

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

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

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

1. Name of Property

historic name Chevy Chase DC Historic District
other names/site number _____

2. Location

street & number Bounded by 41st St., Western Ave., Chevy Chase Parkway, and Harrison St. not for publication _____
city or town Washington vicinity _____
state District of Columbia code DC county District of Columbia code 001 zip code 20015

3. State/Federal Agency Certification

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

Signature of certifying official Date _____

State or Federal Agency or Tribal government

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

Signature of commenting official/Title Date _____

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper

Date of Action

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

Number of Resources within Property:

Contributing	Noncontributing
<u>797</u>	<u>149</u> buildings
<u>1</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>797</u>	<u>149</u> Total

Number of contributing resources previously listed in the National Register 2 (Chevy Chase Arcade and Chevy Chase Theater)

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Historic Residential Suburbs in the United States, 1830-1960 Multiple Property Document

6. Function or Use

Historic Functions (Enter categories from instructions):

Cat: DOMESTIC _____
DOMESTIC _____
DOMESTIC _____
COMMERCE/TRADE _____
COMMERCE/TRADE _____
COMMERCE/TRADE _____
EDUCATION _____
EDUCATION _____
RELIGION _____
RELIGION _____
RELIGION _____
RECREATION AND CULTURE _____
TRANSPORTATION _____

Sub: single dwelling _____
multiple dwelling _____
secondary structure _____
financial institution _____
specialty store _____
restaurant _____
school _____
library _____
religious facility _____
church school _____
church-related residence _____
theater _____
rail-related _____

Current Functions (Enter categories from instructions):

Cat: DOMESTIC _____
DOMESTIC _____
DOMESTIC _____
COMMERCE/TRADE _____
COMMERCE/TRADE _____
COMMERCE/TRADE _____
EDUCATION _____
RELIGION _____
RELIGION _____
RELIGION _____
RECREATION AND CULTURE _____

Sub: single dwelling _____
multiple dwelling _____
secondary structure _____
financial institution _____
specialty store _____
restaurant _____
library _____
religious facility _____
church school _____
church-related residence _____
theater _____

7. Description

Architectural Classification (Enter categories from instructions):

LATE 19TH AND 20TH CENTURY REVIVALS/Colonial Revival, Tudor Revival, Mission/Spanish Colonial Revival _____
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Bungalow Craftsman _____
MODERN MOVEMENT/Moderne, Art Deco _____

Materials (Enter categories from instructions):

foundation: BRICK, CONCRETE, STONE, TERRA COTTA _____
roof: STONE: Slate; ASPHALT; TERRA COTTA; METAL; WOOD: Shake _____
walls: WOOD: Weatherboard, Shingle; BRICK; STONE: Limestone; METAL: Aluminum, Tin; STUCCO; SYNTHETICS: Vinyl _____
other: _____

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

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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1907-1947

Significant Dates

1907

1909

1910

1918

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Chevy Chase Land Company

Gordon, Fulton R.

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Historic Chevy Chase DC (community organization)

10. Geographical Data

Acreage of Property: 220.14

UTM References (Place additional UTM references on a continuation sheet):

	Zone	Easting	Northing		Zone	Easting	Northing
1)	<u>18</u>	<u>0319733</u>	<u>4314736</u>	3)	<u>18</u>	<u>0320510</u>	<u>4313834</u>
2)	<u>18</u>	<u>0319705</u>	<u>4313841</u>	4)	<u>18</u>	<u>0320423</u>	<u>4314047</u>

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title L. Trieschmann, P. Kuhn, E. Jenkins, E. Breiseth, S. Van Erem, J. Barnes, & M. Rispoli, Architectural Historians
organization EHT Traceries, Inc. date July 2007
street & number 1121 Fifth Street, NW telephone 202-393-1199
city or town Washington state DC zip code 20001

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

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

Property Owner

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

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

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

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**CHEVY CHASE DC HISTORIC DISTRICT
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Section number 7 Page 1

