon after the primary dwelling between 1910 and 1930. The 1928 *Sanborn Fire Insurance Maps* illustrate that the majority of properties in the Chevy Chase DC neighborhood had a small garage to the side or the rear of the house. Most of the garages are simple wood-frame, concrete block, or brick structures set on concrete foundations. They are one story in height and one bay wide, typically with a front-gabled roof. Cladding materials vary and include weatherboard, wood shingles, and in some instances stucco. In some examples, the design and appearance of the garage corresponded with that of the house.

In addition to garages, a number of sheds are located at the rear of the properties. These structures are typically one-story, wood-frame structures and are not visible from the streets or accessible from the alleys as they are inside a fenced yard.

### **The Modern Era: 1965-2022**

#### *Commercial Development*

As the east side of Connecticut Avenue NW was now open for commercial development, commercial structures that the neighborhood lacked soon followed. A gas station was built at 5521 Connecticut Avenue NW (1966). The final commercial building was constructed in 1971 at 5501-5513 Connecticut Avenue NW. It is a two-story, concrete block building providing six commercial spaces. The commercial buildings constructed in the mid-twentieth century were not only larger in size than earlier buildings but also were freestanding, block-like structures, and devoid of ornamentation.

#### *Chevy Chase Library and Community Center*

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The Chevy Chase Library at 5625 Connecticut Avenue NW and the adjacent Chevy Chase Community Center at 5601 Connecticut Avenue NW were both designed to replace the E.V. Brown School, which was demolished in 1968. The two-story library was completed in 1967 and dedicated on March 21, 1968. The two-story building was designed by Nicholas Satterlee and Associates under the District's Public Works Program. It is in the style of Modernism called New Formalism, which is known for organizing space along a grid pattern. The library is a poured concrete structure with walls of Flemish-bond brick interrupted by exposed piers of poured concrete, which create rectangular bays on the elevation. The first and second stories are divided by a heavy projecting concrete cornice, which is identical to the projecting concrete parapet that lines the flat roof. The walls are pierced by one-light, ribbon, metal windows. The main entrance is located on the south elevation of the building, which opens onto a courtyard.

The Chevy Chase Community Center, located across the courtyard, is designed in the same style and form of Modernism as the library and has similar scale, symmetry, and massing. The building consists of two wings, one of which contains an auditorium. The wings are connected by a hyphen that is taller than the wings. The hyphen serves as the entrance and vestibule for the building. The Community Center was designed by Montgomery, Green and Associates and opened in 1971.<sup>11</sup>

### *Dwellings*

Only two single dwellings were built in the late 1960s, 3813 Military Road NW (1968) and 3910 Northampton Street NW (1968), both in the Colonial Revival style. Three single dwellings were built in the 1970s, 3851 and 3853 Oliver Street NW and 3933 Morrison Street NW. In addition, five pairs of twin houses were built in the 1970s. Six dwellings both twin houses and single dwellings were built in the 1980s and two single dwellings in the 1990s. Finally, eight dwellings have been built since 2000. Many of these newer houses have been built after demolishing an original house. For example, twin dwellings were built at 3821 and 3823 Morrison Street NW in 2016 after the 1913 dwelling at 3823 Morrison Street NW was demolished. In addition, twin dwellings were built at 3829 and 3831 Livingston Street NW in 2017 after 3831 Livingston Street NW, originally built in 1913 by E.D. Ryerson, was demolished.

### *Apartments*

Apartment buildings continued to be built fronting Connecticut Avenue NW including: A modern addition to the Chevy Chase House was constructed in 1986 at 5430 Connecticut Avenue NW.

### **Non-Contributing Building in the Chevy Chase Historic District**

Out of the 243 non-contributing buildings, thirty-eight are outside of the period of significance. One-hundred-and-eighty-two of the non-contributing buildings are sheds and garages that line the alleyways within the historic district. These garages and sheds replaced earlier buildings or have sustained significant changes so that little original fabric remains. Finally, twenty-three buildings are within the period of significance but have sustained significant alterations, such as fenestration

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changes, so these buildings no longer have the necessary character to contribute to the historic district.

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<sup>1</sup> This 1907 subdivision is herein identified by its original name of “Chevy Chase, D.C.” and is typically referred to as the subdivision, to distinguish it from the common name for the larger area today, usually written “Chevy Chase DC” with the postal abbreviation for the District.

<sup>2</sup> “Connecticut Avenue Terrace,” Plat submitted to the Commissioners of the District of Columbia, December 6, 1906, County Book 21 page 33. Accessed November 6, 2022 via <https://dcraonline-rms.dcr.dc.gov/SurDocsPublic/faces/t5.jsp>

<sup>3</sup> Advertisement, *Washington Post*, March 17, 1912.

<sup>4</sup> Virginia and Lee McAlester, *Field Guide to American Houses*, (New York, NY: Alfred A. Knopf, 1988), 319.

<sup>5</sup> Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (New York, NY: Henry Holt and Company, 1994), 196.

<sup>6</sup> Alan Gowans, *The Comfortable House, North American Suburban Architecture 1890-1930* (Cambridge, MA: The MIT Press, 1986), 84

<sup>7</sup> Research has not revealed why the Chevy Chase Land Company did not restrict this particular building lot to single-family homes as it did for all of its other Chevy Chase-owned lands in Maryland and Washington, D.C. There is a lot of speculation about this topic, but no clear evidence has emerged to support any of the theories.

<sup>8</sup> Deeds for Square 1863 Lot 1; All deeds connected to the Chevy Chase Apartment House and reviewed online note the required set back from Patterson Street, today known as Chevy Chase Parkway NW, which is located on the south side of the lot and denotes the front elevation of the building. This setback matches the setbacks required on the other lots in the Chevy Chase, D.C. subdivision. All deeds dated after 1921 are located at the District of Columbia Recorder of Deeds,

<https://countyfusion4.kofiletech.us/countyweb/loginDisplay.action?countyname=WashingtonDC>

<sup>9</sup> Kevin J. Parker, “Leon Emile Dessez: Washington Architect, 1858-1918,” Chevy Chase Historical Society, May 1979.

<sup>10</sup> The Evening Star, July 16, 1963, p.24

<sup>11</sup> E.H.T. Tracerics, “Chevy Chase Neighborhood Library and Community Center,” Determination of Eligibility Form, 2020.

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## INVENTORY

The following is a list of resources located within the boundaries of the Chevy Chase Historic District. The resources are listed alphabetically by street name and then in order of address number. All resources, both primary and secondary, have been identified as either contributing (C) or non-contributing (NC) to the historic district. If no secondary resource was found on the property that section was left blank. The four resources that have previously been listed on the National Register of Historic Places are identified as being both listed and contributing to the historic district.

Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
39th Street	5401	1857	45	1917	Santmyers, George T.	Barkman, G. W.	Craftsman	Freestanding house	C		
39th Street	5403	1857	46	1917	Santmyers, George T.	Barkman, G. W.	Colonial Revival	Freestanding house	C		
39th Street	5404	1750	803	1921	Norton, Claude N.	Febrey, Henry W.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5405	1857	67	1929	Gleason, J. M.	Lindner, E. T.	Tudor Revival	Freestanding house	C		
39th Street	5406	1750	59	1921	Norton, Claude N.	Febrey, Henry W.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5409	1857	6	1924	Bralove & Lentz	Bralove & Lentz	Colonial Revival	Freestanding house	C		
39th Street	5410	1750	74	1914	Peters, Harry T.	Simpson, John	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5411	1857	832	1924	Gore, Fred H.	Gore, Fred H.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5422	1749	57	1917	Wire, Chas. E.	Wire, Chas. E.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5425	1858	19	1917	Landvoigt & Cook	Carter, H. H.	Colonial Revival	Twin house	C	Garage	NC
39th Street	5426	1749	51	2003			Colonial Revival	Freestanding house	NC	Garage	NC
39th Street	5427	1858	824	1917	Landvoigt & Cook	Dunigan, D. J.	Colonial Revival	Twin house	C	Garage	NC
39th Street	5430	1749	50	1972	T. G. Lee, Jr.		Colonial Revival	Twin house	NC		

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39th Street	5431	1858	47	1928	Kearney, John W.	Morrison Bros.	Tudor Revival	Freestanding house	C		
39th Street	5432	1749	844	1972	T. G. Lee, Jr.		Colonial Revival	Twin house	NC		
39th Street	5434	1749	48	1972	T. G. Lee, Jr.		Colonial Revival	Twin house	NC	Garage	NC
39th Street	5436	1749	69	1972	T. G. Lee, Jr.		Colonial Revival	Twin house	NC		
39th Street	5460	1749	68	1909	Palmer, Wm. J.	Taylor, T. T.	Craftsman	Freestanding house	C		
39th Street	5500	1748	816	1915	Wire, Chas. E.	Wire, Chas. E.	Colonial Revival	Twin house	C		
39th Street	5501	1859	72	1925	Rodier & Kundzin	Munro, Robert	Tudor Revival	Freestanding house	C		
39th Street	5508	1748	821	1912		Gruver, J. S.	Colonial Revival	Twin house	C		
39th Street	5509	1859	15	1917		Dunigan, D. J.	Colonial Revival	Twin house	C		
39th Street	5510	1748	47	1912		Gruver, J. S.	Colonial Revival	Twin house	C		
39th Street	5511	1859	16	1917		Dunigan, D. J.	Colonial Revival	Twin house	C		
39th Street	5513	1859	17	1921	Williams, Mack	Wells, S. S.	Colonial Revival	Twin house	C	Garage	NC
39th Street	5515	1859	18	1921	Williams, Mack	Wells, S. S.	Colonial Revival	Twin house	C		
39th Street	5516	1748	59	1923	Santmyers, George T.	Irvin, W. G.	Craftsman	Freestanding house	C	Garage	C
39th Street	5517	1859	75	1925	Santmyers, George T.	Cooley, W. O.	Colonial Revival	Freestanding house	C		
39th Street	5520	1747	40	1915	Volland, Edward O.	Haislip, J. R.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5524	1747	56	1928	White, Geo.	Gore, Fred H.	Colonial Revival	Freestanding house	C	Garage	NC

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39th Street	5525	1859	810	1919	Hamilton, E. N.	Hamilton, E. N.	Craftsman	Freestanding house	C		
39th Street	5526	1747	37	1925	Lewis Mfg. Co.	Lemke, B. R.	Craftsman	Freestanding house	C	Garage	NC
39th Street	5527	1859	45	1923	Stern & Tomlinson	Etchison, Howard	Colonial Revival	Twin house	C		
39th Street	5529	1859	46	1923	Stern & Tomlinson	Etchison, Howard	Colonial Revival	Twin house	C		
39th Street	5600	1746	69	1914	Witzel, Geo. W.	Whitty (R. P.) Co.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5602	1746	35	1909	Beers, A. H.	Taylor, T. T.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5604	1746	23	1914	Sonnemann, A. H.	Harper, Wm. T.	Colonial Revival	Freestanding house	C	Garage	NC
39th Street	5606	1746	22	1949			Modern Movement	Freestanding house	NC	Carport	NC
39th Street	5608	1746	21	1949			Modern Movement	Freestanding house	NC		
41st Street	5403	1750	20	1911	MacNeil & MacNeil	Darby, Rezin W.	Dutch Colonial Revival	Freestanding house	C	Garage	NC
41st Street	5405	1750	21	1923	White, J. Ken.	Stambaugh, George B.	Colonial Revival	Twin house	C		
41st Street	5407	1750	22	1923	White, J. Ken.	Stambaugh, George B.	Colonial Revival	Twin house	C		
41st Street	5409	1750	23	1939	Miller, Louis	Miller, Louis	Colonial Revival	Twin house	C	Garage	NC
41st Street	5411	1750	24	1939	Miller, Louis	Miller, Louis	Colonial Revival	Twin house	C	Garage	NC
41st Street	5419	1750	76	1913	Gordon, F. R.	Gordon, F. R.	Colonial Revival	Freestanding house	C		
41st Street	5423	1750	69	1925	Baessell, N. F.	Baessell, N. F.	Colonial Revival	Twin house	C	Garage	NC

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41st Street	5429	1749	831	1919	Howser, W. E	Dunigan, D. J.	Craftsman	Freestanding house	C	Garage	NC
41st Street	5433	1749	22	1925	P. T. F.	Walker (Allan E.) Investment Co.	Colonial Revival	Twin house	C		
41st Street	5435	1749	23	1925	P. T. F.	Walker (Allan E.) Investment Co.	Colonial Revival	Twin house	C	Garage	NC
41st Street	5437	1749	24	1926	Blankenshi p, R.	Ruppert, John A.	Colonial Revival	Freestanding house	C	Garage	NC
41st Street	5439	1749	25	1925	Atkinson, A. S. J.	Schutz, Victor H.	Colonial Revival	Freestanding house	C		
41st Street	5517	1748	63	1949	Santmyers, George T.		Colonial Revival	Freestanding house	C		
41st Street	5535	1747	47	1939	Barth, Max	Hopkinson, Joseph	Colonial Revival	Freestanding house	C		
41st Street	5545	1747	48	1925	Kearney, John W.	Koerber, Anton	Colonial Revival	Freestanding house	C	Garage	C
Belt Road	5615	1746	804	1914	Holder, Chas.	Holder, Chas.	Craftsman	Freestanding house	C		
Belt Road	5715	1746	38	1961			Colonial Revival	Commercial Building	C		
Chevy Chase Circle	1	1864	76	1921	Stone, G. W.	Mills, J. F.	Gothic Revival	Church	C		
Chevy Chase Circle	20	1860	22	1955	Walton & Madden		Colonial Revival	Commercial Building	C		
Chevy Chase Circle	30	1746	66	1979			Colonial Revival	Twin house	NC		
Chevy Chase Circle		1746		1932- 1935			Monument	Listed;Contri buting		Entrance markers	
Chevy Chase Circle		1746		1933			Monument	Listed;Contri buting		Fountain	



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Chevy Chase Parkway	5410	1870	33	1989	Decker Development Co.	Modern Movement	Freestanding house	NC			
Chevy Chase Parkway	5420	1870	32	1989	Decker Development Co.	Modern Movement	Freestanding house	NC			
Chevy Chase Parkway	5430	1870	31	1988	Decker Development Co.	Modern Movement	Freestanding house	NC			
Chevy Chase Parkway	5442	1869	35	1926	Sonnemann (A. H.) & Son	Chamberlin Const. Co. Inc.	Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5448	1869	11	1922	Sholtes, Louis E.	Sholtes, Louis E.	Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5500	1868	35	1921	West, Claughton	Wenger Bros.	Colonial Revival	Freestanding House	C	Garage	NC
Chevy Chase Parkway	5504	1868	823	1913	MacNeil & MacNeil	Whitty (R. P.) Co.	Dutch Colonial Revival	Freestanding House	C	Garage	NC
Chevy Chase Parkway	5518	1867	96	1915	Murphy & Olmsted	Whitty (R. P.) Co.	Spanish Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5604	1866	829	1922	Allison, Laurence E.	Braun, W. L.	Dutch Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5606	1866	816	1922	Weber, John	Fulmer, H. D.	Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5608	1866	818	1923	Grimm, N. R.	Ray, Lansdale, Dr.	Colonial Revival	Freestanding house	C		

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Chevy Chase Parkway	5700	1865	818	1930	Jacobson, Edwin	Jacobson, Edwin	Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5714	1865	89	1915	Phelan, Wm. M.	Phelan, Wm. M.	Craftsman	Freestanding house	C		
Chevy Chase Parkway	5720	1865	822	1923	Berry, R. W.	Simpson, Frank	Colonial Revival	Freestanding house	C	Garage	NC
Chevy Chase Parkway	5724	1865	834	1922	Cutler & Moss	Simpson, Frank	Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5810	1864	73	1913	Phelan, Wm. M.	Phelan, Wm. M.	Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5812	1864	67	1911	Crane, J. J.	Lightbown, Cooper C.	Queen Anne	Freestanding house	C		
Chevy Chase Parkway	5816	1864	66	1909	Lillack, ? Theo	Thompson, R. H.	Queen Anne	Freestanding house	C		
Chevy Chase Parkway	5818	1864	64	1909	Crane, J. J.	Warthen, A. C.	Dutch Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5820	1864	68	1910	Wood, Donn & Deming	Howison & Skinker	Colonial Revival	Freestanding house	C		
Chevy Chase Parkway	5824	1864	821	1909	Olmstead & Crane	Warthen, A. C.	Colonial Revival	Freestanding house	C	Garage	NC
Chevy Chase Parkway	5841	1863	47	1928; 1933; 1952; 1963	Milburn-Heister Co.	Richards, J. A.	Gothic Revival	School	C		

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Chevy Chase Parkway	5863	1863	1	1909	Dessez, Leon E.	McKay & Morris	Spanish Colonial Revival	Apartment Building	C		
Connecticut Avenue	3630	1860	12	1970			Modern Movement	Bank	NC		
Connecticut Avenue	5402	1857	59	1926	Santmyers, George T.	Edmondston, R. Owen, Jr.	Spanish Colonial Revival	Apartment Building	C		
Connecticut Avenue	5406	1857	64	1963		Landow & Brandt	Modern Movement	Apartment Building	C		
Connecticut Avenue	5410	1857	63	1959	Thomen & Cromar	Sankin, Julius	Modern Movement	Apartment Building	C		
Connecticut Avenue	5415	1869	825	1948	Jullien, Philip M.	Muhleman & Kayhoe Inc.	Modern Movement	Apartment Building	C		
Connecticut Avenue	5420	1858	58	1928	Rouleau, Louis T.	Ell & Kay Building & Investment Co. Inc.	Art Deco	Apartment Building	C		
Connecticut Avenue	5425	1869	36	1929	Harris, Wm.	Goldsmith & Keller	Art Deco	Apartment Building	C		
Connecticut Avenue	5429	1869	818	1940	Poretsky, Sidney	Poretsky, Harry	Art Deco	Apartment Building	C		
Connecticut Avenue	5430	1858	57	1988			Modern Movement	Apartment Building	NC		
Connecticut Avenue	5431	1869	37	1960	Edmund W. Dreyfuss	Martin Bros.	Modern Movement	Apartment Building	C		
Connecticut Avenue	5432	1858	51	1964	Edmund Dreyfuss & Associates	Aldno Construction	Modern Movement	Apartment Building	C		
Connecticut Avenue	5435	1869	821	1925	Santmyers, George T.	Bralove & Edmondston	Modern Movement	Apartment Building	C		

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Connecticut Avenue	5437	1869	823	1954	Corning & Moore	Mankes & Sankin	Modern Movement	Apartment Building	C		
Connecticut Avenue	5516	1859	804	1924	Gary, Walter L.	Gary, Walter L.	Modern Movement	Commercial Building	C		
Connecticut Avenue	5518	1859	805	1924		Brashears, Walter C.	Colonial Revival	Commercial Building	C		
Connecticut Avenue	5520	1859	74	1925	Moss, Louis R.	Smith (Arthur L.) & Co.	Classical Revival	Commercial Building	Listed ;C		
Connecticut Avenue	5521	1868	68	1966			Modern Movement	Gas Station	NC		
Connecticut Avenue	5530	1859	95	1926	Heaton, Arthur B.	Wahlgemuth, C., Jr.	Classical Revival	Bank	Listed ;C		
Connecticut Avenue	5532	1859	34	1987			Modern Movement	Commercial Building	NC		
Connecticut Avenue	5534	1859	802	1920	Mindeleff, Victor	Zarin, J.	Colonial Revival	Commercial Building	C		
Connecticut Avenue	5536	1859	808	1935	Sexton, J. E.	Mooney (W. E.) & Co.	Modern Movement	Commercial Building	NC		
Connecticut Avenue	5540	1859	801	1919	Mindeleff, Victor	Lewis, T. L.	Modern Movement	Commercial Building	C		
Connecticut Avenue	5542	1859	54	1919	Mindeleff, Victor	Lewis, T. L.	Colonial Revival	Commercial Building	C		
Connecticut Avenue	5544	1859	54	1919	Mindeleff, Victor	Lewis, T. L.	Modern Movement	Commercial Building	C		
Connecticut Avenue	5545	1867	92	1963			Modern Movement	Commercial Building	NC		
Connecticut Avenue	5550	1859	93	2007			Modern Movement	Commercial Building	NC		
Connecticut Avenue	5601	1866	823	1971			Modern Movement	Community Center	NC		
Connecticut Avenue	5608	1860	801	1916	Santmyers, George T.	Smithy, H. G	Colonial Revival	Commercial Building	C		

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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Connecticut Avenue	5614	1860	825	1923	Wenig, Julius	Brown, A. D.	Modern Movement	Commercial Building	C		
Connecticut Avenue	5618	1860	816	1923	Wenig, Julius	Brown, A. D.	Modern Movement	Commercial Building	C		
Connecticut Avenue	5625	1866	823	1967	Nicholas Satterlee & Associates		Modern Movement	Library	NC		
Connecticut Avenue	5632	1860	812	1928	Wire Realty Co.	Nichol, D. E.	Spanish Colonial Revival	Commercial Building	C		
Connecticut Avenue	5636	1860	811	1928	Wire Realty Co.	Nichol, D. E.	Spanish Colonial Revival	Commercial Building	C		
Connecticut Avenue	5701	1865	90	1958		George Hyman Const. Co.	Colonial Revival	Bank	C		
Connecticut Avenue	5708	1860	24	1957	Marion L. Bagley		Colonial Revival	Commercial Building	NC		
Connecticut Avenue	5720	1860	821	1941	Capital Transit Co.	Prescott Const. Co.	Colonial Revival	Commercial Building	C		
Connecticut Avenue	5500-5514	1859	86	1925	Atkinson, A. S. J.	Lipscomb (Wm. P.) Co.	Colonial Revival	Commercial Building	C		
Connecticut Avenue	5501-5513	1868	69	1973			Modern Movement	Commercial Building	NC		
Connecticut Avenue	5600-5606	1860	1	1914	Hensey, Melvin D.	Simpson, Wm.	Colonial Revival	Commercial Building	C		
Connecticut Avenue	5612	1860	15	1922	Upman & Adams	Goombers (P. J.) Co.?	Classical Revival	Theater	Listed ; C		
Connecticut Avenue	5626	1860	13	1937	Santmyers, George T.	Zarin, Jacob	Art Deco	Commercial Building	C		
Legation Street	3701	1869	33	1926	Phillips, F. D.	Haring, A. R.	Colonial Revival	Freestanding house	C		

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Legation Street	3703	1869	34	1926	Phillips, F. D.	Haring, A. R.	Colonial Revival	Freestanding house	C		
Legation Street	3709	1869	14	1931	Shapiro (Jos. A.) & Stuart (W. A.)	Shapiro (Jos. A.) & Stuart (W. A.)	Colonial Revival	Freestanding house	C		
Legation Street	3713	1869	15	1931	Shafer (Jos. A.) & Stuart (W. A.)	Shafer (Jos. A.) & Stuart (W. A.)	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3717	1869	16	1930	Gleason, John M.	Gleason, John M.	Colonial Revival	Freestanding house	C		
Legation Street	3721	1869	17	1930	Gleason, John M.	Gleason, John M.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3728	1870	15	1925	Schulz, Victor H.	Schulz, Victor H.	Colonial Revival	Freestanding house	C		
Legation Street	3737	1869	824	1961			Modern Movement	Apartment Building	C		
Legation Street	3803	1858	49	1934	Santmyers, George T.	Sugar, Max	Colonial Revival	Freestanding house	C		
Legation Street	3804	1857	23	1970			Colonial Revival	Twin house	NC		
Legation Street	3805	1858	50	1934	Santmyers, George T.	Sugar, Max	Colonial Revival	Freestanding house	C		
Legation Street	3806	1857	22	1970			Colonial Revival	Twin house	NC		
Legation Street	3807	1858	3	1939	Moss, Louis R.	Allman, L. P.	Tudor Revival	Freestanding house	C	Garage	NC
Legation Street	3808	1857	21	1925	Lewis Mfg. Co.	Barrows (C. E.) & Cross (H. D.)	Colonial Revival	Twin house	C		
Legation Street	3809	1858	4	1937	Conner, Evan J.	Wilson, B. W.	Colonial Revival	Freestanding house	C	Garage	NC

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Legation Street	3810	1857	20	1925	Lewis Mfg. Co.	Barrows (C. E.) & Cross (H. D.)	Colonial Revival	Twin house	C		
Legation Street	3811	1858	5	1922	Johnston, L. P.	Bartlett, L. M.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3813	1858	61	1911	West, Claughton	Avery, W. B.	Colonial Revival	Freestanding house	C	Garage	C
Legation Street	3814	1857	19	1934	Giles, Lewis W.	Ruppert, M. Frank	Colonial Revival	Freestanding house	C		
Legation Street	3815	1858	8	1930	Norton, Claude N.	Carter, H. H.	Colonial Revival	Freestanding house	C		
Legation Street	3817	1858	9	1930	Norton, Claude N.	Carter, H. H.	Tudor Revival	Freestanding house	C		
Legation Street	3819	1858	825	1919	International Mill & Timber Co.	Teague (C. L.) & Co.	Craftsman	Freestanding house	C		
Legation Street	3821	1858	56	1921	Cutler & Moss	Bartlett, L. M.	Dutch Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3823	1858	52	1924	Santmyers, George T.	Murphy, Robinson B.	Colonial Revival	Freestanding house	C		
Legation Street	3824	1857	18	1926	Martin, William L., Jr.	Martin, William L., Jr.	Italian Renaissance Revival	Twin house	C		
Legation Street	3825	1858	53	1910	Barton, Harry	Fulmer, Howard D.	Craftsman	Freestanding house	C		
Legation Street	3826	1857	17	1926	Martin, William L., Jr.	Martin, William L., Jr.	Italian Renaissance Revival	Twin house	C	Garage	NC
Legation Street	3828	1857	66	1953			Tudor Revival	Freestanding house	NC		

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Legation Street	3829	1858	42	1921			Colonial Revival	Freestanding house	C		
Legation Street	3830	1857	62	1949	Miller, Irving C.		Modern Movement	Freestanding house	NC		
Legation Street	3831	1858	43	1921			Colonial Revival	Freestanding house	C		
Legation Street	3833	1858	44	1921			Colonial Revival	Freestanding house	C		
Legation Street	3834	1857	61	1959			Colonial Revival	Freestanding house	NC		
Legation Street	3838	1857	50	1922	Wire, Chas. E.	Wire (Chas. E.) Inc.	Colonial Revival	Twin house	C		
Legation Street	3840	1857	49	1922	Wire, Chas. E.	Wire (Chas. E.) Inc.	Colonial Revival	Twin house	C	Garage	NC
Legation Street	3842	1857	52	1924	Keystone Co. (R. G. Hunter)	Keystone Co. Inc.	Colonial Revival	Freestanding house	C		
Legation Street	3844	1857	51	1925	Crane, J. J.	Taylor, T. T.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3900	1750	65	1923		Medley, J. I.	Colonial Revival	Freestanding house	C		
Legation Street	3901	1749	1	1922	Wagner, N. F.	Owens, N. T.	Colonial Revival	Freestanding house	C		
Legation Street	3902	1750	64	1923		Medley, J. I.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3903	1749	837	1922	Norton, Claude N.	Collegeman, L. H.	Craftsman	Freestanding house	C	Garage	NC
Legation Street	3904	1750	45	1919	Speiden & Speiden	Gordon, James H.	Colonial Revival	Freestanding house	C		
Legation Street	3906	1750	44	1930	Norton, Claude N.	Carter, H. H.	Colonial Revival	Freestanding house	C	Garage	NC



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Legation Street	3911	1749	842	1921	Mills, S. N.	Gore, Fred H.	Craftsman	Freestanding house	C		
Legation Street	3914	1750	75	1914	Gordon, F. R.	Gordon, F. R.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3915	1749	827	1909	Beers, A. H.		Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3916	1750	804	1921		Fox, J. E.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3920	1750	73	1938	White, Geo. S.	Simpson-Peak Co.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3924	1750	72	1938	White, Geo. S.	Simpson-Peak Co.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3925	1749	829	1929	Norton, Claude N.	Newbold, Alfred T.	Tudor Revival	Freestanding house	C	Garage	NC
Legation Street	3928	1750	71	1938	White, Geo. S.	Simpson-Peak Co.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3929	1749	843	1929	Norton, Claude N.	Newbold, Alfred T.	Colonial Revival	Freestanding house	NC	Garage	NC
Legation Street	3931	1749	830	1930	Norton, Claude N.	Newbold, Alfred T.	Tudor Revival	Freestanding house	C		
Legation Street	3932	1750	805	1912	Wheaton, Francis B.	Whitty, R. P.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3933	1749	74	1930	Norton, Claude N.	Newbold, Alfred T.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3934	1750	30	1924	Moss, Louis R.	Shelton, W. B.	Colonial Revival	Twin house	C	Garage	NC
Legation Street	3935	1749	67	1929	Bubb, Ralph S.	Benner, R. W.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3936	1750	29	1924	Moss, Louis R.	Shelton, W. B.	Colonial Revival	Twin house	C	Garage	NC
Legation Street	3937	1749	73	1915		Hart, F. W.	Colonial Revival	Freestanding house	C		

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Legation Street	3939	1749	72	1926			Spanish Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3941	1749	70	1914	Williams, Mack	Swab, D. F.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3946	1750	77	1925	Irwin, R. F.	Irwin, R. F.	Colonial Revival	Freestanding house	C	Garage	NC
Legation Street	3970	1750	70	1925	Baessell, N. F.	Baessell, N. F.	Colonial Revival	Twin house	C		
Livingston Street	3702	1869	32	1924	Santmyers, George T.	Bralove, Harry M.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3704	1869	31	1923	Denekas, John A.	Bartlett, L. M.	Colonial Revival	Freestanding house	C		
Livingston Street	3706	1869	30	1923	Crane, J. J.	Taylor, T. T.	Colonial Revival	Freestanding house	C		
Livingston Street	3708	1869	29	1933	Diehl, W. Newton	Stone (Paul T.) Inc.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3709	1868	820	1908	Palmer, Wm. J.	Taylor, T. T.	Craftsman	Freestanding House	C	Garage	NC
Livingston Street	3710	1869	28	1924	Santmyers, George T.	Bralove, Harry M.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3711	1868	822	1924	Sonnemann & Briggs	Warthen, A. C.	Colonial Revival	Freestanding House	C	Garage	NC
Livingston Street	3712	1869	27	1924	Santmyers, George T.	Bralove, Harry M.	Colonial Revival	Freestanding house	C		
Livingston Street	3713	1868	70	2020			Craftsman	Freestanding House	NC		
Livingston Street	3714	1869	26	1921	Van Tine (Gordon) Co.	Teague, C. L.	Craftsman	Freestanding house	C	Garage	NC
Livingston Street	3715	1868	71	1922	Sholtes & Co.	Sholtes & Co.	Craftsman	Freestanding House	C	Garage	NC
Livingston Street	3716	1869	25	1924	Brashears, Walter C.	Brashears, Walter C.	Colonial Revival	Freestanding house	C	Garage	NC

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Livingston Street	3717	1868	814	1910	Hunter & Bell	Camp, Oswald E.	Colonial Revival	Freestanding House	C	Garage	NC
Livingston Street	3718	1869	24	1921	Van Tine (Gordon) Co.	Teague, C. L.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3719	1868	73	1910	Davis, William T.	Dutton, Edwin C.	Colonial Revival	Freestanding House	C	Garage	NC
Livingston Street	3720	1869	23	1924	Bralove, Harry M.	Bralove, Harry M.	Colonial Revival	Freestanding house	C		
Livingston Street	3721	1868	66	1922		Warthen, A. C.	Colonial Revival	Freestanding House	C	Garage	NC
Livingston Street	3722	1869	22	1924	Beckner, M. L.	Beckner, M. L.	Colonial Revival	Freestanding house	C		
Livingston Street	3723	1868	67	1922		Warthen, A. C.	Colonial Revival	Freestanding House	C	Garage	NC
Livingston Street	3726	1869	21	1925	Houston, W. H.	Hobson (Frank M.) Inc.	Colonial Revival	Freestanding house	C		
Livingston Street	3810	1858	54	1909	Beers, A. H.	Taylor, T. T.	Colonial Revival	Freestanding house	C		
Livingston Street	3812	1858	816	1921	Johnson, Laurence P.	Jennings, R.	Colonial Revival	Freestanding house	C		
Livingston Street	3814	1858	817	1931	Griffin, E. B.	Griffin Bros.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3818	1858	55	1928	Connor, Henry J.	Connor, Henry J.	Tudor Revival	Freestanding house	C	Garage	NC
Livingston Street	3819	1859	2	1913	Moore, Clinton M.	Moore, Clinton M.	Colonial Revival	Twin house	C		
Livingston Street	3821	1859	3	1913	Moore, Clinton M.	Moore, Clinton M.	Colonial Revival	Twin house	C		
Livingston Street	3822	1858	830	1912	Winbigler, C. M.	Simpson's (John) Sons	Colonial Revival	Freestanding house	C	Garage	NC

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Livingston Street	3824	1858	60	1995			Colonial Revival	Freestanding house	NC		
Livingston Street	3825	1859	4	1919	Miller, W. C. & A. N.	Miller, W. C. & A. N.	Dutch Colonial Revival	Twin house	C	Garage	NC
Livingston Street	3827	1859	5	1919	Miller, W. C. & A. N.	Miller, W. C. & A. N.	Dutch Colonial Revival	Twin house	C		
Livingston Street	3828	1858	831	1915	Santmyers, George T.	Sparling, E. E.	Craftsman	Freestanding house	C	Garage	NC
Livingston Street	3829	1859	101	2017			Modern Movement	Twin house	NC		
Livingston Street	3830	1858	59	1914	Bunch, Jesse L.	Shook, D. S. (Mrs.?)	Craftsman	Freestanding house	C		
Livingston Street	3831	1859	100	2017			Modern Movement	Twin house	NC	Garage	NC
Livingston Street	3835	1859	97	1912	Hunter & Bell	Preston, Winfield	Dutch Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3839	1859	63	1914	Talbott, W. R.	Gruver, J. S.	Colonial Revival	Freestanding house	C		
Livingston Street	3843	1859	71	1925	Rodier & Kundzin	Munro, Robert	Tudor Revival	Freestanding house	C		
Livingston Street	3901	1748	818	1915	Wire, Chas. E.	Wire, Chas. E.	Colonial Revival	Twin house	C	Garage	NC
Livingston Street	3903	1748	819	1915	Wire, Chas. E.	Wire, Chas. E.	Colonial Revival	Freestanding house	C		
Livingston Street	3910	1749	45	1915	Santmyers, George T.	Gruver, J. S.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3911	1748	61	1925	Rodier & Kundzin	Munro, Robert	Tudor Revival	Freestanding house	C		
Livingston Street	3914	1749	822	1929	Erbe, A. P.	Lindner, E. T.	Colonial Revival	Freestanding house	C	Garage	NC

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Livingston Street	3915	1748	62	1925	Rodier & Kundzin	Munro, Robert	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3916	1749	828	1927	Howlett, J.	Lindner, E. T.	Colonial Revival	Freestanding house	C	Garage	C
Livingston Street	3917	1748	7	1916	Miller, James	Miller, Alexander	Colonial Revival	Freestanding house	C		
Livingston Street	3919	1748	67	1916	Miller, James	Miller, Alexander	Colonial Revival	Freestanding house	C		
Livingston Street	3920	1749	40	1922	Wire (Chas. E.) Inc.	Wire (Chas. E.) Inc.	Colonial Revival	Twin house	C		
Livingston Street	3921	1748	809	1913		Coon, W. R.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3922	1749	39	1922	Wire (Chas. E.) Inc.	Wire (Chas. E.) Inc.	Colonial Revival	Twin house	C		
Livingston Street	3924	1749	38	1924	Denekas, John A.	Bartlett, L. M.	Dutch Colonial Revival	Freestanding house	C		
Livingston Street	3925	1748	805	1920		Coon, W. R.	Craftsman	Freestanding house	C	Garage	NC
Livingston Street	3926	1749	37	1924	Denekas, John A.	Bartlett, L. M.	Colonial Revival	Freestanding house	C		
Livingston Street	3927	1748	57	1919	Webber, H. B.	Samuels, P. B.	Colonial Revival	Freestanding house	C		
Livingston Street	3929	1748	58	1916	Weber, John A.	Fulmer, H. D.	Colonial Revival	Freestanding house	C		
Livingston Street	3931	1748	16	1921	Norton, Claude N.	Boss & Phelps	Colonial Revival	Twin house	C		
Livingston Street	3933	1748	17	1921	Norton, Claude N.	Boss & Phelps	Colonial Revival	Twin house	C		
Livingston Street	3935	1748	18	1921	Norton, Claude N.	Boss & Phelps	Colonial Revival	Freestanding house	C		

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Livingston Street	3936	1749	832	1925	Martin, William L., Jr.	Century Homes Corp.	Colonial Revival	Twin house	C		
Livingston Street	3937	1748	820	1914	Ryerson, E. Dwight	Fulmer, H. D.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3938	1749	824	1929	Sanford, R. H.	Sanford, R. H.	Colonial Revival	Freestanding house	C		
Livingston Street	3938	1749	838	1914	Linganfelte r, Chas. B.	Montange, S. L.	Colonial Revival	Freestanding house	C		
Livingston Street	3939	1748	21	1919		Dunigan, D. J.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3941	1748	22	1919	Santmyers, George T.	Dunigan, D. J.	Colonial Revival	Freestanding house	NC	Garage	NC
Livingston Street	3943	1748	66	1924	Cobb, John D.	Ward & Cobb	Tudor Revival	Freestanding house	C	Garage	NC
Livingston Street	3817-3811	1859	87	1927	Atkinson, A. S. J.	Lipscomb (Wm. P.) Co.	Classical Revival	Commercial Building	C		
Livingston Street	3918	1749	71	1925	Irwin, R. F.	Irwin, R. F.	Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3930	1749	64	1925	Martin, William L., Jr.	Century Homes Corp.	Colonial Revival	Twin house	C		
Livingston Street	3932	1749	63	1925	Martin, William L., Jr.	Century Homes Corp.	Colonial Revival	Twin house	C		
Livingston Street	3934	1749	62	1925	Martin, William L., Jr.	Century Homes Corp.	Colonial Revival	Twin house	C		
Livingston Street	3940	1749	60	1922			Colonial Revival	Freestanding house	C	Garage	NC
Livingston Street	3942	1749	59	1922			Colonial Revival	Freestanding house	C		

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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Livingston Street	3944	1749	58	1922			Colonial Revival	Freestanding house	C		
McKinley Street	3700	1867	85	1955			Colonial Revival	Freestanding house	NC		
McKinley Street	3701	1866	85	1921	Santmyers, George T.	Meatyard Const. Co.	Colonial Revival	Freestanding house	C		
McKinley Street	3705	1866	82	1920	Moss, Louis R.	Simpson, Frank	Colonial Revival	Freestanding house	C		
McKinley Street	3710	1867	84	1921	Maurer, H. R.	Beach (Dr. Chas.) & Rosenbaum (A.)	Colonial Revival	Freestanding house	C		
McKinley Street	3711	1866	827	1916	Ryerson, E. D.	Sanford, R. H.	Colonial Revival	Freestanding house	C		
McKinley Street	3720	1867	87	1922	Repp, George W.	Bartlett, L. M.	Colonial Revival	Freestanding house	C		
McKinley Street	3722	1867	86	1922	Repp, George W.	Bartlett, L. M.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3724	1867	94	1925	Lamar, W. R.	Rippard, W. H.	Colonial Revival	Freestanding house	C		
McKinley Street	3727	1866	78	1925	Diner, A.	Baessell, N. F.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3729	1866	79	1925	Diner, A.	Baessell, N. F.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3730	1867	75	1909	Beers, A. H.	Hough, Geo. C.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3734	1867	78	1910	Brashears, Walter C.	Brashears, Walter C.	Colonial Revival	Freestanding house	C	Garage	C
McKinley Street	3740	1867	79	1911	Brashears, J. W., Jr.	Brashears, Walter C.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3741	1866	11	1922	Bronson, J. B. & Faulconer, J. M.	Warthen, A. C.	Dutch Colonial Revival	Freestanding house	C	Garage	NC

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McKinley Street	3743	1866	83	1916	Johnson, F. H.	Barkman, W. H.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3745	1866	68	1908	Ryerson, C. D.	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3746	1867	67	1908	Ryerson, C. D.	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3748	1867	95	1915	Rich & FitzSimons	Preston, Winfield	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3749	1866	18	1922		Wells Bros.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3752	1867	816	1908	Ryerson, C. D.	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3753	1866	84	1908	Ryerson, C. D.	Simpson (John) & Sons	Queen Anne	Freestanding house	C		
McKinley Street	3754	1867	82	1911	Brashears Bros.	Brashears Bros.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3755	1866	824	1924	Santmyers, George T.	Bralove, Harry M.	Colonial Revival	Freestanding house	C		
McKinley Street	3755	1866	828	1913	Elliott, Ernest N.	Simpsons (John) Sons	Colonial Revival	Freestanding house	C		
McKinley Street	3756	1867	83	1915	Brashears, W. C.	Brashears, W. C.	Colonial Revival	Freestanding house	C		
McKinley Street	3759	1866	837	1907	Schneider, A. M.	Brennan, John	Colonial Revival	Freestanding house	C		
McKinley Street	3768	1867	80	1911	Wilkinson, H. C.	Whitty, R. P.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3770	1867	33	1918	Speiden & Speiden	Zepp, Guy S.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3832	1859	90	1925	Beckner, M. L.		Colonial Revival	Freestanding house	NC		



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McKinley Street	3834	1859	89	1925	Beckner, M. L.		Colonial Revival	Freestanding house	C		
McKinley Street	3836	1859	88	1925	Beckner, M. L.		Colonial Revival	Freestanding house	C		
McKinley Street	3900	1747	54	1925	Piper, John W.	Sturbitts, Chas.	Colonial Revival	Freestanding house	C		
McKinley Street	3902	1747	53	1925	Piper, John W.	Sturbitts, Chas.	Colonial Revival	Twin house	C		
McKinley Street	3904	1747	52	1925	Piper, John W.	Sturbitts, Chas.	Colonial Revival	Twin house	C		
McKinley Street	3906	1747	809	1917	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C		
McKinley Street	3907	1746	2	1912		Gruver, J. S.	Colonial Revival	Twin house	C		
McKinley Street	3908	1747	811	1917	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C		
McKinley Street	3909	1746	3	1912		Gruver, J. S.	Colonial Revival	Twin house	C		
McKinley Street	3910	1747	31	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C		
McKinley Street	3911	1746	4	1920	Beall, E. D., Jr.	Beall, E. D., Jr.	Colonial Revival	Twin house	C		
McKinley Street	3912	1747	30	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C		
McKinley Street	3913	1746	5	1920	Beall, E. D., Jr.	Beall, E. D., Jr.	Colonial Revival	Twin house	C		
McKinley Street	3914	1747	29	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C		
McKinley Street	3915	1746	6	1919		Dunigan, D. J.	Colonial Revival	Twin house	C	Garage	NC
McKinley Street	3916	1747	28	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C	Garage	NC
McKinley Street	3917	1746	7	1919		Dunigan, D. J.	Colonial Revival	Twin house	C	Garage	NC

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McKinley Street	3918	1747	27	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C		
McKinley Street	3919	1746	8	1926	Vanderloo, Albert E.	Spink Const. Co.	Colonial Revival	Freestanding house	C		
McKinley Street	3920	1747	26	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C		
McKinley Street	3921	1746	9	1919		Dunigan, D. J.	Colonial Revival	Twin house	C		
McKinley Street	3923	1746	10	1919		Dunigan, D. J.	Colonial Revival	Twin house	C		
McKinley Street	3924	1747	25	1916	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C		
McKinley Street	3925	1746	11	1924	Beall, E. J. Jr.	Beall, E. J. Jr.	Colonial Revival	Freestanding house	C		
McKinley Street	3926	1747	24	1916	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C	Garage	NC
McKinley Street	3928	1747	45	1917	Norton, Claude N.	Boss & Phelps	Colonial Revival	Twin house	C		
McKinley Street	3930	1747	44	1917	Norton, Claude N.	Boss & Phelps	Colonial Revival	Twin house	C		
McKinley Street	3932	1747	812	1924	Lewis Mfg. Co.	Geissler, G. P.	Dutch Colonial Revival	Freestanding house	C		
McKinley Street	3934	1747	60	1940	Elms, H.	Kremkau, W. C.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3936	1747	51	1939	Dillon & Abel	Seek, Gilbert	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3937	1746	45	1939	Dillon & Abel	Seek, Gilbert	Colonial Revival	Freestanding house	C		
McKinley Street	3938	1747	50	1925	Kearney, John W.	Gore, Fred N.	Colonial Revival	Freestanding house	C	Garage	NC
McKinley Street	3939	1746	46	1925	Kearney, H. W.	Koerber, Anton	Spanish Colonial Revival	Freestanding house	C		

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McKinley Street	3940	1747	49	1925	Kearney, John W.	Gore, Fred H.	Colonial Revival	Freestanding house	C		
Military Road	3735	1857	60	2010			Modern Movement	Freestanding house	NC		
Military Road	3737	1857	57	1926	Santmyers, George T.	Edmondston, R. Owen, Jr.	Tudor Revival	Twin house	C		
Military Road	3739	1857	58	1926	Santmyers, George T.	Edmondston, R. Owen, Jr.	Tudor Revival	Twin house	C		
Military Road	3741	1857	823	1918	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C		
Military Road	3743	1857	838	1918	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C		
Military Road	3801	1857	811	1918	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C		
Military Road	3803	1857	28	1918	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3805	1857	29	1917	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3807	1857	30	1917	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3809	1857	31	1917	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C		
Military Road	3811	1857	32	1917	Norton, Claude N.	Henderson, John M.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3813	1857	33	1968			Colonial Revival	Freestanding house	NC		
Military Road	3815	1857	34	1949	Shoemaker, Warren	Preston-Sudler Dev. Co.	Colonial Revival	Freestanding house	C		
Military Road	3817	1857	35	1949	Shoemaker, Warren	Preston-Sudler Dev. Co.	Colonial Revival	Freestanding house	NC		

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Military Road	3819	1857	44	1911	Goenner, A.	Lightbown, Cooper	Colonial Revival	Freestanding house	C	Garage	NC
Military Road	3821	1857	65	1990			Colonial Revival	Freestanding house	NC	Garage	NC
Military Road	3823	1857	833	1922	Mills, Joseph	Mills, Joseph	Craftsman	Freestanding house	NC		
Military Road	3831	1857	819	1925	Halfpap, Wm.	Halfpap, Wm.	Craftsman	Freestanding house	C		
Military Road	3833	1857	834	1923	Halfpap, George A.	Halfpap, Wm.	Colonial Revival	Freestanding house	NC		
Military Road	3835	1857	47	1922	Wire, Chas. E.	Wire (Chas. E.) Inc.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3837	1857	48	1922	Wire, Chas. E.	Wire (Chas. E.) Inc.	Colonial Revival	Twin house	C	Shed	NC
Military Road	3901	1750	61	1922			Colonial Revival	Freestanding house	C		
Military Road	3903	1750	62	1922			Colonial Revival	Freestanding house	C		
Military Road	3905	1750	63	1922			Colonial Revival	Freestanding house	C		
Military Road	3911	1750	66	1924	Santmyers, George T.	Sanford, R. H.	Colonial Revival	Freestanding house	C	Garage	NC
Military Road	3913	1750	67	1924	Santmyers, George T.	Sanford, R. H.	Colonial Revival	Freestanding house	C	Garage	C
Military Road	3915	1750	68	1924	Santmyers, George T.	Sanford, R. H.	Colonial Revival	Freestanding house	C	Garage	C
Military Road	3917	1750	57	1910	Lightbown, Cooper C.	Lightbown, Cooper C.	Colonial Revival	Freestanding house	C	Garage	NC
Military Road	3921	1750	7	1929	Wenig, Julius	Swab (D. F.) & Son	Craftsman	Freestanding house	C	Garage	C

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Military Road	3927	1750	9	1925	Santmyers, George T.	Bralove (H. M.) & Edmondston (R. O. Jr.)	Colonial Revival	Twin house	C	Garage	NC
Military Road	3929	1750	10	1925	Santmyers, George T.	Bralove (H. M.) & Edmondston (R. O. Jr.)	Colonial Revival	Twin house	C	Garage	NC
Military Road	3931	1750	11	1923	Medford, Thomas M.	Loveless (W. A.) & Co.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3933	1750	12	1923	Medford, Thomas M.	Loveless (W. A.) & Co.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3935	1750	13	1924	Santmyers, George T.	Bralove, Harry M.	Colonial Revival	Twin house	C		
Military Road	3937	1750	14	1924	Santmyers, George T.	Bralove, Harry M.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3939	1750	58	1914	Landvoigt, A. E.	Shannon & Luchs	Colonial Revival	Freestanding house	C	Garage	NC
Military Road	3941	1750	17	1925	Martin, W. L., Jr.	Century Homes Corp.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3943	1750	18	1925	Martin, W. L., Jr.	Century Homes Corp.	Colonial Revival	Twin house	C	Garage	NC
Military Road	3945	1750	19	1925	Warner, C. W.	Meatyard Const. Co.	Colonial Revival	Freestanding house	C		
Morrison Street	3700	1868	64	1916	Kendall & Smith	Marshall, J. L.	Colonial Revival	Freestanding House	C	Garage	NC

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Morrison Street	3701	1867	820	1933	Wilcox, F. G.	Poretsky (Harry), Inc.	Tudor Revival	Freestanding house	C	Garage	C
Morrison Street	3702	1868	63	1915	Ryerson, E. D.	Brashears, W. C.	Dutch Colonial Revival	Freestanding House	C	Garage	NC
Morrison Street	3703	1867	821	1909	Simpson, John	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3704	1868	61	1913	Brashears, W. C.	Brashears, W. C.	Colonial Revival	Freestanding House	C	Garage	NC
Morrison Street	3705	1867	71	1909	Ryerson, Ernest D.	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3706	1868	57	1910	Ryerson, Ernest D.	Simpson's (John) Sons Inc.	Spanish Colonial Revival	Freestanding House	C		
Morrison Street	3707	1867	72	1909	Ryerson, Ernest D.	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3708	1868	56	1910	Ryerson, Ernest D.	Simpson's (John) Sons Inc.	Colonial Revival	Freestanding House	C	Garage	NC
Morrison Street	3711	1867	69	1909	Brashears, J. W.	Brashears Bros.	Colonial Revival	Freestanding house	C		
Morrison Street	3712	1868	55	1909	Keene, Chas.	Brashears Bros.	Colonial Revival	Freestanding House	C	Garage	NC
Morrison Street	3714	1868	58	1910	Brashears Bros.	Brashears Bros.	Colonial Revival	Freestanding House	C	Garage	NC
Morrison Street	3715	1867	88	1911	Adams, Benjamin F.	Harper, Wm. F.	Colonial Revival	Freestanding house	C		
Morrison Street	3716	1868	816	1913		Harper, Wm. F.	Craftsman	Freestanding House	C	Garage	NC

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Morrison Street	3717	1867	89	1922	Atkinson, A. S. J.	Troutt (John) Const. Co.	Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3718	1868	824	1921	Allard, Wm. C.	Warthen, A. C.	Colonial Revival	Freestanding House	C	Garage	NC
Morrison Street	3719	1867	68	1909		Simpson (John) & Sons	Dutch Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3720	1868	819	1909	Simpson (John) & Sons	Simpson (John) & Sons	Craftsman	Freestanding House	C		
Morrison Street	3723	1867	73	1909	Brashears Bros.	Brashears Bros.	Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3726	1868	72	1913		Harper, Wm. F.	Colonial Revival	Freestanding House	C	Garage	NC
Morrison Street	3818	1859	70	1924	Lamar, W. R.	Taylor & Hedges	Dutch Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3819	1859	96	1918		Thrift Building Co.	Colonial Revival	Freestanding house	C		
Morrison Street	3820	1859	69	1924	Lamar, W. R.	Taylor & Hedges	Dutch Colonial Revival	Freestanding house	C		
Morrison Street	3821	1859	99	2016			Craftsman	Twin house	NC		
Morrison Street	3823	1859	98	2016			Craftsman	Twin house	NC		
Morrison Street	3825	1859	62	1913	Wire, Chas. E.	Wire, Chas. E.	Colonial Revival	Freestanding house	C		
Morrison Street	3834	1859	76	1925	Santmyers, George T.	Irvin, W. G.	Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3901	1747	59	1922		Stockett, Wm. E.	Colonial Revival	Freestanding house	C		

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Morrison Street	3903	1747	804	1924	Ingram, A. J.	same	Colonial Revival	Freestanding house	C		
Morrison Street	3905	1747	43	1913	Ryerson, E. Dwight	Fulmer, H. D.	Queen Anne	Freestanding house	C	Garage	NC
Morrison Street	3906	1748	43	1916	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C		
Morrison Street	3908	1748	42	1916	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C		
Morrison Street	3909	1747	810	1935	Plager, W. S.	Dawson, Walter H.	Colonial Revival	Freestanding house	C	Garage	C
Morrison Street	3911	1747	6	1917		Dunigan, D. J.	Colonial Revival	Twin house	C	Garage	C
Morrison Street	3912	1748	822	1913	Lingamfelt er, N. S.	Fulmer, H. D.	Colonial Revival	Freestanding house	C	Garage	NC
Morrison Street	3913	1747	7	1917		Dunigan, D. J.	Colonial Revival	Twin house	C		
Morrison Street	3914	1748	39	1917	Landvoigt & Cook	Dunigan, D. J.	Colonial Revival	Twin house	C	Garage	NC
Morrison Street	3916	1748	38	1917	Landvoigt & Cook	Dunigan, D. J.	Colonial Revival	Twin house	C		
Morrison Street	3918	1748	37	1917	Landvoigt & Cook	Dunigan, D. J.	Colonial Revival	Twin house	C		
Morrison Street	3920	1748	36	1917	Landvoigt & Cook	Dunigan, D. J.	Colonial Revival	Twin house	C	Garage	NC
Morrison Street	3921	1747	8	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C		
Morrison Street	3922	1748	35	1915	Miller, James	Miller, Alex	Colonial Revival	Freestanding house	C		
Morrison Street	3923	1747	9	1916	Groot, J. Albert	Boss, Harry K.	Colonial Revival	Twin house	C		
Morrison Street	3924	1748	34	1915	Miller, James	Miller, Alex	Colonial Revival	Freestanding house	C		
Morrison Street	3925	1747	10	1922	Norton, Claude N.	Cahill, Victor	Colonial Revival	Twin house	C	Garage	NC