SUMMARY DESCRIPTION

The neighborhood of Chevy Chase DC is a residential neighborhood located in the northwest quadrant of the District of Columbia on the highest point of Connecticut Avenue, south of Chevy Chase Circle. The neighborhood sits to the south of the border of Washington, D.C., and Montgomery County, Maryland. The boundaries are Western Avenue on the northwest, Chevy Chase Parkway on the east (including properties on both sides of Chevy Chase Parkway), the north side of Harrison Street on the south, and the east side of 41st Street on the west. The main thoroughfare in the neighborhood is Connecticut Avenue, which rises northward to meet Chevy Chase Circle at the intersection of Western Avenue. Chevy Chase, Maryland, located in Montgomery County, bounds the neighborhood on the northwest side of Chevy Chase Circle. The suburb of Chevy Chase DC is comprised of numerous subdivisions dating from 1907 to the third quarter of the twentieth century. This includes Connecticut Avenue Terrace (1907), Chevy Chase DC (1907), Connecticut Avenue Park (1909), Chevy Chase Heights (1910), Chevy Chase Terrace (1910), Chevy Chase Grove Nos. 1/2/3 (1913/1915/1918), Blue Ridge Heights (1915), Chevy Chase Forest (1919), Highwood (1911), Chevy Chase Crest (1917) Pinehurst and South Pinehurst (1907) Barnaby Woods, and Hawthorne. The Chevy Chase DC Historic District includes Connecticut Avenue Terrace, Chevy Chase DC, Connecticut Avenue Park, Chevy Chase Heights, Chevy Chase Terrace, and Chevy Chase Grove No. 3.

The neighborhood today collectively known as Chevy Chase DC was laid out originally as separate subdivisions from 1907 to the second quarter of the twentieth century (See map page 128). Although established by different developers, the residential subdivisions create a cohesive neighborhood as the buildings share many characteristics reflecting the popular forms and styles of the early twentieth century. Despite these similarities, variations in lot size and the inclusion of twin dwellings and rowhouses in a few of the subdivisions illustrate the subtle differences between the subdivisions and the intent of each developer. Although residential buildings fill the lots on the interior streets, commercial buildings and large apartment buildings, as well as civic and religious buildings, prominently line Connecticut Avenue, which is typical of development along this major transportation thoroughfare within the District boundaries. In addition to the primary resources, Chevy Chase DC also contains a number of secondary domestic outbuildings, including garages and sheds that predominantly line the alleys at the rear of the property lines. These buildings and alleys function as the utilitarian areas of the neighborhood, and are hidden from street view. The majority of the outbuildings are garages constructed during the first half of the twentieth century. In all, there are 915 residential buildings in Chevy Chase DC, including thirteen apartment buildings. In addition, there are twenty-seven commercial buildings, four churches, and two civic buildings.

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DETAILED DESCRIPTION

Early Development of Chevy Chase DC: 1907-1919

The first buildings constructed in the neighborhood of Chevy Chase DC were freestanding single dwellings, a trend that continued throughout the neighborhood's development. Although a number of the first houses were constructed by individual property owners, developers built the majority. Building permits illustrate that developers, often serving a dual role as builders, purchased several adjoining lots at one time and constructed groups of houses designed by the same architect. Unlike houses designed by developers in the later years of American suburban development, these houses were not designed identically; however, they shared common characteristics such as their wood-frame and masonry construction, height, scale, and architectural style. The year 1907 marked the initial construction in the neighborhood of Chevy Chase DC; that year, approximately ten single-family houses were constructed. These first dwellings were grouped on Oliver and Northampton Streets in the subdivision of Chevy Chase DC, with a singular example located in Connecticut Avenue Terrace on Northampton Street.¹ Construction continued steadily thereafter throughout the neighborhood with approximately 346 building permits issued between 1908 and 1919. Although freestanding single-family dwellings dominated new construction during the neighborhood's early development, several twin dwellings, a group of rowhouses, and an apartment building were also constructed in the first two decades of the twentieth century, illustrating the desire for affordable housing within the District of Columbia, particularly along an established streetcar route.