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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Morrison Street	3926	1748	33	1919		Dunigan, D. J.	Colonial Revival	Twin house	C		
Morrison Street	3927	1747	11	1922	Norton, Claude N.	Cahill, Victor	Colonial Revival	Twin house	C	Garage	NC
Morrison Street	3928	1748	32	1919		Dunigan, D. J.	Colonial Revival	Twin house	C		
Morrison Street	3929	1747	12	1916	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C		
Morrison Street	3930	1748	31	1921	Norton, Claude N.	Case, Walter	Colonial Revival	Twin house	C		
Morrison Street	3931	1747	13	1916	Landvoigt & Cook	Boss & Phelps	Colonial Revival	Twin house	C		
Morrison Street	3932	1748	30	1921	Norton, Claude N.	Case, Walter	Colonial Revival	Twin house	C		
Morrison Street	3933	1747	58	1979			Colonial Revival	Freestanding house	NC		
Morrison Street	3934	1748	29	1912		Gruver, J. S.	Colonial Revival	Twin house	C		
Morrison Street	3935	1747	57	1915	Gordon, F. R.	Gordon, F. R.	Craftsman	Freestanding house	C		
Morrison Street	3936	1748	28	1912		Gruver, J. S.	Colonial Revival	Twin house	C		
Morrison Street	3938	1748	27	1921	Norton, Claude N.	Cahill, Victor	Colonial Revival	Twin house	C		
Morrison Street	3939	1747	42	1911	Smith, J.	Lightbown, Cooper	Craftsman	Freestanding house	C		
Morrison Street	3940	1748	26	1921	Norton, Claude N.	Cahill, Victor	Colonial Revival	Twin house	C		
Morrison Street	3944	1748	65	1912	Smith, Percy C.	Peters, C. L.	Colonial Revival	Freestanding house	NC		
Morrison Street	3948	1748	64	1949	Bender, Wm. O.	Bender, Wm. O.	Colonial Revival	Freestanding house	C		
Morrison Street	4001	1747	46	1939	Barth, Max	Hopkinson, Joseph	Colonial Revival	Freestanding house	C	Garage	NC

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Northampton Street	3700	1866	80	1924	Ruekas, John A.	Bartlett, L. M.	Colonial Revival	Freestanding house	C	Garage	NC
Northampton Street	3701	1865	819	1930	Jacobson, Edwin	Jacobson, Edwin	Tudor Revival	Freestanding house	NC		
Northampton Street	3702	1866	836	1922	Cutler & Moss	Benson, J. E.	Colonial Revival	Freestanding house	C		
Northampton Street	3703	1865	93	1909	Schneider, A. M.	Coon, W. R.	Spanish Colonial Revival	Freestanding house	C		
Northampton Street	3709	1865	824	1921	Miller, O. Harvey	Lash, Dr. Elmer	Colonial Revival	Freestanding house	C	Garage	NC
Northampton Street	3711	1865	92	1929	Stadel, E. F.	Oliphant, M. C.	Tudor Revival	Freestanding house	C	Garage	NC
Northampton Street	3720	1866	833	1911	Hunter & Bell	Bengel, W. E.	Colonial Revival	Freestanding house	C		
Northampton Street	3724	1866	74	1911	Hunter & Bell	Bengel, W. E.	Colonial Revival	Freestanding house	C		
Northampton Street	3726	1866	835	1914	Jones & Bubb	Phillips, Wm. S.	Colonial Revival	Freestanding house	C		
Northampton Street	3727	1865	831	1921	Weston, Rees W.	Farrar, William P.	Craftsman	Freestanding house	C	Garage	NC
Northampton Street	3728	1866	73	1910	Hunter & Bell	Browning, W. L.	Colonial Revival	Freestanding house	C		
Northampton Street	3729	1865	95	1922	Atkinson, A. S. J.	Ward, J. H.	Colonial Revival	Freestanding house	C	Garage	NC
Northampton Street	3730	1866	81	1911	Hunter & Bell	Browning, William L.	Craftsman	Freestanding house	C	Garage	NC
Northampton Street	3731	1865	832	1922	Williams, L. G.	Johnson, F. M.	Colonial Revival	Freestanding house	C		
Northampton Street	3733	1865	829	1922	Williams, L. G.	Johnson, F. M.	Craftsman	Freestanding house	C		
Northampton Street	3734	1866	834	1910	Hunter & Bell	Browning, W. L.	Colonial Revival	Freestanding house	C	Garage	NC

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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Northampton Street	3736	1866	70	1911	Hunter & Bell	Browning, William L.	Colonial Revival	Freestanding house	C	Garage	NC
Northampton Street	3750	1866	67	1907	Schneider, A. M.	Brennan, John	Craftsman	Freestanding house	C	Garage	NC
Northampton Street	3751	1865	83	1912	Hunter & Bell	Bengel, W. C.	Tudor Revival	Freestanding house	C		
Northampton Street	3753	1865	823	1907	Schneider, A. M.	Brennan, John	Spanish Colonial Revival	Freestanding house	C		
Northampton Street	3755	1865	820	1907	Jones, E. H.	Simpson (John) & Sons	Craftsman	Freestanding house	C	Garage	NC
Northampton Street	3759	1865	78	1908	Ryerson, E. D.	Simpson (John) & Sons	Craftsman	Freestanding house	NC	Garage	NC
Northampton Street	3765	1865	75	1907	Schneider, A. M.	Brennan, John	Craftsman	Freestanding house	NC	Garage	C
Northampton Street	3808	1860	818	1928	Wire Realty Co.	Nichol, D. E.	Spanish Colonial Revival	Commercial Building	C		
Northampton Street	3810	1860	819	1928	Wire Realty Co.	Nichol, D. E.	Spanish Colonial Revival	Commercial Building	C		
Northampton Street	3812	1860	23	1928	Wire Realty Co.	Nichol, D. E.	Spanish Colonial Revival	Commercial Building	C		
Northampton Street	3900	1746	44	1923	Warren, M. & R. B.	Warren, M. & R. B.	Craftsman	Freestanding house	C		
Northampton Street	3901	1746	34	1908	Simpson (John) & Sons	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
Northampton Street	3902	1746	43	1923	Warren, M. & R. B.	Warren, M. & R. B.	Tudor Revival	Freestanding house	C		

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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Northampton Street	3904	1746	42	1923	Warren, M. & R. B.	Warren, M. & R. B.	Craftsman	Freestanding house	C		
Northampton Street	3907	1746	28	1939	Crusemire, William	Pichler Richmond Const. Co.	Colonial Revival	Freestanding house	C	Garage	NC
Northampton Street	3908	1746	17	1949	Giles, Lewis W.	Kayson, Abram & Stishe	Colonial Revival	Freestanding house	NC		
Northampton Street	3909	1746	29	1939	Crusemire, William	Pichler Richmond Const. Co.	Colonial Revival	Freestanding house	NC		
Northampton Street	3910	1746	59	1968			Colonial Revival	Freestanding house	NC	Garage	NC
Northampton Street	3911	1746	817	1919	Lyon (M. J.) Co.	Klein, Mabel	Colonial Revival	Freestanding house	C		
Northampton Street	3915	1746	33	1907	Fletcher, Fredk A.	Grier & Iglehart	Tudor Revival	Freestanding house	C		
Northampton Street	3916	1746	67	1986			Colonial Revival	Twin house	NC		
Northampton Street	3918	1746	68	1986			Colonial Revival	Twin house	NC		
Northampton Street	3920	1746	806	1909	Holder, Chas.	Holder, Chas.	Colonial Revival	Freestanding house	C	Garage	NC
Northampton Street	3838	1860	814	1941	Johannes, Dana B., Jr.	Barkley Bros. Inc.	Modern Movement	Apartment/commercial	NC		
Oliver Street	3700	1865	86	1922	Cutler & Moss	Simpson, Frank	Colonial Revival	Freestanding house	C		
Oliver Street	3701	1864	1	1912	Harding & Upman	Duvall, G. W.	Colonial Revival	Freestanding house	C		
Oliver Street	3708	1865	84	1915	Ryerson, E. D.	Simpson, John	Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3726	1865	82	1911	Crane, J. J.	?ohr Builder	Queen Anne	Freestanding house	C		

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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Oliver Street	3728	1865	77	1907	Murphy, William T.	Simpson (John) & Sons	Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3730	1865	81	1910	Ryerson, Ernest D.	Simpson's (John) Sons	Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3733	1864	74	1915	Breuninger, L. E.	Breuninger, L. E.	Colonial Revival	Freestanding house	C		
Oliver Street	3734	1865	88	2022	Thomson and Cooke	Simpson (John) & Sons	Modern Movement	Freestanding house	NC		
Oliver Street	3735	1864	819	1907	Mullett (A. B.) & Co.	Thompson, A.	Dutch Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3740	1865	830	1907	Ricker, Percy L.	Simpson's (John) Sons	Colonial Revival	Freestanding house	C	Shed	NC
Oliver Street	3744	1865	827	1909	Poynton, Arthur M.	Potts, F. C.	Colonial Revival	Freestanding house	C		
Oliver Street	3745	1864	815	1908	Crane, Jeremiah J.	Warthen, A. C.	Dutch Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3746	1865	80	1909	Lukei, R. F.	Lukei, R. F.	Colonial Revival	Freestanding house	C		
Oliver Street	3749	1864	77	1908	Medford, Thomas M.	Jones, H. C.	Colonial Revival	Freestanding house	C		
Oliver Street	3750	1865	91	1918	Norton, Claude N.	Boss & Phelps	Dutch Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3752	1865	94	1908	Sonnemann, A. H.		Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3753	1864	78	1910	Speiden & Speiden	Jennings, Randolph L.	Tudor Revival	Freestanding house	C		

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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Oliver Street	3761	1864	818	1908	Olmsted, W. B.	Simpson (John) & Sons	Tudor Revival	Freestanding house	C	Shed	NC
Oliver Street	3767	1864	816	1915	Moore, Raymond	Taylor, Chas. H.	Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3769	1864	71	1911	Lantell, Geo. D.	Farnham, E. D.	Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3775	1864	62	1908	Plant, A. C., Jr.	Essex, Frank B.	Colonial Revival	Freestanding house	C	Garage	NC
Oliver Street	3777	1864	56	1908	Schneider, A. M.	Henderson, John M.	Craftsman	Freestanding house	C		
Oliver Street	3851	1746	60	1979			Colonial Revival	Freestanding house	NC		
Oliver Street	3853	1746	61	1979			Colonial Revival	Freestanding house	NC		
Quesada Street	3630	1863	47	1926	Hallett, Marcus	Gillis, H. A.	Gothic Revival	Church	C		
Western Avenue	5601	1746	47	1927	Berry, R. W.	Mikkelsen, George F.	Colonial Revival	Freestanding house	C		
Western Avenue	5619	1746	48	1925	Moss, Louis R.	Markham, Carl W.	Colonial Revival	Freestanding house	C	Garage	NC
Western Avenue	5625	1746	49	1925	Kearney, John W.	Gore, Fred H.	Colonial Revival	Freestanding house	C		
Western Avenue	5631	1746	50	1926	Kearney, John W.	Gore, Fred A.	Tudor Revival	Freestanding house	C	Garage	C
Western Avenue	5637	1746	51	1926	Kearney, John W.	Gore, Fred A.	Tudor Revival	Freestanding house	C	Garage	NC
Western Avenue	5643	1746	52	1925	Kearney, John W.	Gore, Fred H.	Colonial Revival	Freestanding house	C	Garage	NC
Western Avenue	5649	1746	70	1926	Kearney, John W.	Gore, Fred H.	Tudor Revival	Freestanding house	NC		

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Street	Address	Square	Lot	Year Built	Architect	Builder	Style	Property Type	Status	Outbuilding	Status
Western Avenue	5671	1746	820	1948; 1958	Corning & Moore; Kluge, Russell J.	Colonial Revival	Church with addition	C			
Western Avenue	5721	1746	62	1926	Geare, R. W.	Gilleland, George T.	Colonial Revival	Freestanding house	C		
Western Avenue	5725	1746	63	1979			Colonial Revival	Twin house	NC		
Western Avenue	5727	1746	64	1979			Colonial Revival	Twin house	NC		
Western Avenue	5729	1746	65	1979			Colonial Revival	Twin house	NC		

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## 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.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ 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 old or achieving significance within the past 50 years



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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1906 - 1964

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1906

1907

1909

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Chevy Chase Land Company

Fulton R. Gordon

George T. Santmyers

Claude N. Norton

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Chevy Chase Historic District meets the District of Columbia Inventory of Historic Sites Criterion D (Architecture and Urbanism) and the National Register of Historic Places Criterion A for its significance to the community planning and residential development of the District of Columbia. The Chevy Chase Historic District is also significant under the National Register of Historic Places Criterion C with the themes of architecture and community planning/development. The period of significance extends from 1906 to 1964.

The Chevy Chase Historic District was a catalyst for suburban development in the northwestern section of Washington, D.C. The Chevy Chase Land Company, and its founder, Francis G. Newlands, facilitated the development of new suburbs through extensive land purchases, the extension of Connecticut Avenue north of Florida Avenue NW, and by developing a streetcar line, the Rock Creek Railroad, to connect the new suburbs with downtown Washington. Connecticut Avenue runs through the heart of the historic district with the oldest and most distinctive subdivisions on either side, including Connecticut Avenue Terrace (1906), Chevy Chase, D.C. (1907), and Connecticut Avenue Park (1909). Because these subdivisions were developed first, they set the design and planning characteristics that were used throughout the rest of the neighborhood over the course of the next five decades.

The developers of this new suburb, Francis G. Newlands' Chevy Chase Land Company and Fulton R. Gordon, created tree-lined macadamized streets, with sidewalks, curbs, and paved alleyways radiating off the new Connecticut Avenue NW. They mandated setbacks, garden, and lot size, as well as required a minimum cost for each home. The minimum cost requirement was a tactic that developers used to limit the types of buyers in a community—in particular persons of color—before the inclusion of explicit deed restrictions became commonplace. Fulton Gordon allowed for lots on the west side of Connecticut Avenue NW to include commercial development. In contrast, the Chevy Chase Land Company initially reserved lots on Connecticut Avenue NW for larger, more expensive homes. Over 150 named architects designed the houses, civic and commercial buildings, churches, and schools within the historic district. Because so many of the best and most prolific Washington architects worked here, the Chevy Chase Historic District presents an exceptional laboratory of early twentieth-century electric Revival Style Architecture.

The period of significance for the Chevy Chase Historic District begins in 1906 when the first subdivision, Connecticut Avenue Terrace, was platted and opened for development. The second subdivision, Chevy Chase, D.C., opened in 1907. The third subdivision, Connecticut Avenue Park, began development in 1909. The period of significance ends in 1964 with the completion of the last apartment building on Connecticut Avenue NW north of Military Road NW, which signaled the conclusion of residential building in the historic district. After this date, all major new building in the historic district comes as a result of tearing down earlier buildings.

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The Chevy Chase Historic District contains five previously designated resources. The Chevy Chase Arcade at 5520 Connecticut Avenue NW (DC designation 1988; NR 2003), the Chevy Chase Savings Bank at 5530 Connecticut Avenue NW (DC designation 2023; NR 2023) and the Chevy Chase Theater at 5612 Connecticut Avenue NW (DC designation 1996; NR 1996) are landmarks listed on the District of Columbia Inventory of Historic Sites and the National Register of Historic Places. The Newlands's Memorial Fountain (DC designation 2007; NR 2007) and the Garden Club of America Markers (DC designation 2007; NR 2008) in Chevy Chase Circle were both recognized as part of National Register Multiple Property Documents for "Monuments in Washington, D.C." and "Garden Club of America Markers in Washington, D.C."

The Chevy Chase Historic District consists of 696 buildings, structures, and sites varying in form from single dwellings, twin dwellings, garages, apartment buildings, civic and commercial buildings, and churches. The Chevy Chase Historic District includes 453 contributing resources and 243 non-contributing resources.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A: Community Planning and Development**

The Chevy Chase Historic District meets National Register Criterion A with Community Planning and Development as its Area of Significance for the dominant role it played in the urban planning and development of upper Connecticut Avenue NW in Northwest Washington, D.C. Through the construction of Connecticut Avenue and the development of the Rock Creek Railroad, these new suburbs within the Chevy Chase Historic District were connected with downtown Washington. To create the 130-foot-wide Connecticut Avenue, laborers dug a total of five miles of roadbed over difficult terrain and erected two large iron bridges, one over Klinge Valley and the second over Rock Creek just south of Calvert Street. This massive project was completed in just a few short years and, in the process, succeeded in opening up Connecticut Avenue and the entire northwest section of the city to development. In addition to Chevy Chase DC, the neighborhoods of Woodley Park, Cleveland Park, and Forest Hills are all a result of this ambitious project.

**Criterion C: Architecture**

The Chevy Chase Historic District meets National Register Criterion C with Architecture as its Area of Significance as an architecturally intact and cohesive early twentieth century, planned residential suburb. The Chevy Chase Historic District is characterized by its modified grid plan, tree-lined streets, sizeable lots with detached and semi-detached dwellings representing a variety of early- to mid-twentieth-century design styles, its neighborhood-based commercial corridor, and an array of institutional buildings that were built for and contribute to a comprehensive community. The main thoroughfare, Connecticut Avenue NW, is defined both by its local commercial district and the large apartment buildings that line both sides of the street. Side streets radiating off Connecticut Avenue NW are lined with residential dwellings. The dwellings are characterized by eclectic revival styles, such as Colonial Revival, Dutch Colonial Revival, Spanish Colonial Revival, Classical Revival, Renaissance Revival, and Tudor Revival. Alleys cut through each

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block, creating service lanes to access garages and other utilitarian areas at the rear of the lots.

### **Early History of Northwest Washington County**

More than 13,000 years before European settlers came to the Potomac Basin, native peoples hunted, fished, and camped at the falls of the Potomac. Though there was much activity at the falls and along the Potomac, the lands above the river seem to have been visited only occasionally. Beginning around 2000 BC, during the Late Archaic period, Native Americans began harvesting cobbles and other stones from the Rock Creek Valley. The campsites around the creek were not permanent but showed a lot of activity related to the manufacture of stone tools. Quarries were located as far north as the present-day area of Van Ness and the Soapstone Valley Park, south of Albemarle Street NW off Connecticut Avenue NW.<sup>1</sup>

Early European explorers along the Potomac noted a village site in the southeastern part of Anacostia, known as Nacotchtancks. The village was likely abandoned by the middle of the seventeenth century as the Nacotchtank people began showing up in colonial records with the Piscataway people who inhabited the north side of the Potomac and Southern Maryland. The English colonizing Maryland had encountered the Piscataway upon their arrival as some villages were close to St. Mary's City. But they were also known to have inhabited the land that is now Piscataway Park in Maryland, Choptico Town, and another site closer to Frederick County at Heaters Island. By the 1680s, the area on the north side of the Potomac that is now the City of Washington was devoid of Native American settlement. The last holdout was the settlement on Heaters's Island, which was abandoned in the first quarter of the eighteenth century. The Native Americans moved north and west into Pennsylvania or joined with their remaining kinsman in Southern Maryland.<sup>2</sup>

Beginning in the 1680s, the Lord Proprietor of Maryland issued land patents throughout the area. Those patenting land were mostly land speculators who would populate portions of their land with tenants in addition to farming sections of it themselves.<sup>3</sup> The largest tract of land that makes up the Chevy Chase DC neighborhood today was derived from an eighteenth-century plantation known as "Cheivy Chace," which can be traced back to a land grant of 560 acres given to Colonel Joseph Belt (1680-1761) by Lord Baltimore in 1725.<sup>4</sup> In 1791, the southern end of the tract was transferred from Prince George's County to make up the new Washington County, which was how the land within the District of Columbia was initially designed.

In 1814, the northern section of "Cheivy Chace," with a family home, was sold to Abraham Bradley, for whom Bradley Lane in Chevy Chase, Maryland is named. The southern section, with a second family home purportedly located on what is today Oliver Street in northwest Washington, D.C., continued in the family until the late 19<sup>th</sup> century.<sup>5</sup> The last family resident was Charles Richard Belt (1789-1883). Like other plantations in the region, the Belt farm started out as an eighteenth-century tobacco plantation. As the century wore on and the price of tobacco fell and many plantations switched to growing wheat and cereals to increase profits. Wealthy families that owned multiple plantations and very large tracks of land often leased sections to tenants to derive income from the property. The Belts also sold off smaller parcels of land. These land sales resulted

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in a greater number of farms and an increased population in the area as indicated by U.S. Census records and historic maps. The 1879 Hopkins Map (See map page 137) reveals that many people lived in the area around the Belt family plantation, and their numbers increased throughout the nineteenth century.

As the owner of a large plantation, Charles R. Belt enslaved several persons in the years before the Civil War. United States Census Records from 1850 and 1860 show Belt enslaving as many as thirteen people, with most being children.<sup>6</sup> In 1862, when Congress approved the Compensated Emancipation Act, Charles R. Belt petitioned the government for compensation for the enslaved persons that he owned. Based on the petition records, the family members that Belt enslaved served as domestics with one of the older boys working as a laborer on his farm.<sup>7</sup> Belt freed the enslaved people he owned as required by law. He continued to farm his land, and later lived in his home with his nephews. He died in 1883 and is buried in the Grace Episcopal Church Cemetery in Silver Spring, MD.<sup>8</sup>

Records of the United States Census also list who else was living in the vicinity of Belt's home. In 1850 those surrounding Belt were predominantly White farmers and laborers. A few of these, such as William Murdock and Jacob Hoyle, also owned large farms. Richard Jones and his family moved to the area by the late 1840s and began to accumulate several tracts of land, eventually totaling over eighty acres. The Jones family farmed their land for three generations and their family farmhouse survives today on Quesada Street NW, just outside the historic district.<sup>9</sup>

Besides these large and medium-sized property owners, others owned much smaller tracts of land. According to the 1850 and later census, most residents in the area around what is today the Chevy Chase DC neighborhood were born in Maryland or in the District of Columbia. Only one or two Irish or German immigrants appear in the census records.<sup>10</sup> Some of the listed laborers likely worked on the large Belt, Murdock, Hoyle, or Jones' farms. Others, like building craftsmen, such as carpenters, joiners, and masons, likely worked in and contributed to the growing city. Often those in the building trades lived beyond the limits of the city of Washington where they had space for workshops and storage areas for materials. Joseph Duvall, who is listed as a butcher, is shown as having a large amount of property, which might have included a stockyard.

In 1850, there was one free African American family living very close to Charles Belt. Thomas and Mary Ann Harris were the progenitors of what later became known as the Broad Branch Community, living off what is today Broad Branch Road and around the site of Lafayette Elementary School.<sup>11</sup> By 1860, several more African American families had moved into the area, including two households headed by women, Carolina Adams and Martha Rhodes, both of whom were listed as washerwomen. This free African American community and others would eventually be forced off their land by the growing community of Chevy Chase DC and its schools and public parks in the early-to-mid-twentieth century.

After the Civil War, as larger farms were broken up into smaller parcels, families grew and made only what they needed to subsist, while also earning income from other occupations. Those still working larger farms provided dairy, vegetables, and other foodstuffs for sale at the city's markets.

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This was true of the Jones farm, which in particular, produced dairy products for the city.<sup>12</sup> Many tradesmen, carpenters, stone masons, wheelwrights, blacksmiths, gardeners, and millers of different races and ethnicities continued to live in the area as indicated by the 1870 and 1880 U.S. Censuses. These census records also reveal that several African American domestic workers lived in the area in predominantly White households.<sup>13</sup>

Charles R. Belt died in 1883 and Richard Jones three years later in 1886. Richard's son, Horace Jones, inherited the family farm and continued to cultivate the land until his own death in 1910. The Chevy Chase Land Company purchased the Belt family property just a few years after Charles Belt's death.

### **Francis Griffith Newlands, the Chevy Chase Land Company, and the Creation of Streetcar Suburbs in Northwest Washington**

The Chevy Chase Land Company was an organ of a new syndicate that was embarking on an ambitious plan to develop a large section of Northwest Washington in the 1880s. Francis G. Newlands and his investors purchased nearly 1,800 acres along what is now Connecticut Avenue NW above Boundary Street in Washington County. In 1890, they created the Chevy Chase Land Company to oversee the platting and development of their newly acquired tracts. Before they could develop their newly acquired land, roads and transportation networks needed to be built. Newland's first priority was to extend Connecticut Avenue north of Florida Avenue NW, which represented the limits of the City of Washington at that time. At the same time, he purchased the charter to the Rock Creek Railway allowing him to extend a streetcar line through his land holdings.

Newlands and the Chevy Chase Land Company began their development in Maryland and, once that suburb was well underway, turned their attention to the land in the District of Columbia. Similarities among the neighboring subdivisions created an extensive yet cohesive development that would straddle the Maryland and District of Columbia boundary line at Chevy Chase Circle. The Land Company's vision for and implementation of these "twin suburbs" would play a central role in the development of the northwestern section of the District of Columbia.

All of this new development was fueled by a construction boom that began after the passage of the Pendleton Civil Service Reform Act in 1883. The act changed government employment from jobs appointed or given out through political favoritism to jobs that persisted from one elected administration to the next. The creation of a permanent Civil Service, changed government workers from transients to a permanent class of people who could establish families in the city of Washington.<sup>14</sup>

The establishment of the streetcar in Washington, D.C. was another significant catalyst for development. By the 1860s, the establishment of several horse-drawn streetcar routes along with improved city infrastructure such as paved roads, sewers, water, and gas lines, greatly enhanced living conditions and promoted growth within the original city limits. Later, the advent of electrified streetcars and commuter trains toward the end of the century provided enough power to

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allow the railways outside of downtown so that development could occur north of Florida Avenue NW. These street railway lines were typically owned and operated by real estate developers.<sup>15</sup> Among these was Francis Newlands and his syndicate, who ultimately transformed the rural landscape of northwest Washington, D.C. to the Maryland border.

### *Francis Griffith Newlands*

During the late-nineteenth-century real estate boom, Francis Griffith Newlands (1848-1917) moved to Washington and, once there, enacted his vision of an ideal suburb. The outcome of this venture was the first large, comprehensively planned streetcar suburb west of Rock Creek, known as Chevy Chase. Born in Mississippi, Newlands first moved to the city of Washington in 1863. At the age of sixteen, Newlands was accepted into Yale College, but was unable to complete his education due to the untimely death of his stepfather from cholera in 1866. He returned to the District of Columbia and worked for the U.S. Post Office while attending law classes at Columbian College (now the George Washington University). Newlands was admitted to the bar in 1869 at the age of twenty-one, and shortly thereafter, he moved to California to establish a law practice.<sup>16</sup>

The West was filled with men who had made their fortunes from mining and other speculative ventures including William Ralston, who organized the Bank of California in 1864, and William Sharon, an agent for the Virginia City branch of the bank. Both men had made a fortune on the Comstock Lode, the first major U.S. deposit of silver ore discovered in western Nevada in 1859.<sup>17</sup> Sharon hired Newlands to represent his extensive real estate investments on both coasts.

In 1874, Newlands married William Sharon's daughter, Clara. That same year, Sharon became a U.S. senator for the state of Nevada and expanded his vast real estate holdings to include property around Dupont Circle in the District of Columbia. Clara died as a result of childbirth in 1882. Her father, William Sharon, died three years later in 1885. At Senator Sharon's death, Francis Newlands and his surviving daughters inherited a portion of Sharon's wealth and land holdings, a fortune that would fund Newlands development of the areas known as Chevy Chase, Maryland, and Chevy Chase DC.<sup>18</sup>

In 1887, Newlands returned to the District of Columbia and sold many of Sharon's holdings in the Dupont Circle area. He invested the proceeds in property near the city boundaries to the north of Florida Avenue NW and into Maryland. Development in Maryland offered potential residents many benefits, including voting rights, higher elevation, and proximity to the nation's capital. Newlands hired intermediaries as purchasers in order to minimize speculation about the large amount of land acquisition. Unfortunately for Newlands, one landowner refused to sell his land, thus obliging Newlands to change the direction of the new Connecticut Avenue from a northwestern route to a northerly course at the Maryland/District border. This shift, made by Newlands and his engineers, is evident at Chevy Chase Circle, where Connecticut Avenue begins to run north-south rather than southeast-northwest.

By 1890, Newlands had acquired nearly 1,800 acres, extending from today's Woodley Park to Jones Bridge Road in Maryland.<sup>19</sup> Newlands incorporated the Chevy Chase Land Company in

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Montgomery County in June 1890 and went public with his intent to create his ideal residential suburbs.<sup>20</sup>

### *The Chevy Chase Land Company*

The Chevy Chase Land Company and the two suburbs of Chevy Chase, Maryland and Chevy Chase D.C., received their name from a 305-acre tract of land known as “Cheivy Chace.”<sup>21</sup> The Chevy Chase Land Company served as an umbrella organization for three additional corporations: Thomas. J. Fisher & Company, the Union Trust and Storage Company, and the Rock Creek Railway. Thomas J. Fisher & Company was an established Washington real estate firm when it became the exclusive sales agent for the Land Company in 1895. Edward Stellwagen, the son-in-law of Thomas Fisher, and George Hamilton organized the Union Trust and Storage Company in 1899. Initially, the company provided storage for the Rock Creek Railway, managed the assets of the Chevy Chase Land Company, and served as a trust to control financing and issue stocks and bonds. Later the name was shortened to the Union Trust Company when the trust operations took precedence over the storage aspects of the business. Along with the Rock Creek Railway, these corporations shared many of the same officers and trustees, operated out of the same office at the Union Trust headquarters, and were all instrumental to the development of Chevy Chase, Maryland, and Chevy Chase DC.<sup>22</sup>

### *The Rock Creek Railway Company*

Newlands recognized that it was essential to have a streetcar line running from downtown Washington to his new suburbs at the Maryland line in order to ensure its successful development. To accomplish this, Newlands purchased the 1888 charter of the Rock Creek Railroad Company, which was established by investors and developers of the subdivisions of Woodley Park and Washington Heights and never fully built. The route was authorized to run from 18<sup>th</sup> and U Streets NW and north along 18<sup>th</sup> Street NW to Calvert Street NW. From Calvert Street NW, the road was to continue north to the District line along the unplotted Connecticut Avenue. Newlands had the charter amended so that the line could run to a suburban terminal at Chevy Chase Lake (now Connecticut Avenue NW and Chevy Chase Lake Road) in Maryland.

The project proved extremely challenging. To create the 130-foot-wide avenue, laborers, under the direction of engineer William Kelsey Schoepf (1864-1927), dug a total of five miles of roadbed, removing nearly a half million cubic yards of dirt and over 200,000 cubic yards of solid rock.<sup>23</sup> Later in 1946, Edward Hillyer, a former president of the Chevy Chase Land Company, documented his remembrance of the effort that it took to build Connecticut Avenue:

The hills had to be cut down by pick and shovel and the valleys filled by horse-drawn carts. A good illustration of the operation was the cutting down of what was known as Soapstone Hill on the west side of Connecticut Avenue at Albemarle Street and the earth had to be taken across the Avenue and filled in where the Ice Palace Shopping Center [Van Ness Center] is today, a fill or depth of some forty or fifty feet. In some



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places a train of small dumping cars with a donkey engine carried the dirt on very narrow rails.<sup>24</sup>

In addition to smoothing the terrain, two large iron bridges were constructed, first, over Klinge Valley and, second, over Rock Creek just south of Calvert Street NW. The bridge over Rock Creek was 180 feet high and 750 feet in length. The bridge over the Klinge Valley was 70 feet high and 400 feet long. The two bridges cost over \$120,000 to construct.<sup>25</sup>

The Rock Creek Railway opened on September 18, 1892, with twenty-five cars in use, offering full service from 18<sup>th</sup> and U Streets NW to Chevy Chase Lake, an artificial lake and amusement park created by the Chevy Chase Land Company as a marketing scheme to lure potential residents and increase railway revenue.

By 1900, Washington, D.C., and its immediate suburbs had about 190 miles of streetcar track. These tracks were concentrated in the downtown business district, connecting selected suburban areas in Maryland and Virginia to the nation's capital. The route additions during the pre-World War I era to areas such as the Chevy Chase DC neighborhood essentially completed Washington, D.C.'s street railway system.<sup>26</sup> However, the adequacy of service was a primary issue. Attempts at providing alternatives to the city's streetcar system met with little initial success. By the 1920s, as riders grew weary of the discomfort of streetcar travel and impatient with increasing traffic congestion, the development of an all-bus system progressively gained popularity.

Peak usage, congestion, re-organization, and the gradual replacement of the street railway system by the more economical and flexible bus system marked the final chapter in the story of Washington, D.C.'s streetcars. This transformation was under the direction of the Capital Transit Company (CTC), which was formed in December 1933. The company merged all street railways in the District of Columbia and the Washington Rapid Transit (an independent bus company established in 1921) under one set of management. The Capital Transit Company maintained 703 streetcars, 214 buses, and 217 miles of track. Universal transfers and passes were introduced, re-routing and elimination of parallel lines were completed, and new route numbers were formulated. Because of the new routes and ease of transfers, the number of passengers increased by sixty million fares in the first year of the merger.<sup>27</sup>

Newlands's determination in extending Connecticut Avenue and the Rock Creek Railway was the catalyst for the development of several new neighborhoods. Cleveland Park was the first of these developments to be platted along the Connecticut Avenue streetcar line in the District. Thomas Waggaman and John Sherman established the Cleveland Park Company in 1894-1895 and, soon after, began building single-family houses in the subdivision along the west side of Connecticut Avenue NW.

The success of Cleveland Park quickly allowed for its expansion with additions to the original subdivision as early as 1896.<sup>28</sup> Although the subdivision of Washington Heights, located along the east side of Columbia Road, south of Rock Creek Valley, was platted in 1888 before the establishment of the streetcar line, construction did not fully commence until the late 1890s after

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the streetcar was in service, thus adding one more subdivision to the list of those made possible by the construction of Connecticut Avenue. Francis Newlands and Senator William Stewart also backed legislation for the creation of the National Zoological Park inside of Rock Creek Park. The entrance to the zoo was located right off the newly built Connecticut Avenue NW and was made accessible to many Washingtonians by the Rock Creek Railway. Rock Creek Park itself was also only a ten-minute walk from the streetcar line. James Bryce, the Ambassador from Great Britain in 1913 marveled that Washington residents had such easy access to a, “beautiful rocky glen, such as you would find in the woods of Maine or Scotland.”<sup>29</sup>

### *The Panic of 1893 and Newlands’s later years*

Just as the Rock Creek Railway opened, the Panic of 1893 sank the United States into a deep economic depression. The Chevy Chase Land Company had opened its lots in Chevy Chase, Maryland as the Panic hit, stalling development for the rest of the decade. By 1897, only twenty-seven houses were built. Meanwhile, Newlands had won Nevada’s one congressional seat and began his tenure in Congress in 1893. He held the seat for ten years splitting his time between Washington, D.C. and the West. In 1903, he began serving as one of Nevada’s senators alongside William Stewart.<sup>30</sup>

In the early twentieth century, while a U.S. Senator fully engaged in the development of the Chevy Chase DC neighborhood, Newlands became more outspoken in his white supremacist views. In 1905, Newlands wrote, “The San Domingo Question,” for the influential *North American Review*. Though the article was primarily about the resurgence of the Monroe Doctrine and the United States’ shifting imperial ambitions, in the final pages, Newlands suggested resettling America’s African American population in Cuba. In 1909, Newlands published “A Western View of the Race Question” in the *Annals of the American Academy of Political and Social Science*. In it, he referred to African Americans as a race of children.<sup>31</sup>

In 1912, Newlands had a well-publicized meeting with Norman Mack, the chairman of the National Democratic Committee in Washington, to discuss additions to the Democratic Party platform for 1912. Newlands’ proposals, which became known as the “White Plank,” included the repeal of the 15<sup>th</sup> Amendment, which granted African American men the right to vote. He also proposed restricting the education of African Americans to only those industrial pursuits for which he believed they were qualified. Newlands also advocated for new immigration laws to restrict all immigration by people of color and only allowing “Whites” to be admitted to the United States. Though Newlands made headlines in 1912, he lived only about five more years. He died in his home in Washington on December 24, 1917.<sup>32</sup>

### **The Neighborhood of Chevy Chase DC**

The Chevy Chase Land Company’s subdivision in the District of Columbia was part of a series of subdivisions platted and developed by the company in both Maryland and the District of Columbia. Similarities in the underlying principles of design for the subdivisions developed by the Chevy Chase Land Company and Fulton Gordon, including covenants, marketing, and building lot sizes,

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suggest that the Chevy Chase DC neighborhood was meant to complement the development in Maryland, thus creating large cohesive twin suburbs that straddled the line between Maryland and the District of Columbia.<sup>33</sup>

The Chevy Chase Land Company's first planned subdivision, Section 2 of today's Chevy Chase Village in Maryland, was platted in 1892. The plan featured sixty-foot-wide lots and over fifty-nine acres devoted to tree-lined streets and parks. The plan was a combination of the characteristics of the City Beautiful Movement with the landscape principles of the Picturesque. The second Maryland subdivision, Section 3, opened in 1907. Section 3 had much smaller lots and narrower streets. In an effort to invoke a more park-like feel within this tighter street plan and lot layout, the Company increased the required setback to thirty feet.

The Chevy Chase Land Company's third subdivision, Chevy Chase DC, was located across the border in the District of Columbia. The street layout for this first and all subsequent subdivisions in the Chevy Chase DC neighborhood was dictated by the already established and mapped *Permanent Plan of Highways for the District of Columbia*.

#### *Permanent Plan of Highways for the District of Columbia*

The question of how to lay out new streets in the District of Columbia, outside the boundaries of L'Enfant's original city, which was bordered by Florida Avenue NW to the north, had plagued Washington, D.C. developers since just after the Civil War. At that time, city authorities debated whether they should continue the eighteenth-century Baroque plan or create an up-to-date plan in keeping with the topography and with more current planning practices.

In 1886, the Senate proposed a formal street plan that would control future development beyond the city's boundaries. In response, the city created a formal report and accompanying map titled *Report of the Commissioners on the Extension of Streets and Avenues of the City of Washington*. The map, the first of many, illustrated a design that continued L'Enfant's grid-like plan. In 1888, Congress passed Public Law 277, "An Act to Regulate the Subdivision of Land Within the District of Columbia." The law required new subdivisions to conform to the existing Baroque grid-like pattern established by L'Enfant. However, problems associated with the 1888 Subdivision Act quickly arose.

Topographic conditions beyond the original city differed drastically from the flatter terrain within, causing engineering and economic hardships for developers looking to develop the formerly rural Washington County. To deal with such issues, Congress passed a new law in 1893, the *Permanent Plan of Highways for the District of Columbia*, that authorized the creation of a permanent system of roads beyond the L'Enfant Plan. Despite these regulations, the Engineer Commissioner had yet to publish a map illustrating the proposed street plan west of Rock Creek. As a result, tension mounted among the developers in the northwest sections of the city, including Newlands and the Chevy Chase Land Company, which owned several parcels of land beyond Rock Creek.

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Maps were prepared in sections by the engineer commissioner and two civilian assistants, illustrating the street plans for the areas outside the boundaries of L'Enfant's original city. All the maps had to be approved by a special commission composed of the U.S. Secretary of War, Secretary of the Interior, and Chief of Engineers. The District of Columbia commissioners selected the nationally acclaimed landscape architecture firm of Frederick Law Olmsted, Sr. to serve as the civilian assistants. Olmsted designed the highly praised suburb of Riverside, Illinois, in 1869, and by the early twentieth century, his planning principles had become the basis for subdivision planning throughout the United States. In general, Olmsted's principles called for neighborhoods that offered urban amenities but in a less dense, park-like setting, with winding streets that responded to the topography.<sup>34</sup>

Francis Newlands was well-acquainted with Frederick Law Olmsted and his firm. Seeking advice for his own Chevy Chase, Maryland suburb, Newlands began corresponding with Olmsted, Sr. in the late 1880s.<sup>35</sup> Olmsted's adopted son, J.C. Olmsted, oversaw the project and corresponded with Newlands regarding the "Third Section" of the city, which included the northern area around Connecticut Avenue, west of Rock Creek, where the Chevy Chase DC neighborhood was located.

Olmsted's influence on the Permanent Highway Plan is clearly visible. The northwest section of the District respects the overall street pattern of the city but is interspersed with curving streets that respond to existing topography and visual landmarks, especially that of Rock Creek Park.<sup>36</sup> In Chevy Chase DC, the street grid is intersected with winding streets such as Chevy Chase Parkway NW (formerly 37<sup>th</sup> Street), Reno Road NW, and Nevada Avenue NW that lead to Western Avenue NW, the boundary between the District of Columbia and Maryland. The winding streets reflect principles of the Picturesque Movement espoused by Frederick Law Olmsted, Sr.

### *The Subdivision of Chevy Chase, D.C. (1907)*

The Chevy Chase Land Company's subdivision, Chevy Chase, D.C., opened in May 1907 (See maps pages 138-139). It consisted of a five-block area on the east side of Connecticut Avenue NW, south of Chevy Chase Circle, down to and including the north side of Morrison Street NW. The subdivision was extended another square south to the north side of Livingston Street NW in 1909. The eastern boundary of the neighborhood was Chevy Chase Parkway NW or 37<sup>th</sup> Street NW, as it was then known. Connecticut Avenue NW served as the western boundary. As it was laid out, the subdivision of Chevy Chase, D.C. surrounded the Belt House (demolished circa 1907), located southeast of today's Chevy Chase Circle. In addition to residential lots created by the Chevy Chase Land Company, a large parcel had been reserved along the east side of Connecticut Avenue NW, between Northampton and McKinley Streets NW, as the site of a public school. The school, later known as the E.V. Brown School, was built there in 1898.<sup>37</sup>

The *Washington Post* featured the newly developed Chevy Chase, D.C. subdivision in a June 1908 article. An additional advertisement in the *Washington Post* exclaimed,

The subdivision consists of about forty acres, which have been divided into 252 building lots. It is situated on high ground, higher than any of the land in and about

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Chevy Chase. Lying inside the District line, as it does, the subdivision will be benefited by all the District improvements. The work of improving the land will begin immediately. The streets, which will be ninety feet wide, will be laid off, sidewalks put down, and alleys provided. Plans for planting shade trees have already been made, and a complete system of water and sewage pipes will be laid. It is said that every possible means will be taken to make this subdivision attractive as a residence section. No business houses will be allowed within its limits, no apartment houses will be built there, and no rows of houses permitted.<sup>38</sup>

The advertisement went on to describe the convenient location of the subdivision of Chevy Chase, D.C. and its numerous amenities, such as macadamized streets “lined with shade trees, fine privet, and honeysuckle hedges,” as well as “telephone, electric lights, and city mail service.”

It commands a magnificent view of the surrounding country, including beautiful Rock Creek Park with its miles of groves, forests, glens, upon which the Government has spent vast sums, and is [quickly becoming] one of the world’s best playgrounds.<sup>39</sup>

Summing up its appeal, a previous advertisement intended for White buyers, from the May 22, 1907 issue of the *Washington Post* stated, “Chevy Chase, D.C. offers all the conveniences of the city, with the additional advantages of the country.”<sup>40</sup> According to a later advertisement with an accompanying map, nineteen houses were located in the subdivision of Chevy Chase, D.C. by June 1908.<sup>41</sup>

Lots in the subdivision of Chevy Chase, D.C. ranged from 1,537 to 8,805 square feet, although most averaged 6,000 square feet.<sup>42</sup> Like the subdivisions that comprise Chevy Chase, Maryland, particularly Section 2, the subdivision of Chevy Chase, D.C. had covenants requiring houses on Connecticut Avenue to cost at least \$5,000 to build and houses on the side streets to cost at least \$3,000.<sup>43</sup> Furthermore, as reported by the *Washington Post*, remaining lots were reserved, “thus permitting persons who built homes to purchase more land in the future if they desire to enlarge their holdings.”<sup>44</sup>

In order to entice prospective buyers, the Chevy Chase Land Company offered a ten-percent discount to the first fifty purchasers and an additional ten-percent discount if the owners began construction within three months. The first purchaser to take advantage of this promotion was Percy L. Ricker, a botanist who had a house constructed at 3740 Oliver Street NW between July and October of 1907. In an additional effort to boost sales, the Chevy Chase Land Company built three speculative houses on Oliver and Northampton Streets NW in 1907.<sup>45</sup>

The lots in the subdivision of Chevy Chase, D.C. were similar to the city lots available in Cleveland Park, Takoma Park, and Woodley Park. The houses were also of similar size to the examples in those neighborhoods but, notably, unlike the exceptionally large examples constructed at the same time in Chevy Chase, Maryland. Newlands had specifically targeted Chevy Chase, Maryland for upper-middle-class citizens who could afford to have a grander dwelling constructed. In contrast, the smaller residential lots in the subdivision of Chevy Chase, D.C. were marketed to middle-

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income residents who would desire suburban living. Whether the homes were marketed to upper or middle income buyers, the homes were only marketed to White Washingtonians.

Two years after the Chevy Chase Land Company platted Chevy Chase, DC, it turned back to the Maryland side and opened Section 4 of Chevy Chase (now known as the Town of Chevy Chase). Section 4, which was located west of Connecticut Avenue and north of Bradley Lane was notable for its steeply rolling hills, streams, and distinctly Romantic layout.<sup>46</sup> The Land Company would continue to subdivide its Chevy Chase land in piecemeal fashion on both sides of the border until 1928 when it subdivided Section 5-A (part of which is known today as The Hamlet), completing the company's subdivisions of its Chevy Chase lands.

*Fulton R. Gordon and the Development of Subdivisions of Connecticut Avenue Terrace (1906) and Connecticut Avenue Park (1909)*

Although its holdings were vast and its effect on the development of the neighborhood of Chevy Chase DC immeasurable, the Chevy Chase Land Company did not own all of the land on both sides of Connecticut Avenue NW south of Chevy Chase Circle. Around 1905, Fulton R. Gordon, in two separate transactions, acquired two tracts of land, totaling 400 acres. The tracts were subdivided into Connecticut Avenue Terrace in the winter of 1906 and Connecticut Avenue Park in 1909.

Connecticut Avenue Terrace, the larger of the two Gordon subdivisions, is located to the south of Western Avenue NW, with the north side of Livingston Street NW as the southern boundary. Connecticut Avenue NW serves as the eastern border and 41<sup>st</sup> Street NW is the western border. The subdivision extends across to the east side of Connecticut Avenue NW and includes the commercial lots extending from half a block south of Morrison Street to half a block north of Military Road. The lots fronting on Western Avenue NW, and the northernmost end of Connecticut Avenue, were not included in the Connecticut Avenue Terrace subdivision. That property was owned by the Chevy Chase Land Company.

In June 1907, the *Sunday Star* publicized the new subdivision in the article, "Near the District Line: Development of Connecticut Avenue Terrace: Subdivision Has Frontage of One Thousand Feet on Each Side of Thoroughfare,"

...notwithstanding the fact that the subdivision was thrown open for inspection in the midst of winter, it has been announced that nearly one-half of the lots have been sold. Connecticut Avenue Terrace is one of the highest elevations in the District of Columbia and it commands a sweeping panoramic view of the surrounding country, including Rock Creek Park and nearly all of the important public and private buildings of the city.<sup>47</sup>

Advertisements placed by the company's manager, Robert E. Heater, in the *Sunday Star* emphasized the convenient location of the new subdivision and ease of commuting from

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downtown via the “\$1,000,000 Connecticut Avenue Bridge” (now Taft Bridge), which Fulton Gordon referred to as “the gateway to Chevy Chase.”<sup>48</sup>

Fulton Gordon’s Connecticut Avenue Park subdivision is uniformly defined by Livingston Street NW to the north, Connecticut Avenue NW to the east, Military Road NW to the south, and 41<sup>st</sup> Street NW to the west. Belt Road NW, named for the Belt family, which runs northwest through the Connecticut Avenue Terrace subdivision from Morrison Street on the south to Oliver Street on the north. This section of Belt Road NW is a fragment of an early road that led to and from the Belt family lands in Chevy Chase to Tenleytown where it intersected with the Georgetown and Rockville Turnpike (present-day Wisconsin Avenue NW) leading to the port at Georgetown. Historically, the road continued northwest past its present endpoint at Oliver Street NW through today’s Chevy Chase Circle, but the Chevy Chase Land Company terminated the old road at Oliver Street NW to develop the lots fronting Western Avenue NW at Chevy Chase Circle.

An *Evening Star* article from April 25, 1909 entitled, “Big Deals in Land: Thirty-Five Acres Near Chevy Chase Circle Sold” describes the platting of Gordon’s second subdivision,

This tract will be immediately divided in villa plots and building lots to conform to the permanent plan of the city. The District surveyors are already working on the survey and a force of thirty-five men are grubbing out the surplus trees and undergrowth preparatory to the more important improvements that will follow. The ground is admirably adapted for plotting, as it is almost entirely level, which will enable the management to preserve the natural lay of the land as well as to retain many of the beautiful forest trees. The entire tract is covered with a rich growth of oak, beech, cedar and many other beautiful trees which will enable the management to develop the property into a beautiful rustic park.

Robert E. Heater, who will have charge of this property, said yesterday ‘As soon as the necessary surveying is finished and the grubbing out of the undergrowth is completed, we will immediately proceed with the grading of the street and macadamizing them with crushed bluestone, laying granolithic sidewalks, planting shade trees, laying water and sewer mains and installing gas and electric lights. In fact, we will do everything to bring the property up to the standard that is required along Connecticut Avenue. We will place a clause in the title prohibiting the construction of any house fronting on Connecticut Avenue to be less than \$5,000. We will also prohibit the building of more than one house to each fifty-foot front lot on Connecticut Avenue. On the other streets no house will be allowed to cost less than \$3,500. The name of this subdivision will be Connecticut Avenue Park.’<sup>49</sup>

As the article stated, Fulton Gordon placed covenants on the residential buildings to be constructed on Connecticut Avenue NW. However, unlike the Land Company’s subdivisions, those established by Gordon did not restrict building use, thus forever changing the exclusively residential setting of the neighborhood by introducing commercial buildings.

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Fulton Gordon grew up on a farm near Bailey's Crossroads in Arlington, Virginia, and started his career as a businessman at the age of nineteen by delivering milk to the White House. Eventually, Gordon began to invest in real estate. But his first endeavor in Laurel, Maryland was apparently a failure.<sup>50</sup> Gordon was a colorful character whose first marriage ended in a public divorce. He married two more times and had four children, two sons and two daughters. He was an adamant booster for his speculative real estate projects and declared that Washington was the "greatest real estate town in the world." He died in 1952 at the age of 85.<sup>51</sup>

Although Gordon was involved in several other developments in Washington, D.C., such as North Columbia Heights, Connecticut Avenue Highlands, and Mount Pleasant Heights, the two subdivisions in the Chevy Chase DC neighborhood were his largest venture.<sup>52</sup> Gordon was a successful developer, acquiring and surveying the land, developing a plan, laying out the building lots, and improving the overall site. He typically sold vacant lots to home builders, who would purchase several adjacent lots and construct single-family or twin dwellings for immediate resale. Occasionally prospective homeowners would purchase a vacant lot from Gordon and contract a builder to design their house. Gordon served as the owner, architect, and builder for a house at 3935 Morrison Street NW in the Connecticut Avenue Terrace subdivision, and for 3914 Legation Street NW and 5419 41<sup>st</sup> Street NW in the Connecticut Avenue Park subdivision.

Following the lead of the Chevy Chase Land Company, Gordon instigated cost restrictions: houses were to cost no less than \$3,500 to build on the interior streets, which was slightly more than the price set by the Chevy Chase Land Company. On Connecticut Avenue NW, houses were to cost no less than \$5,000 and only one structure was allowed on each fifty-foot-wide lot. Similar to the Chevy Chase Land Company, Gordon offered lots ranging from 3,000 to 5,000 square feet.

In November of 1908, only sixteen months after the Connecticut Avenue Terrace subdivision opened, 215 lots had been sold for twenty-five to thirty-five cents per square foot. Despite the initial sale of the land, only six houses were completed by November 1908, suggesting that speculators had purchased many of the lots intending to resell the land when real estate values rose. Yet, the *Washington Post* reported that the construction of a number of houses was planned for the spring of 1909.<sup>53</sup> The article stated, "Out of a forest comprising about thirty-two acres the owner has converted this tract into one of the prettiest and most desirable locations for a home, with many attractive and appealing features to the investor."<sup>54</sup>

When the Connecticut Avenue Park subdivision opened in 1909, Washington, D.C. was visibly experiencing extensive growth in the new northwest section of the city, especially in the neighborhoods abutting Connecticut Avenue NW north of the bridges over Rock Creek Valley. The improvements to this area, specifically Cleveland Park and Chevy Chase DC, "represent an aggregate outlay of fully \$1,000,000 – and nearly all of his money has been spent and the building done in a period of about two years."<sup>55</sup> As the *Washington Star* poetically stated:

The era of prosperity...throughout the country certainly has no better expression in the District of Columbia than that which is given by the steady upbuilding of the sections just without the old city limits. It is not many months since quite a few of these



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sections were regarded almost in the light of suburbs, but that time is now past; the lines of demarcation have been swept away, so that the area of Washington which is practically solidly building with houses and laid off with streets and avenues is materially increasing with each passing season.<sup>56</sup>

One of the first projects in the Connecticut Avenue Park subdivision promoted in the local newspapers was the future residence of Lieutenant William H. Santelmann, director of the United States Marine Corps Band (page 138). The house was situated on a 15,000-square-foot lot located at 5426 Connecticut Avenue NW between Legation and Livingston Streets NW. Completed in 1910, the imposing dwelling with corner turrets and wrapping porches was the work of architect George R. Pohl and was estimated to cost \$25,000. It was described in the *Washington Star* as designed in the “modern renaissance with a tiled mansard roof.”<sup>57</sup> Santelmann purchased the vacant lot from local real estate agent Robert E. Heater, who also lived in the neighborhood. Heater sold more than 600,000 square feet of property in the Connecticut Avenue Park subdivision in 1909 and 1910 as manager of Fulton Gordon’s land holdings.<sup>58</sup> Santelmann retired from the Marine Corps Band on May 1, 1927. Nearly a year later, in April 1928, he sold his home to the Ell & Kay Investment Company, which oversaw the demolition of the high-style house to allow for the construction of the Art Deco-style Chevy Chase House apartments.

#### *Early Residents of the Chevy Chase DC Neighborhood*

William Santelmann was only one of many early residents of the growing Chevy Chase DC neighborhood. The census indicates that most of the residents of the neighborhood were born in the United States, although in a variety of different states. Several residents were also born in the District of Columbia. The majority of the heads of households in Chevy Chase DC neighborhood were professionals such as doctors, lawyers, school principals, and real estate brokers. A large percentage worked for the United States government in capacities such as clerks, engineers, chemists, scientists, and lawyers. Along with civilian workers, a number of members of the United States Armed Forces, such as Army and Navy officers, lived in the neighborhood. Many of the residents were store merchants, watchmen, or salesmen. The 1920 Census shows that most women living in Chevy Chase DC did not work. However, a number of the single women, or women who headed households, worked as teachers, librarians, telephone operators, or secretaries. The federal government also employed a number of Chevy Chase DC’s female residents as clerks, typists, and stenographers.

Prominent early residents in the early twentieth century included Lieutenant William H. Santelmann, director of the U.S. Marine Corps Band; U.S. Navy Commander Charles C. Davis; railway company treasurer Atwood M. Fisher; Commissioner John A. Elmore of the U.S. Court of Claims; Judge Ralph Given who spent 42 years working at the District of Columbia Police Court; Congressman Edward H. Wason from New Hampshire; Jewelry Engraver Robert Kirchmeyer; and successful businessman and civic leader Albert Schulteis to name a few. Other residents of the neighborhood included Andrew Parker, president of Woodard and Lothrop; Businessman Benjamin Franklin Adams; Dr. William Murphy, chief of Bethesda Suburban Hospital; Navy Captain Charles Conrad; George W. Harris of Harris & Ewing photographers,

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which by the 1930s was one of the largest photography studios in the U.S.; William Steuart, director of the U.S. Census under Presidents Warren G. Harding and Herbert Hoover; and Ernest Knaeble, Assistant Attorney General.<sup>59</sup>

Those responsible for the development and architectural designs of Chevy Chase DC quite often resided in the neighborhood. Harold E. Doyle of Thomas J. Fisher & Company, and Commander Sandoz, founder of the real estate firm bearing his name, resided in the Chevy Chase, D.C. subdivision. Architect Jeremiah Crane lived in the Chevy Chase Apartments. E. Dwight Ryerson, architect for the Treasury Department who was responsible for the designs of numerous houses in the neighborhood occupied a dwelling of his own design at 3759 Northampton Street NW (1908). A few immigrant families lived inside the historic district in 1920. J. and S. Fesari, who was born in Italy, and their three children lived above the commercial building at 5600 Connecticut Avenue NW, while Aaron and Rose Dressel and their three children, who were all Jewish immigrants from Poland, lived at 5606 Connecticut Avenue NW. Fesari was listed as the owner of a grocery store and Dressel was listed as a tailor. Another Polish Jewish tailor, Lewis Waxburg, and his wife Molly, who was Lithuanian, lived at 5628 Connecticut Avenue NW in 1920. A French family from Alsace Lorraine lived at 5432 Connecticut Avenue NW. The head of the household, John J. Kolb, was a store merchant.

#### *Chevy Chase Citizens Association*

The Chevy Chase Citizens Association was spearheaded by the neighborhood's first recorded resident, Botanist Percy Ricker. Only eighteen families lived in the neighborhood by 1909. Most were scattered among the 3700 blocks of Oliver, Northampton, and McKinley Streets NW in the Chevy Chase, D.C. subdivision with two other homes on the 3900 block of Northampton Street NW in the Connecticut Avenue Terrace subdivision. But when Ricker invited them to his home in early January to form a cooperative organization, members of sixteen of the families came to the meeting and the Chevy Chase Citizens Association was born.<sup>60</sup>

The Association advocated for the improvement of services for the residents in the area. In the first year alone, they set up improved delivery of the mail as well as milk and ice. They also worked to have new tungsten electric streetlamps installed instead of oil lamps. They arranged for garbage and coal ash to be picked up. The Association worked with developers to make sure that gas, sewer, and water lines were laid appropriately. Five hydrants were installed for the neighborhood. With Association funds, they purchased two fire ladders that were stored behind the house of Association secretary, E. Dwight Ryerson. They also supported all the families purchasing fire extinguishers. They planned to work toward having a firehouse located nearby in their second year.<sup>61</sup>

The Chevy Chase Citizens Association started out rather small with most of its constituents coming from the northern portion of the Chevy Chase, D.C. subdivision. But over time it merged with the Rock Creek Ford Citizens and the Connecticut Avenue Citizens Association. The Association did not individually incorporate until 1951. Chevy Chase was a founding member of the Federation of Citizens Associations when it was organized in 1910 and continued its membership until 1971.

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The 1955 constitution stipulated that members had to be a White adult and no member could belong to any “subversive” organizations that advocated for overthrowing the U.S. government.<sup>62</sup> In 1981, the Citizens Association joined the Federation of Civic Associations, which was historically the Association for African American neighborhoods. In 2023, the Chevy Chase Citizens Association changed its name to the Chevy Chase Community Association.<sup>63</sup>

The Chevy Chase Citizens Association also lobbied the various agencies that have made up the government of the District of Columbia. One of its major issues was the neighborhood school. When the association was formed in 1909, the community school, E.V. Brown, had been in existence for about ten years. The Chevy Chase Citizens Association formed a schools committee and worked to get supplies, playground space, and eventually a new school building. Overcrowding became a constant issue at the school around 1920 and by 1923 “portable schools” were installed. These were similar to the trailers that are used today as temporary classrooms.<sup>64</sup> The Citizens Association committee worked with the school board, National Capital Planning Commission, and the government of the District of Columbia for a new school. The chair of the committee J. Francis Moore, spoke at the dedication of the Lafayette School in 1931 about his committee’s efforts.<sup>65</sup>

### **Nearby African American Communities.**

The land upon which the Lafayette School was built was not empty and waiting for a new school building to be built. It was the site of the Broad Branch Road community which was one of three African American communities that existed for decades in this rural area of Washington County. The other two were located at Rock Creek Ford Road and at Fort Reno. The Chevy Chase Historic District was originally surrounded by these three communities. Each of the communities has a different story but all suffered the same fate. They were wiped out in favor of new White suburban development and the schools, parks, and recreation areas that new residents demanded.

The Broad Branch Road Community was the closest to the historic district, located only two blocks away on Squares 2011 and 2012. The community occupied less than ten acres on the eastern side of Broad Branch Road. Thomas Harris and his wife, Mary Ann Plummer Harris, who married in 1837, became the progenitors of the Broad Branch Community, which had been there since before the Civil War. They purchased a two-acre parcel in the 1850s from their neighbors George and John Milbern that was known as Dry Meadows.<sup>66</sup> The 1860 U.S. Census shows Thomas and Mary Ann Harris living next door to George and John Milbern and their families. The Milberns, who were also African American, were listed as farmers.<sup>67</sup> The Harrises and their children would continue to live along Broad Branch Road until 1928 when their property was condemned in order to build Lafayette Elementary School.<sup>68</sup>

Thomas and Mary Ann’s two oldest sons, John and Joseph, enlisted in the 1st Infantry of U.S. Colored Troops, a federal regiment, during the American Civil War. Some sources also say that Lewis, their third son, who was fourteen years old in 1860, also enlisted late in the war, but others don’t mention it.<sup>69</sup> John had already married before the war and was living in Georgetown. He returned there. After the war, Joseph lived in New York City for two decades, engaging in various

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jobs, including as a Pullman Car Porter. Lewis, the third son, married by 1865 and moved to Arlington, Va. Lorenzo, the youngest son, also moved to Georgetown, working first as a servant and then as sexton for St. John's Episcopal Church. By 1883, he had married Celia Marshall. One of the rectors of St John's offered Lorenzo the job of sexton in Buffalo, New York so he and Celia moved north in 1892. The Harrises youngest daughter, also named Mary Ann, married Armstead Moten, a shoe and boot maker, from Alexandria, Va. in 1877. The couple made their home at Broad Branch Road adjacent to her parents. They had four children.<sup>70</sup>

The Harris-Moten family watched as the new suburbs grew up around their farm (See map page 140). They watched their neighbors, one by one, sell their property and move away. Neighbor Robert Dorsey and his wife Sarah purchased a tract of land along Broad Branch Road in 1876. They had been living on nearby Rock Creek Ford Road. Dorsey, who was listed in the U.S. Census as a laborer like Thomas Harris, sold his lot in 1914 as the Chevy Chase DC neighborhood was expanding rapidly. Another inhabitant, John L. Hyson, purchased his roughly 2-acre lot in 1877.<sup>71</sup> He married Anna Davis, whose family had previously been enslaved by the Bradley family. Anna died in 1918 and John sold their property in 1924. He moved to Westminster Street NW in the Shaw neighborhood with his daughter Laura. He died in 1937.<sup>72</sup>

Mary Moten sold her parcel in 1928 for the construction of Lafayette Elementary. The government forced the sale through eminent domain, but they paid her market value for her property, \$6,862.50, which would be almost \$200,000 in today's money.<sup>73</sup> Mary Moten's neighbors to the south, Richard and Rosa Shorter, sold their lot as the school was opening in 1931 for \$7,500.<sup>74</sup>

The Rock Creek Ford Road Community was located on what is today Square 2330 between the Blue Ridge Heights and Chevy Chase Grove subdivisions about four-and-one-half blocks from the historic district. The community at Rock Creek Ford Road was the earliest of the three, dating back to 1813 when Joseph Sprigg Belt sold John Hutton, an African American man, nearly four acres of land. The same piece of land was sold to John Hepburn in 1836. John and his brother Thomas purchased several other small tracts eventually owning eight acres.<sup>75</sup>

Hepburn apparently rented out homes to other African American families. In his 1872 will, he instructed his wife, Elizabeth, to transfer lots to five individuals: Ruth Ann Davis, William Briggs, Robert Dorsey, Henry Smith, and his brother, Thomas Hepburn. In the 1880s, Elizabeth Hepburn sold several more of the lots until there were 13 lots and a cemetery on the original eight acres.<sup>76</sup> Robert Dorsey sold his lot just a few years after he acquired it and moved to Broad Branch Road. Ruth Ann Davis's daughter Anna and her son-in-law, John Hyson, also settled along Broad Branch. But as the Broad Branch Community was destroyed for a new school for White children, the Rock Creek Ford community was foreclosed on for unpaid taxes. Today there are homes built on the site.<sup>77</sup>

The communities at Broad Branch and Rock Creek Ford Roads also had significant ties to the largest African American Community in the area, Fort Reno or Reno City, which was located about 10 blocks to the southwest of the historic district. Founded after the Civil War, Reno City was a mixed-race community dominated by African Americans. Lots were subdivided and sold

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by 1869. African American families purchased some lots, but many families also began as renters. The area grew by fits and starts with more homes being built in the 1890s. At its height by 1930, there were nearly 700 people living at Fort Reno, of which nearly 60% were African American.<sup>78</sup>

Calls to demolish the homes at Fort Reno and replace them with parks, schools, and recreation areas began in the 1890s as the Rock Creek Railway was being built and suburban development was expanded into the rural northwestern sections of the city. It took nearly six decades for the neighborhood to be completely leveled. Unlike the two smaller communities at Broad Branch and Rock Creek Ford Road, there were over 100 families living at Fort Reno. Prominent members of the Black community had ties there and there was a sustained fight over the decades to preserve the community. But in the end, Fort Reno was lost as the two smaller communities had been. Nearly all vestiges of a large and vibrant community were erased from the landscape. In place of these communities were parks, schools, and recreation areas for the new White residents that were moving into upper Northwest Washington because of Newlands' expansion of Connecticut Avenue and the Rock Creek Railway.

### **Residential Development in the Chevy Chase Historic District**

By the time the African American communities were being erased from the landscape, they had already been completely constrained by White development. By 1930, over 400 buildings had been built within the historic district alone. Almost a dozen new subdivisions had been platted in the neighborhood around the historic district. The rural landscape that fostered these communities in the late nineteenth century was long gone.

The Chevy Chase Land Company and Fulton Gordon did not build hundreds of houses, commercial and civic buildings. Instead, they made use of a different model of development, that of the small-scale operative builder. Small-scale, operative builders would purchase several lots at a time and develop them individually or in small groups. Some developers worked with the same architects on multiple projects, while others hired different architects for every project. In all, over 150 known architects designed houses in the neighborhood. The houses were not identical but there is a remarkable amount of cohesion among house types and styles considering so many different individuals who contributed designs. In some cases, the property was an investment, and the owner also served as the architect and builder. Examples of those who served as both architects and builders include, Louis E. Sholtes, Walter C. Brashears, Harry M. Bralove, Charles E. Wire, and Victor H. Schulz. Fulton Gordon also served as both architect and builder for three houses inside the historic district. What was more common was for the builder to secure house designs from a local architect, and once he built the house, to sell it. In this way the builder, or the speculator, is listed as the original owner. Speculative development was common throughout the history of the neighborhood's development.

The two most prolific architects were George Santmyers and Claude N Norton. Santmyers was active in the Chevy Chase Historic District from 1915 to 1949, which represents the bulk of his career. He was Washington's most prolific architect with over 15,000 buildings credited to him, particularly some well-known apartment buildings. Santmyers had come to Washington as a

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teenager and, after completing secondary school, began apprenticeship with various architects. In 1914, at the age of twenty-five, he opened his own office. He began working in Chevy Chase DC the next year and worked there intermittently until he retired from active practice in 1949. During the three decades he worked in the Chevy Chase Historic District, he designed two commercial buildings at 5608 and 5626 Connecticut Avenue NW; two apartment buildings, the Lincoln Arms at 5435 Connecticut Avenue NW and The Louie at 5402 Connecticut Avenue NW; twenty freestanding houses; and six twin houses all on Military Road NW, for a total of thirty buildings.

Claude N. Norton was born and raised in Washington, D.C. He attended school in the city and one year of classes in architecture at the George Washington University. From 1907 to 1910, he apprenticed at the firm Wyeth and Cresson. He worked for a series of other firms until he began working on his own in 1917. In that same year, he designed six twin houses in the Connecticut Avenue Park subdivision. Between 1918 and 1922, Norton designed seventeen other dwellings, both freestanding and twin houses. Between 1929 and 1930, he designed another seven freestanding houses for a total of thirty buildings in the historic district.

### *Single-family Dwellings*

The Chevy Chase Historic District is overwhelmingly populated by single-family dwellings dating from 1907 to the mid-twentieth century, with some late-twentieth-century and early twenty-first-century infill. The architectural styles, forms, and details presented by the dwellings are representative of the periods during which they were constructed. Styles include Dutch Colonial Revival, Spanish Colonial Revival, Tudor Revival, Craftsman, and Modern Movement. The overwhelming style of choice is Colonial Revival, which is illustrative of the period during which the historic district developed. Five examples of the transition between the fashionable Queen Anne of the late nineteenth century and the modest Colonial Revival of the early twentieth century were noted, predominantly in the 1907 subdivision of Chevy Chase, D.C. But 70% of the houses exhibit features of the Colonial Revival style. Thirty-eight display the Craftsman style. Eighteen dwellings have been identified as Dutch Colonial Revival and two as Italian Renaissance Revival. Thirteen houses are Spanish Colonial Revival and twenty-five are Tudor Revival. Finally, ten houses can be identified as Modern Movement, all of which were built outside the period of significance.

In style, form, and detailing, the freestanding dwellings of the Chevy Chase Historic District are characteristic of planned suburban communities dating from the second quarter of the twentieth century. The speculative development was targeted at middle-class homeowners who worked in downtown Washington, D.C., and would use the electric streetcar for transportation around town.

The Chevy Chase Land Company set building restrictions that prohibited the construction of rowhouses in the Chevy Chase, D.C. subdivision, so only single dwellings were constructed. Fulton Gordon altered the restrictions to allow for semi-detached or twin houses in the Connecticut Avenue Terrace and Connecticut Avenue Park subdivisions. Numerous examples were built along McKinley, Morrison, Livingston, Legation, and 41<sup>st</sup> Streets NW as well as on Military Road NW.

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As with the freestanding houses, they retain significant cohesion in form, style, feeling, and association.

### *Apartment Buildings*

Simultaneous with the construction of freestanding and twin houses was the construction of apartment buildings, a trend that spread northward along Connecticut Avenue NW beginning in the 1910s largely due to the presence of the streetcar. The apartment building was an excellent solution to the need for affordable housing and the desire of Washington, D.C.'s less-affluent residents to live in a suburban setting away from the city's downtown. Many of these apartment buildings contradicted the low-cost, low-class stigma of rental housing popular in that era. These high-end apartment buildings offered an alternative form of rental housing for the transient residents of Washington, D.C. Apartment buildings also became the preferred residential building for developers as land was at a premium. With less available land and the tremendous need for housing, developers could make more money by constructing apartments rather than single or twin houses in the streetcar suburbs of northwest Washington, D.C.

In the Chevy Chase DC neighborhood as well as in all the neighborhoods to the south, Forest Hills, Cleveland Park, and Woodley Park, apartment buildings are grouped along Connecticut Avenue NW, making it convenient for residents to use public transportation and other available amenities. Although covenants restricted the construction of multi-family buildings in Chevy Chase, Maryland, the Chevy Chase Land Company's architect supervised the construction of the first apartment building in the Chevy Chase Historic District at 5863 Chevy Chase Parkway NW.

Located on a small parcel on the east side of Chevy Chase Circle, to the immediate south of Francis Newlands's own imposing dwelling, the Chevy Chase Apartments was built in 1909 to the design of architect Leon Emile Dessez for the Chevy Chase Apartment Company. A prominent Washington, DC-based architect, Dessez was one of the founders of the Washington Chapter of the American Institute of Architects and served as the chief architect of the Chevy Chase Land Company from its founding in 1893. Dessez began his career in the office of Hornblower and Poindexter before spending time working at the Washington Navy Yard. He opened his own practice in 1886. In 1908, he worked with a committee to revise the building regulations in the City of Washington and another committee charged with inspecting all the school buildings. His work with the city led to an appointment with the Municipal Architect in 1909. At the same time, he continued his role with the Chevy Chase Land Company. Dessez died on December 25, 1918 during the flu pandemic.

Apartment buildings constructed during the 1920s building boom in the Chevy Chase Historic District were primarily located in the Connecticut Avenue Terrace and Connecticut Avenue Park subdivisions. These include the apartment building at The Louie at 5402 Connecticut Avenue NW (1926), the Chevy Chase House at 5420 Connecticut Avenue NW (1928), and the La Reine at 5425 Connecticut Avenue NW (1929). These buildings are large, five-story brick structures ornamented in cast stone. The buildings are set directly along Connecticut Avenue NW.

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During the first half of the twentieth century, a number of single-family dwellings on Connecticut Avenue NW such as the William H. Santelmann House at 5426 Connecticut Avenue NW and its imposing neighbor at 5434 Connecticut Avenue NW were demolished to make way for new high-rise apartment buildings.<sup>79</sup> The lots were desirable because they were typically larger than the interior residential lots and zoning codes allowed for a multi-storied building rather than a two-story structure. Examples of large-scale apartments constructed on the sites of older dwellings include the Garfield Apartments at 5410 Connecticut Avenue NW (1959) in the Connecticut Avenue Park subdivision and the Brittany Apartments at 5432 Connecticut Avenue NW (1964) in the Connecticut Avenue Terrace subdivision.

### *Racially Restrictive Covenants*

Racially restrictive covenants were a common feature in land deeds in the first half of the twentieth century<sup>80</sup>. A racially restrictive covenant was a written provision that a developer, builder, or subsequent owner, would insert into a deed prohibiting the buyer from selling or renting to African Americans. Depending on the exact wording, the restriction could also apply to Jews, Southern Europeans, Asians, or others. In a landmark 1926 case, *Corrigan v. Buckley*, which originated in the 1700 block of S Street, NW, the U.S. Supreme Court ruled that racial covenants were constitutional because DC schools were segregated and because Black people were equally free to discriminate against White people. Courts continued to uphold racial covenants until 1948 when the U.S. Supreme Court ruled, in *Shelley v. Kraemer* and the DC companion case, *Hurd v. Hodge*, that court enforcement of covenants violated the 14<sup>th</sup> Amendment and the Civil Rights Act of 1866. Although their enforcement was deemed unconstitutional in 1948, race-based covenants themselves were not explicitly outlawed until the passage of the Fair Housing Act of 1968.

Based on recent research, racially restrictive covenants in Chevy Chase DC followed the same timeline and trends as other areas of the United States. Restrictions like those forbidding more than one dwelling on a lot and requiring a minimum construction cost between \$3,000 and \$5,000 were used prior to 1910 to ensure a certain type of buyer. In her book, *How the Suburbs were Segregated*, historian Paige Glozer demonstrated that these types of covenants preceded racially restrictive covenants by roughly twenty years. She convincingly argued that the developers of the Roland Park subdivision on the north side of Baltimore installed the same type of covenants on their lots for the purpose of barring African Americans from that subdivision.<sup>81</sup> Glozer also showed that in the second decade of the twentieth century, the Roland Park Company was willing to include racial covenants in the deeds for their lots. Glozer states that these covenants, put in around 1911, are some of the first to be used in the United States.<sup>82</sup>

In the Chevy Chase Historic District, racially restrictive covenants were not initially included in the subdivisions of Connecticut Avenue Terrace (1906), Chevy Chase, D.C. (1907), and Connecticut Avenue Park (1909), which fits the timeline laid out by Glozer. However, Squares 1869 and 1870 on the southeast corner of the historic district, were part of a later subdivision referred to as “Gordon’s” that was developed by Fulton Gordon in 1919. Deed records available online show that sixteen of the lots in Square 1869, and one in Square 1870 include specific language restricting ownership by African Americans in addition to the other covenants used in



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Fulton Gordon's subdivisions. Other deeds in the same squares do not include the full covenant language but instead, provide references only. The exact same language was used in all the deeds within this later 1919 subdivision suggesting that the entire subdivision was likely platted and sold by Fulton Gordon with the same covenants that specifically restricted ownership by African Americans.

Lot 15 in Square 1863, located on the edge of the Chevy Chase Land Company's Chevy Chase Grove No. 3 subdivision, was also given a racially restrictive covenant. The lot was covenanted by operative builder William H. Richie, who acquired a series of lots in Squares 1862, 1863, and 1999 in the 1920s.<sup>83</sup> Squares 1862 and 1999 are outside the boundary of the historic district. It appears likely that Richie placed racially restrictive covenants on all of his lots within these squares as again the exact same language is used in the deeds of the lots that he later re-sold. As Richie purchased lots from the Chevy Chase Land Company, the language in the deeds mirror that of the other subdivisions developed by the Land Company with two significant add-ons: the racial restrictions and the increase in the minimum price for a house from \$3,000 to \$7,000. The increase in the house price put the minimum closer to the current value of the homes in the Chevy Chase DC neighborhood in the 1920s. But it also shows that Richie did not limit his use of one or the other tactic to control who could build a house on his lots and he imposed both to ensure that only wealthy, White buyers were welcome. The house built on lot 15 has been demolished.

William L. Martin, Jr. built the twin house at 3824-3826 Legation Street NW in Square 1857 in 1926. This twin house was also the only one he built in the historic district. These two lots in the Connecticut Avenue Park subdivision had a series of owners before it was re-acquired by Fulton Gordon. Because William L. Martin acquired lots seventeen and eighteen from Fulton Gordon, it is not clear if Martin or Gordon placed the covenant.

### *Demographics of the Chevy Chase DC Neighborhood*

The development of suburbs in Chevy Chase not only altered the landscape from agricultural to suburban but also the demographics of the people residing in this area. Covenants restricting the overall cost of a home and the race of the owners meant that only those of a particular economic status and, in some cases, a particular race could reside in the neighborhood.

By 1940, much of the neighborhood had been built out. United States Census data only records White and non-White households. Non-White households could have several different ethnic or immigrant groups, including African Americans. In 1940, only four squares of the seventeen total within the boundaries of the Chevy Chase Historic District had any non-white residents. Square 1859, which is in the Connecticut Avenue Terrace subdivision adjacent to the commercial areas, had the highest percentage at 8%.<sup>84</sup> By 1940, Census records also show that home prices had increased 400% to over \$12,000. Throughout the nineteenth century, the population of this part of Washington County was predominantly farmers, laborers, and building contractors. But by 1940, most of the residents of the Chevy Chase DC neighborhood were employed in professional or clerical positions or were individual business owners with high school and college degrees.<sup>85</sup>

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Data from 1950 shows little change. Four squares showed a percentage of non-White residents, with a section of Square 1746 along Western Avenue NW having an unusually high amount at 14%.<sup>86</sup> The median home price had increased to \$20,000. By this time, a significant majority of the residents on the east side of Connecticut Avenue NW in the Chevy Chase, D.C. subdivision held college degrees and worked in professional, technical, or clerical fields. On the west side, in the Connecticut Avenue Park and Connecticut Avenue Terrace subdivisions, the education numbers appear similar to what they were in 1940.<sup>87</sup>

In 1960, after the U.S. Supreme Court ruled school segregation unconstitutional in *Brown v. Board of Education* and *Bolling v. Sharpe* (the DC companion case), and the intensification of the Civil Rights era, the percentage of non-white residents in the neighborhood increased. Nine of the seventeen squares had non-white residents. Two Squares, 1868 and 1749, show 12.5% and 13%, respectively. The other seven squares have numbers between 1% and 4 %.<sup>88</sup> The median home price continued to increase so that by 1960 about 40% of the homes in the Chevy Chase, D.C. subdivision were valued between \$20,000 and \$25,000, with another 30% valued over \$25,000. A clear majority of residents continued to be college graduates and worked in professional or managerial jobs. The number of people employed in clerical fields decreased. On the west side, home prices showed a larger range, with nearly a third of homes valued between \$10,000 and \$20,000. Equal numbers of high school graduates and college graduates continue to populate the west side of Connecticut Avenue NW. Professional, technical, and managerial professions still dominated, but the U.S. Census also listed a significant number of sales workers, craftsmen, and foremen.<sup>89</sup>

The Chevy Chase Fair Housing Association was founded in September 1963. The purpose of the group was to encourage and assist African Americans to settle in the Chevy Chase DC neighborhood. Members of the association, most prominently executive committee member and secretary, Dagmar Horna Perman, would speak at various events in the city promoting the group's work. If a family showed interest in moving, the Association would assist them in finding housing and even accompany them to see the houses. They worked with several real estate brokers who were sympathetic to their cause. The group would also deploy "talking teams," that would go around the neighborhood to calm fears and dispel racial stereotypes.<sup>90</sup>

Though well-intentioned, the Chevy Chase Fair Housing Association had little effect on the neighborhood or its residents. In the first year, the Association could find only four African American families willing to move into the neighborhood. In a final blow to these efforts, at their meeting on January 18, 1965, the Chevy Chase Citizens Association passed a resolution against the bussing plan proposed by the Urban League of Washington to assist in desegregating schools. The Chevy Chase Citizens Association stated in their resolution that they did not believe the claims the Washington Urban League made about the effects of racism on children.<sup>91</sup>

The Black population in the District of Columbia peaked around 1970. At that time, thirteen of the seventeen squares within the historic district boundary showed a percentage of non-white and African American residents. Seven Squares, 1865, 1867, 1859, part of Square 1746 along Western Avenue NW, 1747, 1749, and 1750 had between 10% and 16% non-white and African American

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residents. Squares 1864, 1868, 1869, 1870, 1857, 1858, 1746, and 1748 showed between 2% and 9% non-white and African American residents.<sup>92</sup> In the Chevy Chase, D.C. subdivision on the east side of Connecticut Avenue NW, the median home price ranged between \$25,000 and \$50,000. As in earlier decades, a majority of the residents had college degrees and were employed in professional, technical, managerial, clerical, and sales fields. On the west side of Connecticut Avenue NW, the pattern was very much the same.<sup>93</sup>

The percentage of homeowners changed dramatically by 1980 in the Chevy Chase, D.C. subdivision with 54% living in a home they owned and 46% renting their home. The median home value was \$130,000. A clear majority of residents had a college degree and worked in professional, technical, managerial, or public administration fields. The median home value on the west side of Connecticut Avenue NW, \$137,000, exceeded the east side for the first time, with almost 70% of residents owning their homes and only 30% renting. A clear majority of residents on the west side graduated from college but the percentage is not as high as it was on the east side. Residents continued primarily working in technical and managerial professions.<sup>94</sup>

### Commercial Development in Chevy Chase Historic District

The construction of commercial buildings in the Chevy Chase Historic District is one of the most significant differences between Chevy Chase, Maryland, and Chevy Chase DC. Although developer Fulton Gordon followed the Chevy Chase Land Company's lead and imposed minimum construction costs in his subdivisions, he did not impose restrictions on commercial buildings. As was already noted, when the Chevy Chase Land Company opened its first subdivision in Maryland, it included several restrictions in its deeds, including minimum construction costs, building restriction lines, and limitations on building type and use.

These same restrictions would be included in all of the company's other subdivisions including those on the D.C. side of the border. In terms of use, the Land Company banned the establishment of any commercial businesses on its lots. These restrictions were enacted not because the Land Company opposed commercial development *per se* but because it wanted to carefully control and manage its growth as indicated by its 1892 sales plat which stated, "No business to be conducted upon this section. Other portions of the sub-division [are] being laid out for that purpose."<sup>95</sup> Edward Hillyer, Company president from 1932 to 1946, noted in his memoirs that the Land Company always intended a business zone to be located on its land on the west side of Connecticut Avenue NW in the District of Columbia.<sup>96</sup>

The Chevy Chase Land Company never set aside an area for commercial development in either its Maryland or D.C. developments. Instead, others, like Theo Sonneman, seeing the need for businesses, opened a store on Brookeville Road as early as 1907. He located it on the edge of his family's farm and immediately adjacent to Chevy Chase, Maryland. Sonneman's store was open for in-person shopping, but he also operated a delivery service and delivered groceries to the residents' houses, first by horse-drawn wagons and later by truck. The store was the beginning of a small commercial enclave along Brookville Road near Martin's Additions to Chevy Chase. Fulton Gordon likely recognized the same need for commerce and sold several lots along

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Connecticut Avenue NW for retail. Connecticut Avenue NW quickly became the primary commercial district for both Chevy Chase DC and Chevy Chase, Maryland.

*Commercial Development on the West Side of Connecticut Avenue NW in the Connecticut Avenue Terrace Subdivision*

In 1909, the first building permit issued for a commercial building in the Connecticut Avenue Terrace subdivision was granted to Willard Follmar, who was listed as owner, architect, and builder. Follmar's grocery store at 5610 Connecticut Avenue NW (later 5630 Connecticut Avenue NW; demolished in 1970), also served as the post office and opened in 1910.<sup>97</sup> By 1915, three additional commercial buildings were constructed in the same block of the Connecticut Avenue Terrace subdivision. These included a grocery at 5600 Connecticut Avenue NW, a confectionary shop, a barber shop, a shoemaker, and a tailor at 5602-5606 Connecticut Avenue NW, and the Chevy Chase Pharmacy at 5608 Connecticut Avenue NW.<sup>98</sup>

Associated with the residential property at 3915 Northampton Street NW, Klein Bakery operated in a one-story structure located on the rear (north) elevation of a single-family dwelling. The business was located on a large triangular-shaped lot bounded by Belt Road NW, which was originally platted to run northward to Chevy Chase Circle. The commercial portion of the building was rehabilitated for use as a dwelling and eventually razed by the late twentieth century.

Commercial development in Fulton Gordon's subdivisions thrived in the 1920s. In 1925, city directories listed several grocery stores, an auto supply store, a barber, a bakery, a coal shop, and a real estate firm. By 1927, the 5500 and 5600 blocks on the west side of Connecticut Avenue NW had almost thirty businesses.<sup>99</sup> Some of the same architects and operative builders who built houses in the residential sections of the Chevy Chase DC neighborhood also built stores along Connecticut Avenue's commercial blocks. One noted exception was Jacob Zarin, who owned five buildings in the 5500 and 5600 blocks of Connecticut Avenue NW but built no houses within the neighborhood. He and his wife Ester had emigrated to the United States in 1895 from Russia and, according to the U.S. Census, spoke Yiddish at home identifying them as Jewish. The couple settled in Washington by 1910 and were living on R Street, NW with Jacob working as a tailor. By the late 1910s, he was engaging in real estate development in the commercial section of the Chevy Chase Historic District. By 1930, he and his wife were living at 3901 Connecticut Avenue NW.<sup>100</sup>

Three of Chevy Chase's most architecturally notable commercial buildings were constructed during this period of commercial growth: the Chevy Chase Theater, the Chevy Chase Arcade, and the Chevy Chase Savings Bank. The Chevy Chase Theater at 5612 Connecticut Avenue NW in the Connecticut Avenue Terrace subdivision was constructed in 1922 by the Chevy Chase Amusement Company to the designs of Washington, D.C., architects Frank Upman and Percy Adams. The theater opened in February of 1923 with a seating capacity of 1,250 viewers and was equipped with a 1922 pipe organ from the Robert Morton Organ Company. Although a 250-seat balcony was initially included in the plans, it was not constructed for financial reasons. Consequently, the second floor was initially occupied by the Chevy Chase School of Music and

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was later used for meetings and social gatherings, and in particular, meetings of the Chevy Chase Citizens Association. In 1926, the Stanley Company of America purchased the theater, installed sound equipment, and renamed it the Avalon Theater. The exterior of the Chevy Chase Theater, a Washington, D.C. Landmark, was listed in the National Register of Historic Places in 1996 in recognition of its architectural merit and historical significance.<sup>101</sup>

The Chevy Chase Arcade at 5520 Connecticut Avenue NW in the Connecticut Avenue Terrace subdivision was constructed in 1925 by builder Edward H. Jones, president and founder of the Chevy Chase Savings Bank. Jones was also the founder of Edward H. Jones & Co. real estate firm and advertised himself as the “Chevy Chase Realtor.”<sup>102</sup> Jones purchased two, twenty-five-foot lots in the Connecticut Avenue Terrace subdivision in the middle of the block between Livingston and Morrison Streets NW. He hired architect Louis R. Moss to design an office building for his real estate company and additional shops for the growing commerce in the Chevy Chase Historic District. Moss designed the building as an arcade, a building type that developed in Paris during the late eighteenth century. As a building type, arcades were architecturally appealing not only due to the monumental nature of their exteriors but also because of their ornamental and dramatic interiors that sheltered shoppers from the weather.<sup>103</sup> Early occupants of the Chevy Chase Arcade included a restaurant, dentist, hairdresser, barber, and Jones Realty. The Chevy Chase Arcade is the only one of its type in Washington, D.C., and, accordingly, was recognized as a Washington, D.C. Landmark and listed in the National Register of Historic Places in 2003. The local designation includes the exterior of the building and the interior corridor of the arcade.

The Chevy Chase DC neighborhood received its first bank in 1926 when the Chevy Chase Savings Bank was constructed at 5530 Connecticut Avenue NW. Although it is adjacent to Jones’s Chevy Chase Arcade, the building was constructed only after Jones resigned as president of the bank. Prominent architect Arthur B. Heaton, the most prolific designer of apartment buildings in the District of Columbia, designed the Classical Revival-style bank building. The bank officially opened in October of 1926 and has operated continuously as a financial institution, first as a branch of Riggs Bank and now as a branch of PNC Bank.<sup>104</sup> The Chevy Chase Savings Bank was listed on the National Register in April of 2023.

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*Commercial Development on the East Side of Connecticut Avenue NW in the Chevy Chase, D.C. Subdivision*

Witnessing the success of commercial development on Connecticut Avenue NW, the Chevy Chase Land Company devised plans in 1916 to construct a Sanitary Grocery store on its own land on the west side of Connecticut Avenue NW, which unlike the blocks to the south, carried restrictions against commercial buildings.<sup>105</sup> The construction of the building was halted after Thomas and Euphemia Poole, residents living in the block between Oliver and Northampton Streets NW in the Chevy Chase, D.C. subdivision across the street from the site, sought a court-ordered injunction on the grounds that, "Representations were made to them that no commercial buildings would be allowed on the property."<sup>106</sup> The Land Company argued in court that the covenants barring commercial development did not apply to the area across the street from the Poole's home but to no avail. In May of 1917, the court issued an injunction prohibiting the Land Company from completing the commercial building they had already begun to build.<sup>107</sup>

Alarmed by the continued commercial development on the west side of Connecticut Avenue NW and fearing future commercial development along the east side of the street, residents of the Chevy Chase, D.C. subdivision rallied against any further commercial construction. The Chevy Chase Citizens Association was forceful in its efforts to contain commercial use to the two blocks on the west side of Connecticut Avenue NW and to thwart the expansion of commercial development on the east side. The Association asked the Zoning Commission to assist. The *Evening Star* reported on January 20, 1922:

The question of whether the west side of Connecticut avenue between Livingston and Morrison streets should remain a first commercial area or be changed to residential, was considered by the zoning commission at a hearing at the District building today. Headed by Edward F. Colladay, the Citizens Association of Chevy Chase and other residents of that section appeared in advocacy of the change to residential, contending that the two business blocks north of Morrison Street afford ample space for stores for that community.

Attorney C. Chester Caywood, representing property owners in the block in question, argued that the zoning commission acted wisely in its original decision to include the west side of the avenue, from Morrison to Livingston streets, in the commercial area. Fred S. Lincoln, W. S. Elliott and Alfred T. Gage, all officials of the citizens' association, testified that there is no need for more stores in Chevy Chase and declared the block in question should be restored to residential territory. Mr. Colladay emphasized the point that the present residents of Chevy Chase bought houses there with the understanding that it would be preserved as a community of residences. Two blocks of stores opposite the E. V. Brown School are ample to meet the requirements of the community, he said.

Fulton Gordon, one of the developers of Chevy Chase, testified in support of retaining the block commercial, that more than a million dollars is to be spent in building new

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homes in the vicinity and that there will be in the near future the need for more stores.<sup>108</sup>

As commercial development extended along the west side of Connecticut Avenue NW south of Morrison Street, the Chevy Chase Land Company persisted in trying to have the injunction on its land north of Northampton Street NW lifted. Four decades later, in 1952, it secured a partial lifting of the injunction and built a small store on the 5700 block of Connecticut Avenue NW. The Chevy Chase Citizens Association, “voiced fear that the new construction [was] part of a program by commercial developers to change the character of the immediate vicinity so that a residential covenant protecting the east side of the avenue may ultimately be cracked.”<sup>109</sup>

This concern was well-founded; six years later, in 1958, the National Bank of Washington was granted permission to erect a branch bank at 5701 Connecticut Avenue NW.<sup>110</sup> The Colonial Revival-style bank, constructed on the site of a single-family dwelling, opened in November 1958.<sup>111</sup> Because the Chevy Chase Citizens Association did not fight the bank’s construction, the injunction was wholly lifted and opened up the east side of Connecticut Avenue NW to commercial development.

Soon Esso (now Exxon) and Safeway (formerly Sanitary Grocery Co.), which had attempted several times to build in the neighborhood, used the bank’s construction as an opportunity to obtain permits to build on the east side of Connecticut Avenue NW. The Safeway opened in 1963 at 5545 Connecticut Avenue NW, and the Esso station at 5521 Connecticut Avenue NW followed in 1966. In order to provide sufficient space for the new Safeway, four single-family dwellings that fronted Morrison Street NW were demolished; construction of the Esso station required the razing of one dwelling.

Today, the commercial district within the Chevy Chase Historic District is one of its most distinct features. With its large variety of businesses, a number of which were established during the initial development of the neighborhood, the Chevy Chase Historic District is a self-sufficient community and illustrates the characteristics of an urban suburb.

### **Neighborhood Transportation: The Chevy Chase Circle Terminal**

The Chevy Chase DC neighborhood was designed as a streetcar suburb. But within a few decades, streetcars had been replaced by buses. The Chevy Chase Circle Terminal, located on the west side of Connecticut Avenue NW near Chevy Chase Circle, is a remnant of the city’s transition away from the streetcar as the principal mode of transportation. In 1935, five major lines or segments of the Capital Transit Company were replaced by bus service, one being the Connecticut Avenue line that traveled through the Chevy Chase DC neighborhood from Woodley Park to Chevy Chase Lake in Maryland.

During this period, new construction consisted primarily of turn-around loops where shortened streetcar lines met the newly created bus routes. However, new buildings, including streetcar car barns, bus garages, streetcar and bus waiting stations, and terminal buildings were also built. One

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such bus waiting station or terminal was constructed on the Chevy Chase Land Company's property along the west side of Connecticut Avenue NW, south of Chevy Chase Circle, in 1940. The Chevy Chase Circle Terminal marked the terminus of the streetcar line and the start of the bus line north on Connecticut Avenue NW through Chevy Chase, Maryland. An H-shaped brick-and-steel canopy shelter was initially constructed in 1940 from plans by Capital Transit Company's engineer J.P. Billheiner with builders Skinker and Garrett. In 1941, a one-story brick, steel-and-concrete passenger station was completed on the east elevation of the existing shelter by the Capital Transit Company using a standard design by Arthur Heaton.<sup>112</sup>

By 1955, the number of streetcars operating in the nation's capital had decreased to 508, while bus operations flourished.<sup>113</sup> In its heyday, roughly between 1903 and 1933, the service was instrumental in the development of the nation's capital. It functioned alongside the automobile by the second decade of the twentieth century and was eventually replaced by the motorbus in 1962.<sup>114</sup> The Chevy Chase Circle Terminal, still used as a bus station and shelter today, is a landmark illustration of how the electric streetcar and, ultimately, the motorbus was instrumental to the establishment and subsequent growth of the numerous subdivisions that make up the Chevy Chase DC neighborhood.

### **Building Community: Educational, Social, and Religious Institutions of Chevy Chase DC**

Part of the creation of a community is the development of supporting institutions, such as schools, churches, and spaces where people come together. The Chevy Chase Land Company realized that and, in some cases, set aside land for these institutions, the earliest of which was the elementary school.

The first school in the Chevy Chase DC neighborhood was a District of Columbia segregated, White-only, public school built on Connecticut Avenue between McKinley and Northampton Streets NW on land acquired from the Chevy Chase Land Company. When the Chevy Chase School opened in 1898, children from Chevy Chase, Maryland, were allowed to attend for free. However, by 1899, non-residents whose parents did not conduct business or engage in public duties in the District of Columbia were required to pay tuition. Despite this requirement, the majority of school-age children from Chevy Chase, Maryland, attended the school in Chevy Chase DC instead of the schools in Maryland.<sup>115</sup> The school was renamed in honor of Elizabeth V. Brown at the time of her death in 1915. She was a product of the DC public school system, taught there beginning in 1886, and was named Director of Primary Instruction in 1904.

Because the school taught children from both Chevy Chase DC and Chevy Chase, Maryland, the E.V. Brown School became so overcrowded in the 1920s that portable classrooms were assembled on the school's playground. The overcrowding issue prompted the city to purchase additional land roughly bounded by Broad Branch Road NW on the west, Northampton Street NW on the south, 33<sup>rd</sup> Street NW on the east, and Quesada Street NW on the north. A temporary wood-frame building was constructed on the site to accommodate the students.<sup>116</sup> In November 1931, the new brick school building opened named Lafayette Elementary School.<sup>117</sup> Two additions to Lafayette Elementary, including an auditorium, were constructed in 1938. In 1939, the E. V. Brown School



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closed after it was condemned for school use, making Lafayette Elementary at 5701 Broad Branch Road NW (outside of the historic district), the single public school located in the Chevy Chase DC neighborhood.

Another important community institution was the Chevy Chase Public Library. The first library, consisting of a collection of several hundred books, opened in 1920 in the kindergarten room of the E. V. Brown School. The community hoped that special quarters for a public library branch would be built as part of a 1919 addition to the school, but because of the increase in post-World War I construction costs, this plan was eliminated. Instead, the D.C. Public Library provided books at the request of the Chevy Chase Citizens Association, which agreed to underwrite the librarian's salary and the cost of equipment, such as shelving.

In 1927, the Chevy Chase Library was combined with a nearby library at the Janney School near Wisconsin Avenue NW to form the Chevy Chase Subbranch of the Public Library. A Congressional appropriation allowed the commercial space at 3815-3817 Livingston Street NW in the subdivision of Connecticut Avenue Terrace to be rehabilitated for use as a public library. On October 1, 1927, the building opened as the Chevy Chase Subbranch Library. The library expanded in January 1939 into the adjoining storefront at 3813 Livingston Street NW.

In 1944, the library became a full-time branch, offering sixty-four hours of service per week. By the end of World War II in 1945, the library had outgrown its space and an expiring lease forced it to relocate to the former E. V. Brown School. The building had been condemned for use as a school in 1939 but was used by the Office of Price Administration during World War II. By the spring of 1945, the former school was vacant. Despite some hesitancy and due to the need for extensive rehabilitation, the use of the building as a library and community center was approved in January 1947. With a \$60,000 appropriation from Congress, the library opened in August 1948.

Ten years after the opening of the branch library at the former E. V. Brown School, the library had once again outgrown its space. After much debate, the site at Connecticut Avenue and Northampton Street NW on the northern side of the existing E.V. Brown School was chosen and Congress appropriated \$611,000 for the new library. The Chevy Chase Branch Library at 5625 Connecticut Avenue NW was dedicated on March 21, 1968.

Adjacent to the library is the Chevy Chase Community Center, which opened in 1971. The E.V. Brown School was demolished in 1968 to make way for a new community center to be built on the same block as the library. The Community Center houses an auditorium, dance studio, and art, pottery, and woodworking rooms. It also has a dark room and fencing studio. The Community Center has meeting rooms for community activities and offices for its staff. There is a gymnasium, playground, and outdoor basketball court. After-school activities are held there. It is an important gathering and meeting space for community members of all ages.<sup>118</sup>

In the twenty years between the opening of the library in the E.V. Brown School and the completion of the new Library and Community Center buildings, the school was caught up in the controversy over commercial buildings on the east side of Connecticut Avenue NW. The District

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of Columbia had acquired the lot between Northampton and McKinley Streets NW from the Chevy Chase Land Company with no restrictions to it, unlike the Land Company's other lots in the Chevy Chase, D.C. subdivision. It was argued in the *Evening Star* that proponents of commercial development discovered that fact and planned to make the school lot one more pawn in their fight. But the site was saved for public use by the community. The Chevy Chase Citizens Association, Chevy Chase Community Council, the Library and Recreation Center boards and others within the community all worked together to preserve the site of the E.V. Brown school for public use.<sup>119</sup>

In addition to a school, a public library, and a community center, places of worship are also an important part of a community. The construction and subsequent building campaigns of the three churches in the Chevy Chase Historic District directly reflect the growth and needs of the residential neighborhood. Each congregation was established during the beginning years of the Chevy Chase DC neighborhood. The congregation members were not limited to residents of the Chevy Chase DC neighborhood; several of the congregations had charter members from Chevy Chase, Maryland. Consequently, the congregation members first met and held services in secular buildings until they raised funds to construct permanent buildings. As the congregations expanded, the churches' facilities were enlarged to include schools and parish halls.

The earliest of the houses of worship established in the Chevy Chase Historic District was the Chevy Chase Presbyterian Church, which was officially organized in 1907. The twenty-three founding members met at the Chevy Chase Library/Post Office on Connecticut Avenue in Chevy Chase, Maryland, having previously held prayer meetings in the home of Henry Marston on Brookville Road. In 1908, the congregation purchased a lot on Chevy Chase Parkway NW and Chevy Chase Circle (One Chevy Chase Circle) in the subdivision of Chevy Chase, D.C.<sup>120</sup> In 1911, the sixty-eight-member congregation dedicated their new church and Sunday school building, described in the *Washington Post* as having a pebble-dash exterior and a gabled roof, and as "one of the most attractive of little churches."<sup>121</sup>

By 1921, the congregation had grown to the extent that it needed to construct a temporary Sunday school building on the adjacent lot at 5828 Chevy Chase Parkway NW.<sup>122</sup> In January 1923, the cornerstone was laid for the new Presbyterian Church building that was constructed on the north elevation of the old church (now demolished).<sup>123</sup> The plans for the Gothic Revival-style church, by New York architect F.A. Nelson, were awarded the gold medal of merit at an exhibition of the Architectural League of New York in 1921.<sup>124</sup> In 1958, the church expanded with a \$300,000 education building, creating the largest Presbyterian Sunday school in the area at that time.<sup>125</sup>

The second church to be established in the Chevy Chase Historic District was the Shrine of the Most Blessed Sacrament. It was started as a mission of Saint Ann's parish in Tenleytown. Like the Chevy Chase Presbyterian congregation, Catholic residents of the Chevy Chase DC neighborhood, ready for a place of worship of their own, first met at the Chevy Chase Library/Post Office in Chevy Chase, Maryland, on the first Sunday in April of 1910. Supported by the fundraising efforts of pastor Thomas Gibbons Smyth, the congregation was able to have a small chapel built in the subdivision of Chevy Chase, D.C. in 1911.<sup>126</sup> The chapel was located on Chevy Chase Parkway NW, east of the Chevy Chase Apartments.

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The parish of Blessed Sacrament grew after World War I, reflecting the rise in residential construction. In 1921, Thomas Gibbons Smyth became the pastor of the church, and the parish no longer operated as a mission. During this time, a rectory was constructed for the pastor, and classrooms were added to the chapel.<sup>127</sup> By 1922, the congregation had grown to over 450 members. Fundraising began for a larger church, and in 1925, the congregation dedicated the new church, designed in the Gothic Revival style by Boston architects Maginnis and Walsh.

Construction on a new school building began soon after on the site of the demolished 1911 chapel. Ground was broken in July 1928 and the school was completed in August of 1929. In 1933, a convent was constructed adjacent to the school for the Holy Cross sisters who administered the school. After World War II, the parish constructed an addition to the school that was dedicated in August 1952. The school expanded again in 1965 with a new gymnasium, auditorium, and special-use rooms. The construction of this wing expanded the site to the east and required the demolition of the original stone rectory at 5839 Chevy Chase Parkway NW and a house at 5831 Chevy Chase Parkway NW as well as the reconfiguration of the alley.<sup>128</sup>

The last of the houses of worship that were built in the Chevy Chase Historic District was Chevy Chase Baptist Church. In 1923, several local Baptists met at the Chevy Chase Library/Post Office in Chevy Chase, Maryland, to discuss establishing a Baptist congregation in the Chevy Chase DC neighborhood. A Baptist congregation had been organized as early as 1906 and constructed a chapel on Connecticut Avenue and Shepherd Street in Chevy Chase, Maryland. However, the majority of the congregation was Methodist. Consequently, the building was sold to the Methodists in 1913, and the funds from the sale were put toward relocating the congregation. Once a new congregation was organized, members began meeting for services in the hall on the second floor of the Chevy Chase Theater. The congregation purchased an unimproved lot on Western Avenue NW near Chevy Chase Circle in 1924. Architect Delos H. Smith designed the new Colonial Revival-style chapel. The cornerstone was laid in October 1925. The first service was held in the chapel on Christmas morning, 1925.

Like the other churches, the congregation of the Chevy Chase Baptist Church continued to grow as the neighborhood expanded. By the 1940s, plans were made for a larger church and architects Corning and Moore were hired to design the building. The effects of World War II initially put a halt to building plans, but by 1947, ground was broken for the new sanctuary. The last service in the original chapel was held in March 1949.<sup>129</sup> Ten years later, a new \$350,000 education building was completed on the site. The building, connected to the 1949 church, included classrooms, a library, offices, and a chapel.<sup>130</sup>

### **Present-day Efforts toward Truth and Reconciliation**

In 2018, led by Historic Chevy Chase DC, the community began the process to honor and commemorate its entire history, including that which came before the development of the Chevy Chase DC neighborhood. As part of the rebuilding of the recreation center in Lafayette Park adjacent to the elementary school, the community created signage telling the story of the African

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American families who lived in Broad Branch Community that once called the park home. In addition, through a petition drive within the community and the S.P.A.R.K. program at Lafayette Elementary school, the community succeeded in having the City Council re-name Lafayette Park, "Lafayette-Pointer Park," after Mary Ann Plummer Harris's Grandfather George Pointer. The community has continued its efforts at truth and reconciliation through a partnership with the University of the District of Columbia. In the Summer of 2021, students from UDC and local high schools worked to record eight oral histories with the descendants of the families that lived in the Broad Branch community. Further community outreach efforts are ongoing.

A movement began in 2014 to rename the memorial fountain at the center of Chevy Chase Circle. On October 12, 1933, the fountain designed by Edward W. Dunn, Jr. was dedicated in memory of Francis Newlands at the request of his widow who paid for its construction. In 1990, the Chevy Chase Land Company donated \$120,000 to restore the fountain. The National Park Service, which owns the one-third of the circle located in the District of Columbia, also helped with the restoration project and provided sandstone blocks taken from the United States Capitol during work on its east elevation.<sup>131</sup> The fountain, a visual landmark, was recognized as a District of Columbia Landmark in 2007, and listed on the National Register of Historic Places in 2007.<sup>132</sup> However, as the white supremacy of Francis G. Newlands has become better known, support for re-naming the fountain has increased and now includes many local groups. In 2021, bills were introduced by the representatives of both Maryland and the District of Columbia in the U.S. House of Representatives (H.R. 1256) and the U.S. Senate (S. 3515) to remove his name. Neither bill passed and they have yet to be reintroduced in the current Congress. In late 2022, the National Park Service installed a wayside sign on the southeast side of Chevy Chase Circle near the Chevy Chase Presbyterian Church facing the fountain that discusses Francis Newlands's complicated legacy.

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<sup>1</sup> John Bedell, Stuart Fidel, and Charles LeeDecker, "'Bold, Rocky, and Picturesque:' Archeological Overview and Assessment and Identification and Evaluation Study of Rock Creek Park, District of Columbia." Volume 1. Report prepared for the National Capital Region, National Park Service, 2008., 3-8.

<sup>2</sup> Bedell et al, "Bold, Rocky, and Picturesque," 3-18.

<sup>3</sup> Bedell et al, "Bold, Rocky, and Picturesque," 3-25.

<sup>4</sup> Lampl and Williams, *Chevy Chase*, 4-6.

<sup>5</sup> According to a memory submitted by E. Kent Clark to the Origins research team in 1975-1976, there was cemetery near the intersection of Oliver Street and Chevy Chase Parkway NW at the edge of the Chevy Chase DC subdivision. The memory was published in both: Vincent Brown, "The Belts of Chevy Chase," In *Origins II* (1976): 10-11; and in "Footsteps" Published by the Neighborhood Planning Councils 2 and 3 (1976): 32-33. Both publications assume that the cemetery belonged to the Belt family. Modern resources show that prominent members of the Belt family are buried elsewhere. See note no. 8 below for information about the resting place of Charles R. Belt and other Belt family members. Other than this one memory no other evidence has been found that suggests a cemetery existed at this location.

<sup>6</sup> *1860 U.S. Federal Census - Slave Schedules*, United States of America, Bureau of the Census, *Eighth Census of the United States, 1860*. Washington, D.C.: National Archives and Records Administration, M653, 1,438 rolls. Ancestry.com, June 3, 2022; *1850 U.S. Federal Census - Slave Schedules*, United States of America, Bureau of the Census. *Seventh Census of the United States, 1850*. Washington, D.C.: National Archives and Records Administration, 1850. M432, 1,009 rolls. Ancestry.com, June 3, 2022.

<sup>7</sup> Petition of Charles R. Belt, 14 May 1862, National Archives and Records Administration, Microcopy 520, Reel 3. Accessed through Civil War Washington <https://civilwardc.org/texts/petitions/cww.00223.html>

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<sup>8</sup> 1880 United States Federal Census, United States of America, Bureau of the Census. *Tenth Census of the United States, 1880*, Washington, D.C.: National Archives and Records Administration, 1880. T9, 1,454 rolls, Ancestry.com, June 3, 2022.; 1870 United States Federal Census, United States of America. *Ninth Census of the United States, 1870*, Washington, D.C. National Archives and Records Administration. M593, RG29, 1,761 rolls, Ancestry.com, June 3, 2022. Information on where Charles R Belt is buried was found on [www.findagrave.com](http://www.findagrave.com).

<sup>9</sup> Steve Palmer, "Mills and Millwrights," In *Origins II* (1976): 12-16; Cate Atkinson, "The Jones Farmhouse, 3326 Quesada Street NW," Draft National Register Nomination submitted to the Historic Preservation office of the District of Columbia, 2021.

<sup>10</sup> 1860 United States Federal Census, United States of America, Bureau of the Census, *Eighth Census of the United States, 1860*, Washington, D.C.: National Archives and Records Administration, 1860. M653, 1,438 rolls. Ancestry.com, June 23, 2022.

<sup>11</sup> 1850 United States Federal Census, United States of America, Bureau of the Census, *Seventh Census of the United States, 1850*, Washington, D.C.: National Archives and Records Administration, 1850. M432, 1,009 rolls. Ancestry.com, June 23, 2022.

<sup>12</sup> Cate Atkinson, "The Jones Farmhouse, 3326 Quesada Street NW," Draft National Register Nomination submitted to the Historic Preservation office of the District of Columbia, 2021.

<sup>13</sup> 1880 United States Federal Census, United States of America, Bureau of the Census. *Tenth Census of the United States, 1880*, Washington, D.C.: National Archives and Records Administration, 1880. T9, 1,454 rolls, Ancestry.com, June 3, 2022.; 1870 United States Federal Census, United States of America. *Ninth Census of the United States, 1870*, Washington, D.C. National Archives and Records Administration. M593, RG29, 1,761 rolls, Ancestry.com, June 3, 2022.

<sup>14</sup> *Washington at Home, An Illustrated History of Neighborhoods in the Nation's Capital* (Northridge, California: Windsor Publications, Inc, 1988), 159.

<sup>15</sup> E.H.T. Traceries, Multiple Property Document, "Streetcar and Bus Resources of Washington, D.C., 1862-1962," 2005.

<sup>16</sup> Roderick S. French, "Chevy Chase Village in the Context of the National Suburban Movement, 1870-1900," *Records of the Columbia Historical Society* 49 (1973-1974), 319.

<sup>17</sup> Lampl and Williams, *Chevy Chase*, 12.

<sup>18</sup> French, "Chevy Chase Village," 319.

<sup>19</sup> Lampl and Williams, *Chevy Chase*, 25.

<sup>20</sup> Lampl and Williams, *Chevy Chase*, 25.

<sup>21</sup> Lampl and Williams, *Chevy Chase*, 27.

<sup>22</sup> Lampl and Williams, *Chevy Chase*, 27, 127.

<sup>23</sup> Lampl and Williams, *Chevy Chase*, 28-30.

<sup>24</sup> Edward Hillyer, "Manuscript History of the Chevy Chase Land Company, (Chevy Chase Historical Society, typescript, 1946) cited in Lampl and Williams, *Chevy Chase*, 30.

<sup>25</sup> Lampl and Williams, *Chevy Chase*, 31.

<sup>26</sup> LeRoy O. King, Jr. *100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital* (Dallas, TX: Taylor Publishing Co., 1972), 92.

<sup>27</sup> Florenz Hinz. "A Century of Transit Progress," *The Washington Post*, October 28, 1962. Section L

<sup>28</sup> Katherine Sinclair Wood, National Register Nomination Form, "Cleveland Park Historic District, 1987.

<sup>29</sup> Quoted in William Bushong and Piera Weiss, "Rock Creek Park: Emerald of the Capital City," in *Washington History* 2, No. 2, (Fall/Winter 1990/1991): 5.

<sup>30</sup> Lampl and Williams, *Chevy Chase*, 60-61.; William Rowley, "A Closer Look at Chevy Chase Founder Francis G. Newlands," video of lecture given before the Chevy Chase Historical Society, April 28, 2021,

[https://www.youtube.com/watch?v=IVlkw\\_xjAV8&t=3161s](https://www.youtube.com/watch?v=IVlkw_xjAV8&t=3161s)

<sup>31</sup> William Rowley, "A Closer Look at Chevy Chase Founder Francis G. Newlands," video of lecture given before the Chevy Chase Historical Society, April 28, 2021, [https://www.youtube.com/watch?v=IVlkw\\_xjAV8&t=3161s](https://www.youtube.com/watch?v=IVlkw_xjAV8&t=3161s); Francis G. Newlands, "The San Domingo Question," *The North American Review* 180, 1905 (583): 885-898; Francis G. Newlands, "A Western View of the Race Question," *Annals of the American Academy of Political and Social Science* 34, 1909 (2): 49-51.

<sup>32</sup> William Rowley, "A Closer Look at Chevy Chase Founder Francis G. Newlands," video of lecture given before the Chevy Chase Historical Society, April 28, 2021, [https://www.youtube.com/watch?v=IVlkw\\_xjAV8&t=3161s](https://www.youtube.com/watch?v=IVlkw_xjAV8&t=3161s); Francis G. Newlands, "A Western View of the Race Question," *Annals of the American Academy of Political and*

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*Social Science* 34, 1909 (2): 49-51; "Draws up Platform: Mr. Newlands Proposes Strong Democratic Plank," *The Washington Post*, June 17, 1912.

<sup>33</sup> "Chevy Chase for Homes," advertising brochure published by the Thomas J. Fisher Company in 1916, Chevy Chase Historical Society, Chevy Chase, Maryland;

<https://chevychasehistory.pastperfectonline.com/archive/839BDC14-9360-4FC5-9597-663246110347>

<sup>34</sup> David L. Ames and Linda Flint McClelland, "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places," *National Register Bulletin* (U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2002), 39.

<sup>35</sup> Lampl and Williams, *Chevy Chase*, 46.

<sup>36</sup> Lampl and Williams, *Chevy Chase*, 47; Michael Harrison, The Evils of Misfit Subdivisions: Creating the Permanent System of Highways in the District of Columbia," In *Washington History* 14, No.1 (Spring/Summer 2002): 26-55.

<sup>37</sup> Lampl and Williams, *Chevy Chase*, 122

<sup>38</sup> "New Subdivision Planned: Chevy Chase, D.C. will be opened on Sunday for Homeseekers," *Washington Post*, May 8, 1907.

<sup>39</sup> "Chevy Chase, D.C., The Suburb Beautiful," *Washington Post*, June 7, 1908.

<sup>40</sup> "Chevy Chase, D.C.," *Washington Post*, May 22, 1907

<sup>41</sup> "Chevy Chase, D.C., The Suburb Beautiful," *Washington Post*, June 7, 1908.

<sup>42</sup> Todd J. Kosmerick, *Chevy Chase, D.C.: The First Twenty-Five Years*, (November 1990), 9.

<sup>43</sup> "Chevy Chase Growing," *Washington Post*, June 7, 1908.

<sup>44</sup> "New Subdivision Planned: Chevy Chase, D.C. will be opened on Sunday for Homeseekers," *Washington Post*, May 8, 1907.

<sup>45</sup> Lampl and Williams, *Chevy Chase*, 124.

<sup>46</sup> Lampl and Williams, *Chevy Chase*, 72-73.

<sup>47</sup> "Near the District Line: Development of Connecticut Avenue Terrace: Subdivision Has Frontage of One Thousand Feet on Each Side of Thoroughfare," *Sunday Star*, June 23, 1907.

<sup>48</sup> Advertisement for Connecticut Avenue Terrace, *Sunday Star*, June 23, 1907.

<sup>49</sup> "Big Deals in Land: Thirty-Five Acres Near Chevy Chase Circle Sold," *Evening Star*, April 25, 1909.

<sup>50</sup> "Real Estate Kind to Country Boy," *Washington Post*, May 21, 1950.

<sup>51</sup> "Fulton Gordon; Made a Fortune in Land Sales," *Washington Post*, July 5, 1952; "June Marriage Bells," *Washington Post*, June 4, 1891; "A Verdict for Lester," *Washington Post*, December 6, 1894; "Fulton R. Gordon Pleads Poverty," *Washington Post*, October 13, 1894; "At Home at North Laurel," *Washington Post*, July 9, 1895; "Mrs. Fulton Gordon Dead," *Washington Post*, March 2, 1922; "Fulton Gordon to Marry Nurse," *Washington Post*, June 3, 1926.

<sup>52</sup> "D.C. Has Just Begun to Grow," *Washington Post*, December 15, 1946.

<sup>53</sup> "New Suburb Growing," *Washington Post*, November 8, 1908.

<sup>54</sup> "A Beautiful Subdivision," *Washington Post*, November 15, 1908.

<sup>55</sup> "Building Operations Never More Active," *Washington Star*, January 8, 1910.

<sup>56</sup> "Activity in Realty Shows Prosperity," *Washington Star*, January 8, 1910.

<sup>57</sup> "Santelmann's New Home," *Washington Star*, January 8, 1910.

<sup>58</sup> "Santelmann's New Home," *Washington Star*, January 8, 1910.

<sup>59</sup> Chevy Chase Citizens Association's booklet, "Seventy-five Years of Community Service 1909-1984."

<sup>60</sup> Chevy Chase Citizens Association, *Chevy Chase Citizens Association: 100 Years*, (Washington, D.C. Chevy Chase Citizens Association, 2009), 23-29.

<sup>61</sup> *Chevy Chase Citizens Association: 100 Years*, 23 and 26.

<sup>62</sup> Constitution of the Chevy Chase Citizens Association, March 21, 1955, typescript, private collection.

<sup>63</sup> "'One City,' two D.C. civic federations," *The Washington Post*, March 3, 2013, [https://www.washingtonpost.com/local/dc-politics/in-one-city-two-dc-civic-federations/2013/03/03/a7b23be6-8213-11e2-a350-49866afab584\\_story.html](https://www.washingtonpost.com/local/dc-politics/in-one-city-two-dc-civic-federations/2013/03/03/a7b23be6-8213-11e2-a350-49866afab584_story.html), cited in the National Register Nomination for the Bloomingdale Historic District.

<sup>64</sup> Carol Kapstein and Ann Kutter, "Neighborhood Schools," in *Origins I*, (1974): 25-26.

<sup>65</sup> "New Chevy Chase School Dedicated," November 10, 1931, 27.



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<sup>66</sup> Historic Chevy Chase DC, “Mary Ann Plummer Harris, Granddaughter of George Pointer, bought land on Broad Branch Road,” <https://www.historicchevychasedc.org/lafayette-pointer-project/story-of-mary-ann-plummer-harris-great-granddaughter-of-george-pointer/> accessed August 26, 2022; Torrey and Green, *Between Freedom and Equality*, 49-53. Deed Book J.A.S 191: 161 DC Recorder of Deeds.

<sup>67</sup> 1860 United States Federal Census, United States of America, Bureau of the Census. *Eighth Census of the United States, 1860*, Washington, D.C.: National Archives and Records Administration, 1860. M653, 1,438 rolls, Ancestry.com, accessed June 3, 2022; The Milbern family had moved to Georgetown by 1880. Torrey and Green, *Between Freedom and Equality*, 102-103.

<sup>68</sup> Barbara Boyle Torrey and Clara Myrick Green, *Between Freedom and Equality: The History of an African American Family in Washington, D.C.*, (Washington, D.C.: Georgetown University Press, 2021), 49-53.

<sup>69</sup> Torrey and Green, *Between Freedom and Equality*, 71-105.

<sup>70</sup> Torrey and Green, *Between Freedom and Equality*, 93-158.

<sup>71</sup> Deed book 849: 120 DC Recorder of Deeds.

<sup>72</sup> David S. Rotenstein, “The River Road Moses Cemetery: A Historic Preservation Evaluation.” September 2018: 21-35.

<sup>73</sup> Torrey and Green, *Between Freedom and Equality*, 155-158. This is the price listed in *Between Freedom and Equality*. A check of an online inflation calculator (<https://westegg.com/inflation/>) shows that the price would have been \$112,700.53.

<sup>74</sup> Deed No. 1931011379, April 22, 1931, DC Recorder of Deeds.

<sup>75</sup> Rotenstein, “The River Road Moses Cemetery, 23-25.

<sup>76</sup> According to Rotenstein, the existence of a cemetery off Rock Creek Ford Road is well documented in deed records, maps, and city directory listings. Rotenstein, “The River Road Moses Cemetery, 25-27. There is no indication as to when the cemetery was moved though houses are built there today.

<sup>77</sup> Rotenstein, “The River Road Moses Cemetery, 23-32.

<sup>78</sup> Brian Taylor, “On the Fort: The Fort Reno Community of Washington, DC, 1861-1951,” (Washington, D.C.: The National Park Service, 2021), 20-32.

<sup>79</sup> The house at 5434 Connecticut Avenue NW was similar in size and massing to 5426 Connecticut Avenue NW. The Sanborn Fire Insurance maps document the building stood two stories in height, with stone cladding on the first story, brick cladding on the second story, mansard roof, wrap-around porch, and attached garage.

<sup>80</sup> To address the question of whether restrictive covenants were used in the Chevy Chase Historic District, the Chevy Chase DC Conservancy, engaged historian Mara Cherkasky, principal at Prologue DC and the co-director of the digital public history project *Mapping Segregation in Washington DC*. Ms. Cherkasky used the D.C. Recorder of Deeds public database for her research, which consisted of looking up each square, and one by one, and skimming the deeds for each lot in each square. Generally, this amounted to 130-150 records per square. Discovering a covenant for a particular lot meant she could stop reviewing the other deeds for that lot and move on to the next lot. For squares found to have no covenants, she was required to look at every single deed. The major weakness in this approach is that the database only contains records from August 1921 forward, so all deeds from before this date were unable to be reviewed by this method. The research into racially restrictive covenants was checked over and extended by the author of the current nomination using Ms. Cherkasky’s research as a base.

<sup>81</sup> Paige Glotzer, *How the Suburbs were Segregated: Developers and the Business of Exclusionary Housing, 1890-1960*, (New York: Columbia University Press, 2020), 15-45.

<sup>82</sup> Glotzer, *How the Suburbs were Segregated*, 49-54, 87-95.

<sup>83</sup> Horace Bailey to William Richie, January 24, 1922, Document No. 192201240033.

<sup>84</sup> The Legacy of Racial Covenants, Story Map made available through MappingSegregationDC, <https://www.arcgis.com/apps/MapSeries/index.html?appid=54fecadcf61a45619534d7a88e1e3225>, accessed September 3, 2022.

<sup>85</sup> Open data DC <https://opendata.dc.gov/datasets/DCGIS::census-tracts-in-1940/explore?location=38.890037%2C-77.031587%2C11.94&showTable=true>

<sup>86</sup> The Legacy of Racial Covenants, Story Map made available through MappingSegregationDC, <https://www.arcgis.com/apps/MapSeries/index.html?appid=54fecadcf61a45619534d7a88e1e3225>, accessed September 3, 2022.

<sup>87</sup> Open Data DC, <https://opendata.dc.gov/datasets/DCGIS::census-tracts-in-1950/explore?location=38.890649%2C-77.031102%2C11.94&showTable=true>

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- <sup>88</sup> The Legacy of Racial Covenants, Story Map made available through MappingSegregationDC, [The Legacy of Racial Covenants, 1940-2010 \(arcgis.com\)](#), accessed September 3, 2022.
- <sup>89</sup> Open Date DC, <https://opendata.dc.gov/datasets/DCGIS::census-tracts-in-1960/explore?location=38.890649%2C-77.031102%2C11.94&showTable=true>
- <sup>90</sup> “Reticence Found: Negros Sought for Chevy Chase,” *The Evening Star*, June 19, 1964; “Dagmar Perman, GU Teacher: Her Life Combined Scholarly Work and Social Activism,” *The Washington Post*, May 31, 1978; In the mid-1960s, Perman also had a leadership role in a community-improvement project of All Souls Church, Unitarian, in Columbia Heights. The project was meant to improve the lives of the largely low-income, African American residents of an area adjacent to the church.
- <sup>91</sup> “Reticence Found: Negros Sought for Chevy Chase,” *The Evening Star*, June 19, 1964; Hugh Jackson, Secretary of the Chevy Chase Citizens Association to Wesley Williams, President Board of Education, January 22, 1965, Correspondence on microfilm, Charles Sumner School Museum and Archives, Washington, D.C.
- <sup>92</sup> The Legacy of Racial Covenants, Story Map made available through MappingSegregationDC, <https://www.arcgis.com/apps/MapSeries/index.html?appid=54fecadc61a45619534d7a88e1e3225>, accessed September 3, 2022.
- <sup>93</sup> Open Data DC, <https://opendata.dc.gov/datasets/DCGIS::census-tracts-in-1970/explore?location=38.954119%2C-77.063126%2C14.00&showTable=true>
- <sup>94</sup> Open Data DC, <https://opendata.dc.gov/datasets/DCGIS::census-tracts-in-1980/explore?location=38.890649%2C-77.031102%2C11.94&showTable=true>
- <sup>95</sup> Lampl and Williams, *Chevy Chase*, 128.
- <sup>96</sup> Edward Hillyer, *Chevy Chase*, manuscript, undated, Chevy Chase Historical Society, Chevy Chase, MD.
- <sup>97</sup> Lampl and Williams, *Chevy Chase*, 128.
- <sup>98</sup> Peggy Fleming and Joanne Zich, *Small Town in the Big City* (Washington, D.C.: Three Sisters Press, 2005), 12.
- <sup>99</sup> Lampl and Williams, *Chevy Chase*, 129.
- <sup>100</sup> *1910 United States Federal Census*, United States of America, Bureau of the Census, *Thirteenth Census of the United States, 1910*. Washington, D.C.: National Archives and Records Administration, 1910. T624, 1,178 rolls, Ancestry.com, accessed September 3, 2022; *1930 United States Federal Census*, United States of America, Bureau of the Census. *Fifteenth Census of the United States, 1930*, Washington, D.C.: National Archives and Records Administration, 1930. T626, 2,667 rolls, Ancestry.com, September 3, 2022.
- <sup>101</sup> E.H.T. Tracerries, “Chevy Chase Theater Washington, D.C. Landmark Application,” 1996.
- <sup>102</sup> Lampl and Williams, *Chevy Chase*, 131.
- <sup>103</sup> Steven Callcott and Kim Williams, National Register of Historic Places Nomination Form, “Chevy Chase Arcade,” 1991, revised 2003.
- <sup>104</sup> “Chevy Chase Savings Bank Dedicates Home,” *Washington Post*, October 16, 1926.
- <sup>105</sup> “Completion of Store Building is Halted,” *Washington Evening Star*, 3 March 1919.
- <sup>106</sup> Lampl and Williams, *Chevy Chase*, 128, 129.
- <sup>107</sup> Lampl and Williams, *Chevy Chase*, 128, 129.
- <sup>108</sup> “Zoning Commission Hears Street Plea: Connecticut Avenue in Chevy Chase Stirs Up Lively Controversy at Hearing,” *Evening Star*, January 20, 1922.
- <sup>109</sup> “Commercial Use of Chevy Chase Area Fought,” *Washington Star*, September 19, 1952; “Chevy Chase center is the middle of the fight over future of upper Connecticut Avenue,” *Washington Star*, April, 30, 1952.
- <sup>110</sup> “NBW Plans Chevy Chase Bank Branch,” *Washington Post*, September 14, 1957.
- <sup>111</sup> “NBW to Open New Branch on Monday,” *Washington Post*, November 12, 1958.
- <sup>112</sup> Washington, D.C. Building Permits, 1940, 1941.
- <sup>113</sup> Florenz Hinz, “A Century of Transit Progress,” *Washington Post* (October 28, 1962), Section L.
- <sup>114</sup> E.H.T. Tracerries, Multiple Property Document, “Streetcar and Bus Resources of Washington, D.C., 1862-1962,” 2005.
- <sup>115</sup> Lampl and Williams, *Chevy Chase*, 100, Ella Given, “A Backward Glance 1898 – 1933,” Historic Chevy Chase DC, <https://www.historicchevychasedc.org/oral-histories/ella-given/> Accessed October 9, 2022.
- <sup>116</sup> Sharon Moran, “Lafayette School,” in *Origins II* (Washington, D.C. 1975) 57-59.
- <sup>117</sup> “Lafayette School is Dedicated; Long Campaign is Ended,” *Washington Post*, November 10, 1931.
- <sup>118</sup> E.H.T. Tracerries, “Chevy Chase Neighborhood Library and Community Center,” Determination of Eligibility Form, 2020.



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<sup>119</sup> "Chevy Chase Center is in the middle of real estate fight over future of upper Connecticut Avenue, *Washington Star*, April 30, 1952.

<sup>120</sup> "New Chevy Chase Church," *Washington Post*, August 30, 1908.

<sup>121</sup> "Dedicate New Church," *Washington Post*, January 9, 1911.

<sup>122</sup> "Plan Temporary Church," *Washington Post*, December 9, 1921.

<sup>123</sup> "Cornerstone is Laid by Chevy Chase Church," *Washington Post*, January 22, 1923.

<sup>124</sup> "Chevy Chase Church Dedication Tomorrow," *Washington Post*, May 17, 1924.

<sup>125</sup> "Rite Sunday at Addition to School," *Washington Post*, January 18, 1958.

<sup>126</sup> Located on the site of the present school.

<sup>127</sup> Located on the present site of the auditorium.

<sup>128</sup> Edmond J. Le Breton, *The Shrine of the Most Blessed Sacrament: A History 1911-1986*, (The Shrine of the Most Blessed Sacrament, 1987), 7-22.

<sup>129</sup> Edward Oliver Clark, *Faith Fulfilled: The Story of the Chevy Chase Baptist Church of Washington, D.C., 1923-1956* (Washington, D.C. 1957).

<sup>130</sup> "Church Unit to Be Dedicated," *Washington Post*, December 12, 1959.

<sup>131</sup> "Fountain to Regain Lost Luster," *Montgomery County Journal*, June 15, 1990.

<sup>132</sup> "Fountain's Back – And Wetter Than Ever," *Montgomery County Journal*, November 15, 1990.

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**Previous documentation on file (NPS):**

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_
- ☐ recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- ☒ State Historic Preservation Office
  - ☐ Other State agency
  - ☐ Federal agency
  - ☐ Local government
  - ☐ University
  - ☐ Other
- Name of repository: DC Historic Preservation Office

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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## 10. Geographical Data

**Acreage of Property** Approximately 123 Acres

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                       |
|------------------------|-----------------------|
| 1. Latitude: 38.961002 | Longitude: -77.080068 |
| 2. Latitude: 38.964997 | Longitude: -77.080203 |
| 3. Latitude: 38.968537 | Longitude: -77.075589 |
| 4. Latitude: 38.968474 | Longitude: -77.074634 |
| 5. Latitude: 38.967570 | Longitude: -77.074554 |
| 6. Latitude: 38.961503 | Longitude: -77.071242 |
| 7. Latitude: 38.961445 | Longitude: -77.073391 |
| 8. Latitude: 38.960998 | Longitude: -77.073241 |

### Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at the corner of Military Road and 41<sup>st</sup> Street NW and proceeding north up 41<sup>st</sup> Street NW to Western Avenue NW. Then heading northeast on Western Avenue NW, crossing Chevy Chase Circle to Quesada Street NW. Proceeding down Quesada Street NW to the alley behind the Church of the Blessed Sacrament and Blessed Sacrament School and down the alley to Chevy Chase Parkway NW. Proceed south down Chevy Chase Parkway NW to the open space south of 5410 Chevy Chase Parkway NW. Bisecting Square 1870 and running along the southern edge of the Connecticut Avenue Terrace Subdivision to Connecticut Avenue NW. The heading south on Connecticut Avenue NW to Military Road NW. South Finally, proceeding west on Military Road NW to its intersection with 41<sup>st</sup> Street NW. Squares 1746 to 1750 and 1857 to 1860; Square 1863, Lots 1 and 47; Square 1870, Lots 15, 31 to 33 and 825; and public Reservations 335, 335A, 434 and 468 and the intervening streets comprise the area enclosed by the boundary.

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### Boundary Justification

The Chevy Chase Historic District includes the original subdivisions that were established in the first decade of the twentieth century by Francis Newlands and the Chevy Chase Land Company and Fulton R. Gordon with the development team of Allan E. Walker and Samuel T. Kalbfus. These include the subdivisions of Connecticut Avenue Terrace (1906), Chevy Chase, D.C. (1907), and Connecticut Avenue Park (1909). In addition, the Chevy Chase Land Company expanded the original boundaries of the Chevy Chase, D.C. subdivision to include Square 1868 in 1909 so that Square is also included within the historic district boundary.

The Connecticut Avenue Terrace subdivision extends onto the east side of Connecticut Avenue NW from half a block below Morrison Street NW to half a block above Military Road NW. Chevy Chase Parkway NW presents an obvious geographic and visual boundary for the east side of the historic district, so parts of Squares 1869 and 1870 that extend to the parkway were included within the boundary. The eastern sections of Squares 1869 and 1870 were platted by Fulton Gordon in 1919 for a subdivision called Gordon's. The southern boundary on the east side follows the northern boundary of the 1910 Chevy Chase Terrace subdivision as that abuts the southern end of Connecticut Avenue Terrace.

The Chevy Chase Land Company parcels along Western Avenue were also included to bring the west side of the historic district to Chevy Chase Circle and completely include Square 1746. Finally, part of Square 1743 that was platted within the Connecticut Avenue Park subdivision was left out. 41<sup>st</sup> Street NW at its intersection with Military and Reno Roads NW presents a distinct visual and geographic boundary for the end of the district on the west.

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### 11. Form Prepared By

#### Original Form prepared by:

name/title: L. Triesmann, P. Kuhn, E. Jenkins, E. Breiseth, S. Van Erem, J. Barnes, and M. Rispoli, Architectural Historians

organization: E.H.T. Traceries, Inc.

street & number: 440 Massachusetts Avenue, NW

city or town: Washington state: DC zip code: 20001

telephone: 202-393-1199

date: July 2007

#### Revised Form Prepared by:

name/title: Stephanie A.T. Jacobe, Ph.D. Architectural Historian

organization: Independent Architectural Historian

street & number: 1200 First Street Apt #935

city or town: Alexandria state: VA zip code: 22314

e-mail: stephaniea.t.jacobe@gmail.com

telephone: 703-518-8980

date: October 2023

Chevy Chase Historic District  
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### **Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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### Chevy Chase Historic District Boundary

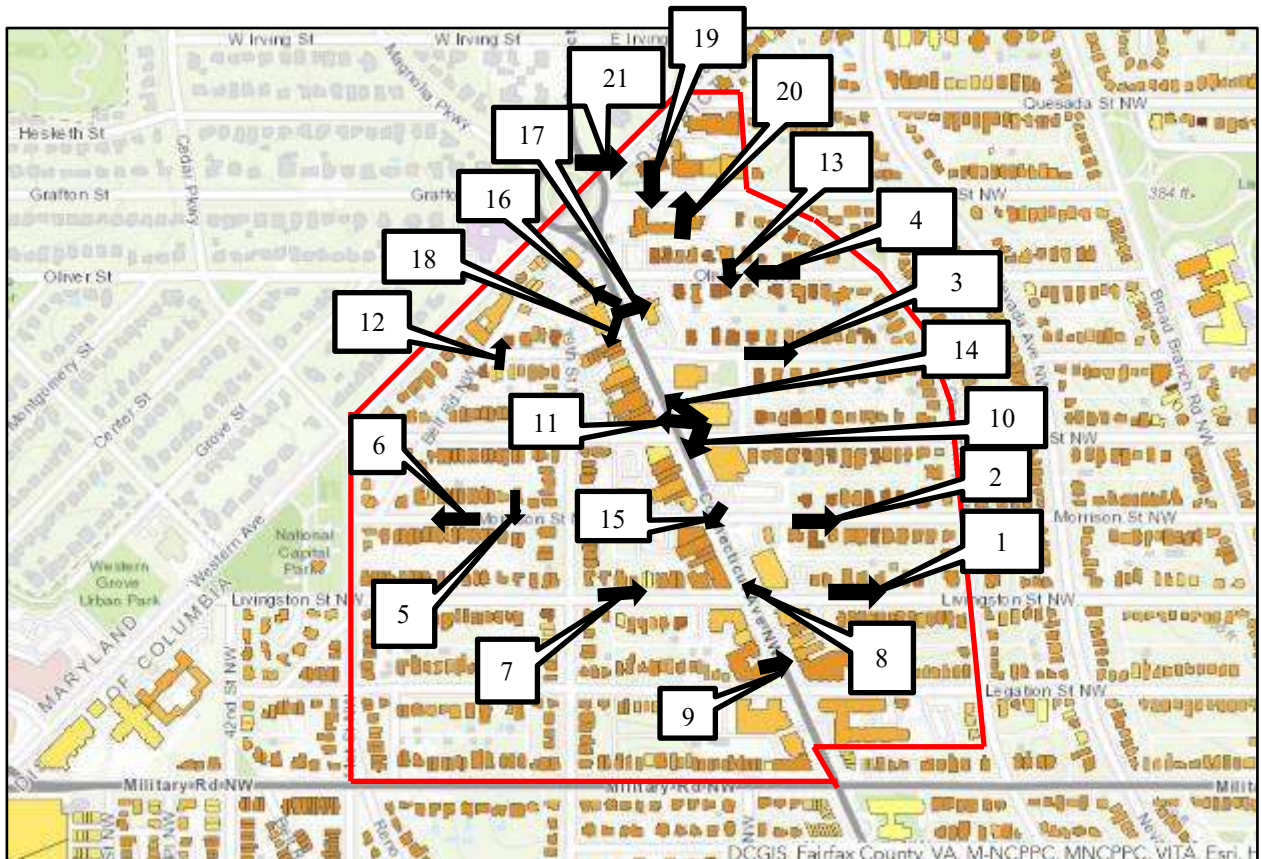




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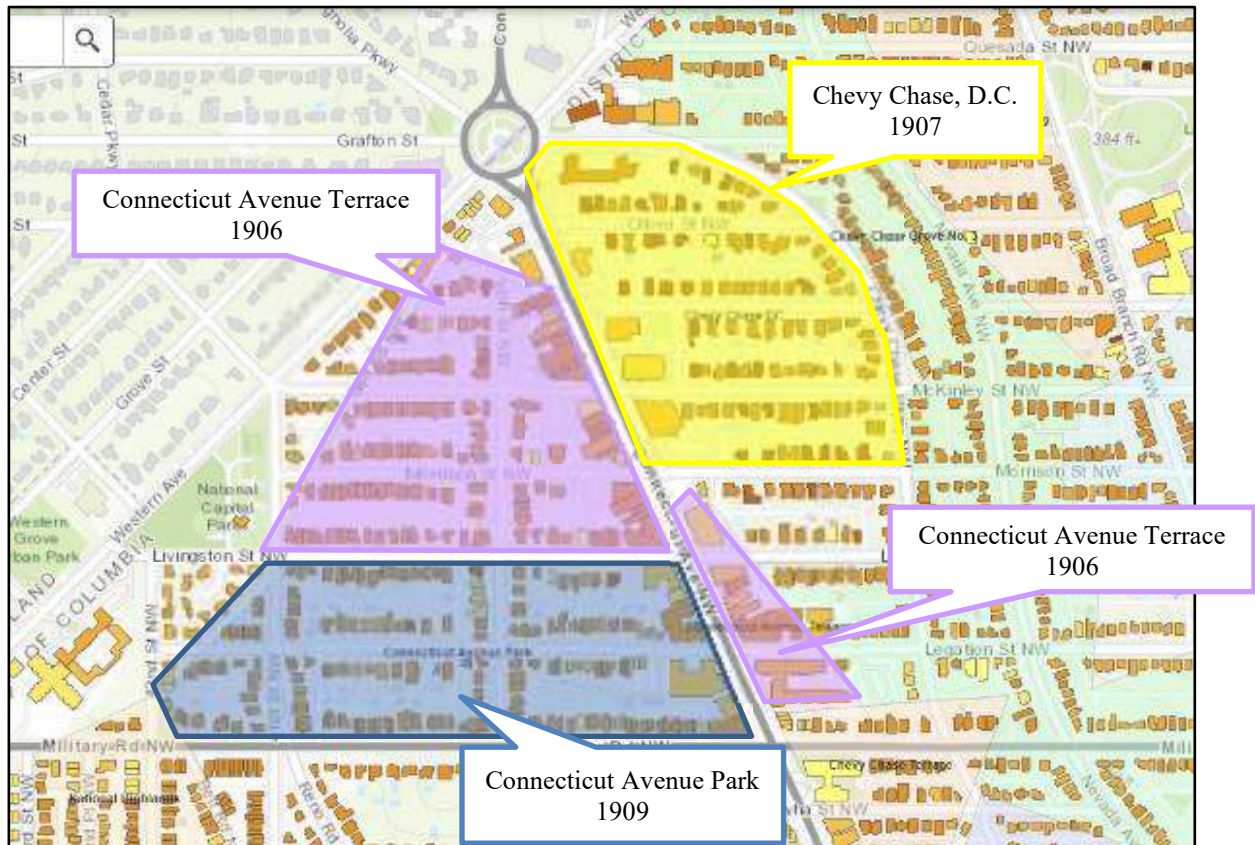
### Chevy Chase Historic District Photo Key



Chevy Chase Historic District  
Name of Property

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### Map of Subdivision Boundaries



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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Chevy Chase Historic District

City or Vicinity: Washington, D.C.

County:

State: District of Columbia

Photographer: Stephanie A.T. Jacobe

Date Photographed: March 20, April 24, May 8, and August 7, 2022

Description of Photograph(s) and number, include description of view indicating direction of camera:

1. 3700 block of Livingston Street NW looking East toward the Chevy Chase Parkway NW  
1 of 21
2. 3700 block of Morrison Street NW looking East toward the Chevy Chase Parkway NW  
2 of 21
3. 3700 block of Northampton Street NW looking East toward the Chevy Chase Parkway NW  
3 of 21
4. 3700 block of Oliver Street NW looking West toward Connecticut Avenue NW  
4 of 21
5. 3906 – 3908 Morrison NW Street looking South  
5 of 21
6. Looking Southwest along the 3900 block of Morrison Street NW.  
6 of 21
7. 3819 – 3827 Livingston Street NW looking Southeast  
7 of 21

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8. Hatcher, Building, Corner of Livingston Street and Connecticut Avenue NW looking Northwest  
8 of 21
9. Apartment building 5400 block of Connecticut Avenue NW near the corner of Legation Street NW looking Northeast  
9 of 21
10. 5500 block of Connecticut Avenue NW commercial district looking Southwest  
10 of 21
11. 5600 - 5606 Connecticut Avenue NW looking West  
11 of 21
12. 3915 Northampton Street NW looking North  
12 of 21
13. 3740 Oliver Street NW looking South  
13 of 21
14. Chevy Chase Theater now the Avalon Theater looking Northwest  
14 of 21
15. Chevy Chase Arcade and the Chevy Chase Savings Bank, now PNC Bank looking Southwest  
15 of 21
16. Capital Transit Company Bus Shelter looking North  
16 of 21
17. Bank, 5701 Connecticut Avenue NW looking Southeast  
17 of 21
18. Commercial Building, 5623 – 5636 Connecticut Avenue NW looking South  
18 of 21
19. Blessed Sacrament School, 5841 Chevy Chase Parkway looking Northeast  
19 of 21
20. Chevy Chase Presbyterian Church, 1 Chevy Chase Circle looking South  
20 of 21
21. The Chevy Chase Apartments and the Church of the Blessed Sacrament looking East from Chevy Chase Circle; 21 of 21



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Photo 1 of 21: Chevy Chase Historic District 001.jpg  
3700 block of Livingston Street NW looking East toward the Chevy Chase Parkway NW

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Photo 2 of 21: Chevy Chase Historic District 002.jpg  
3700 block of Morrison Street NW looking East toward the Chevy Chase Parkway NW



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Photo 3 of 21: Chevy Chase Historic District 003.jpg  
3700 block of Northampton Street NW looking East toward the Chevy Chase Parkway NW

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Photo 4 of 21: Chevy Chase Historic District 004.jpg  
3700 block of Oliver Street NW looking West toward Connecticut Avenue NW



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Photo 5 of 21: Chevy Chase Historic District 005.jpg  
3906 – 3908 Morrison Street NW looking South

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Photo 6 of 21: Chevy Chase Historic District 006.jpg  
Looking Southwest along the 3900 block of Morrison Street NW



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Photo 7 of 21: Chevy Chase Historic District 007.jpg  
3819 – 3827 Livingston NW Street looking Southeast

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Photo 8 of 21: Chevy Chase Historic District 008.jpg  
Hatcher Building, Corner of Livingston Street and Connecticut Avenue NW looking  
Northwest



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Photo 9 of 21: Chevy Chase Historic District 009.jpg  
Apartment buildings 5400 block of Connecticut Avenue NW near the corner of Legation Street NW looking Northeast

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Photo 10 of 21: Chevy Chase Historic District 010.jpg  
5500 block of Connecticut Avenue NW commercial district looking Southwest



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Photo 11 of 21: Chevy Chase Historic District 011.jpg  
5600 - 5606 Connecticut Avenue NW looking West

Chevy Chase Historic District  
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Photo 12 of 21: Chevy Chase Historic District 012.jpg  
3915 Northampton Street NW looking North



Chevy Chase Historic District  
Name of Property

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Photo13 of 21: Chevy Chase Historic District 013.jpg  
3740 Oliver Street NW looking South

Chevy Chase Historic District  
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Photo 14 of 21: Chevy Chase Historic District 014.jpg  
Chevy Chase Theater now the Avalon Theater looking Northwest



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Photo 15 of 21: Chevy Chase Historic District 015.jpg  
Chevy Chase Arcade and the Chevy Chase Savings Bank, now PNC Bank looking Southwest

Chevy Chase Historic District  
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Photo 16 of 21: Chevy Chase Historic District 016.jpg  
Capital Transit Company Bus Shelter looking North

Chevy Chase Historic District  
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Photo 17 of 21: Chevy Chase Historic District 017.jpg  
Bank, 5701 Connecticut Avenue NW looking Southeast



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Photo 18 of 21: Chevy Chase Historic District 018.jpg  
Commercial Building, 5623 – 5636 Connecticut Avenue looking South

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Photo 19 of 21: Chevy Chase Historic District 019.jpg  
Blessed Sacrament School, 5841 Chevy Chase Parkway NW looking Northeast



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Photo 20 of 21: Chevy Chase Historic District 020.jpg  
Chevy Chase Presbyterian Church, 1 Chevy Chase Circle looking South



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Name of Property

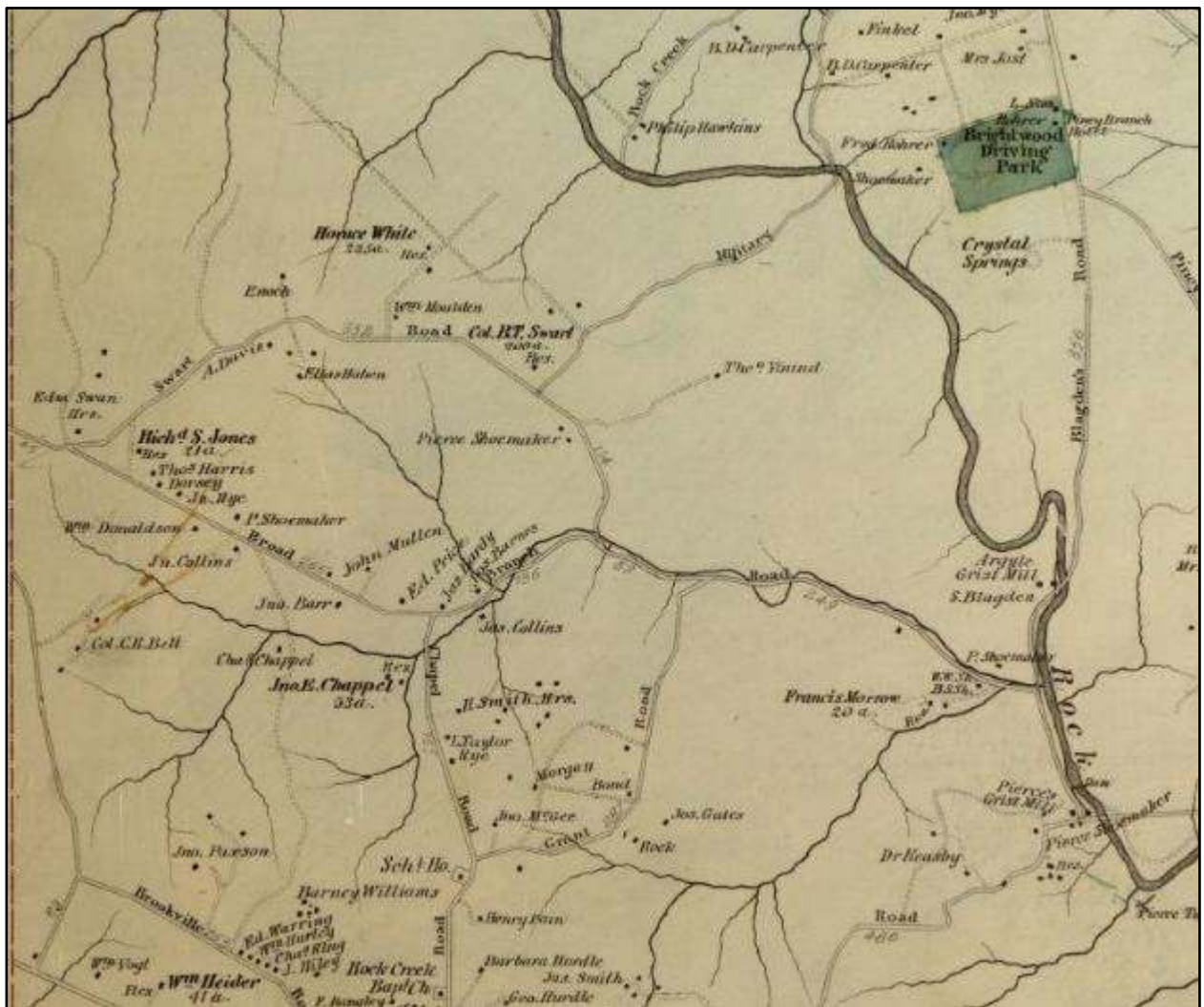
Washington, D.C.  
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Photo 21 of 21: Chevy Chase Historic District 021.jpg  
The Chevy Chase Apartments and the Church of the Blessed Sacrament looking East from  
Chevy Chase Circle

Chevy Chase Historic District  
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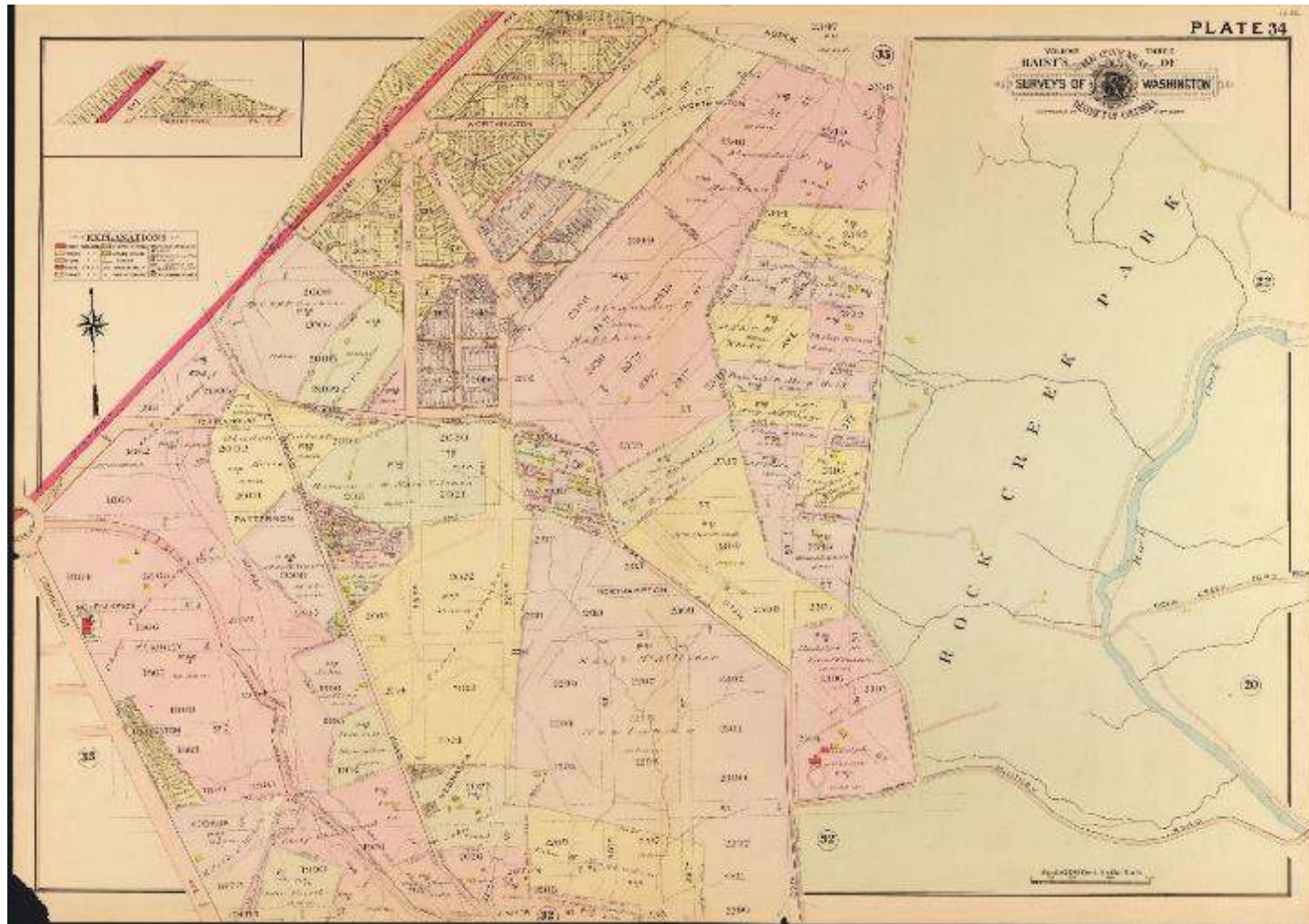


Hopkins, Griffith Morgan, Jr. "Atlas of fifteen miles around Washington, including the county of Montgomery, Maryland. Philadelphia: G.M. Hopkins, 1879. (Library of Congress)



Chevy Chase Historic District  
Name of Property

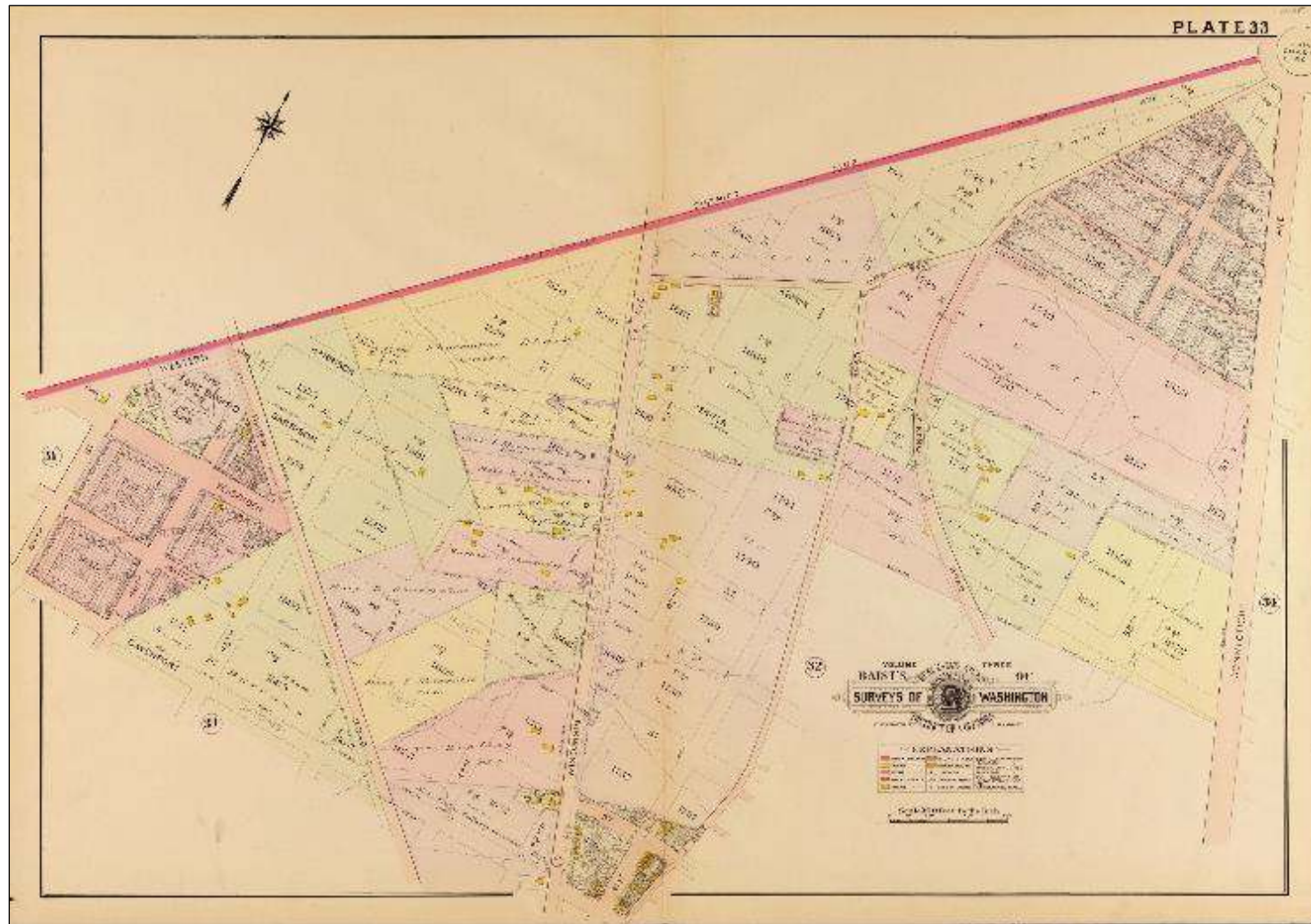
Washington, D.C.  
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“Baist's real estate atlas of surveys of Washington, District of Columbia: complete in four volumes.” Philadelphia: G.W. Baist, 1907. (Library of Congress)

Chevy Chase Historic District  
Name of Property

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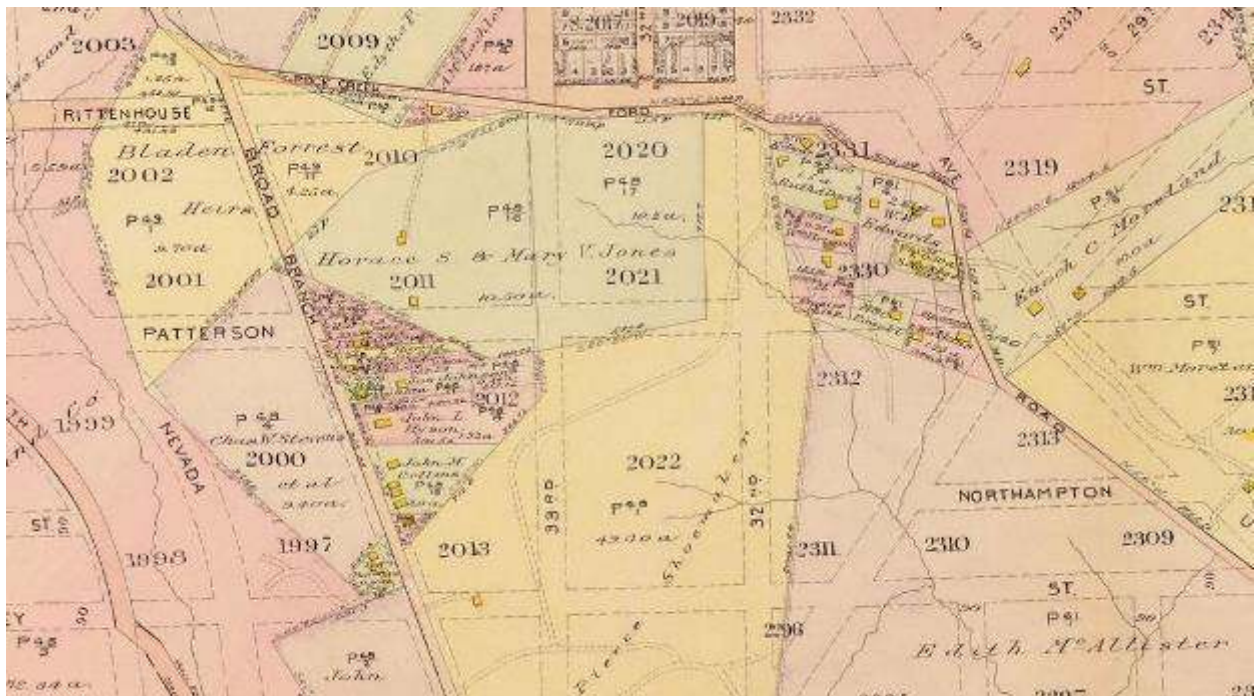


“Baist's real estate atlas of surveys of Washington, District of Columbia: complete in four volumes.” Philadelphia: G.W. Baist, 1907. (Library of Congress)



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Detail, Baist's real estate atlas of surveys of Washington, District of Columbia: complete in four volumes." Philadelphia: G.W. Baist, 1907, showing the African American Communities on Broad Branch Road and Rock Creek Ford Road.

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Residence of Lieutenant William H. Santelmann, director of the United States Marine Corps Band (*Washington Star*)

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Southwest corner of Connecticut Avenue NW and McKinley Street NW showing the People's Drug Store that originally stood at 5550 Connecticut Avenue NW.

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Looking west from Connecticut Avenue NW down Morrison Street NW. The house on the corner is identified as belonging to Mrs. Mary Williamson, a widow who lived at 5512 Connecticut Avenue NW from around 1910 until 1915. The house was demolished before 1926 to make way for the Chevy Chase Savings Bank, which is still located on that corner today.



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Looking west from 3753 Northampton Street NW ca. 1910. Also shown are 3755, 3759, and 3765 Northampton Street.

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Looking south from 3720 Morrison NW under construction ca. 1909. The other house across the street is likely 3725 Morrison Street that has since been demolished. 3725 Morrison Street NW belonged to William Steuart, the director of the US Census Bureau from 1921-1933. The baby in the foreground is Robert Kirchmeyer whose family lived at 3720 Morrison Street NW.

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Robert Kirchmeyer on his sled with his dog Boots in the side yard of his home at 3720 Morrison Street. Looking northeast toward 3715, 3711, and 3707 Morrison Street NW in ca. 1915.

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A second image of Robert Kirchmeyer with his sled looking Northeast from his yard at 3720 Morrison Street showing the side of 3715 Morrison and its garage in the alleyway. The rear elevations of 3734 and 3730 McKinley Street also shown.

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The south side of the 3700 block of Morrison Street looking east. 3726 Morrison is located in the foreground followed by 3720 Morrison to the left. The edge of the porch and front steps of 3730 Morrison, which was later demolished, is also shown on the far right of the image.



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The south side of the 3700 block of McKinley Street shown in a colored post card view looking east. 3752 McKinley Street is shown the foreground followed by 3746 McKinley. The image likely dates from 1911.

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Looking east along Oliver Street NW ca. 1912. The first house on the left-hand side of the photo, 3781 Oliver Street, has been demolished. The second is 3777 Oliver Street NW, which is now the first house on the northern side of the Street. Also shown is 3775 and 3767 Oliver Street NW. Note also the stone pillars marking the entrance to the alleyway.

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Chevy Chase Circle looking east toward the Chevy Chase Apartment House. Note the first Shrine of the Blessed Sacrament Church facing Patterson Street. It was demolished ca. 1928 for the Blessed Sacrament School.



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Mrs. Ralph (Mary Ida) Given, Benjamin Adams, and young Ralph (Bill) Given, Jr. standing in front of the houses on the south side of the 3700 Block of Morrison Street ca. 1915. Mrs. Given's sister-in-law was Ella Given, the well-known, longtime Principal of the E.V. Brown School.

**Paperwork Reduction Act Statement:** This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.