The styles exemplified 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. What is 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 historic styles from European countries and their colonies. These styles included Italian Renaissance, Tudor Revival, and Colonial Revival styles. The trend gained popularity at Chicago's Columbian Exposition in 1893, which emphasized precise interpretations of European styles. On the other end of the spectrum, new modern styles were being introduced in American architecture. The Craftsman, Art Deco, and Moderne styles, introduced in the first decades of the twentieth century, brought new forms and expression to American architecture that was dominated by historic precedents.² The buildings constructed in the neighborhood of Chevy Chase DC during its initial development stage illustrate the popularity of these styles and most frequently, an eclectic mix of these styles.

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Single Dwellings

Freestanding dwellings in Chevy Chase DC, 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, 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, are widely used in Chevy Chase DC. The front-gabled portico and ornate entry surround 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.

Connecticut Avenue Terrace, the first subdivision in the neighborhood, opened during the early months of 1907, followed by the subdivision of Chevy Chase DC in the spring of 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 the first houses built illustrate the transition from the ostentatious Queen Anne to the more restrained Colonial Revival style. In 1907, the first house in the subdivision of Chevy Chase DC was built at 3740 Oliver Street by Percy L. Ricker, a botanist who also served as the first president of the Citizens Association of Chevy Chase. The two-and-a-half-story stuccoed house reflects the Colonial Revival style with its clipped front gable, symmetrical massing, and façade articulated by a simple molded cornice and detailing. The fenestration of the main elevation is asymmetrical and features two small casement windows with diamond-shaped muntins. Accentuating asymmetry is the squared projecting bay on one of the side elevations. These latter elements are more in keeping with the Queen Anne style. Another example of a transitional-styled dwelling is the large two-and-a-half-story structure at 5812 Chevy Chase Parkway, built in 1911 in the subdivision of Chevy Chase DC. Designed by architect Jeremiah J. Crane, the house has an L-shaped plan with a clipped gable roof displaying splayed overhanging eaves, which are typical of Colonial Revival-style dwellings. Characteristic of the Queen Anne style are its shingled cladding and diamond-shaped muntins in the upper sash of the windows. Other examples of dwellings illustrating the transition from the Queen Anne to the Colonial Revival are 3753 McKinley Street and 3901 Northampton Street, both built in 1908. Other examples built during the period between 1907 and 1919 include 3730 McKinley Street (1909), 5816 Chevy Chase Parkway (1910), 3726 Oliver Street (1911), 3905 Morrison Street (1913), and 3903 Livingston Street (1915), among others.

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The Colonial Revival style and its variants emerged as the most prominent style during the early development of the neighborhood of Chevy Chase DC. 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 nationwide pride in the country's past. Designs incorporated characteristic features of Colonial buildings, including Palladian windows, gambrel roofs, pedimented porticoes, columns, and Classical detailing such as swags and urns, and crisp white trim. One example of an early Colonial Revival-style dwelling is the building at 3901 Jenifer Street in the Chevy Chase Heights subdivision. Designed in 1918 by architect John A. Weber, the two-and-a-half-story, three-bay structure has a rectangular form and is symmetrically fenestrated. Typical of Colonial Revival-style dwellings, the house has a central-hall plan with a one-story gabled portico supported by Tuscan posts. The house is covered in stucco, has a side gable roof of slate shingles, and is flanked by two exterior-end stone chimneys. The two-story wood-frame dwelling at 3805 Ingomar Street is also a good example of the early Colonial Revival style. Built in Chevy Chase Heights in 1911, the house sits on an uncoursed stone-clad foundation and is clad in wood shingles with a side gable roof of asphalt shingles. The house has a central-hall plan and is symmetrically fenestrated on the façade, excepting an off-set small four-light casement window on the second story. The façade is further fenestrated by elongated 8/8 double-hung, wood-sash windows on the first story and 6/6 double-hung, wood-sash windows on the second story. Two shed dormers pierce the roof. A portico, sheltering the main entry, is supported by Tuscan columns. Other examples of the Colonial Revival style dating from the period 1907 to 1919 include 3737 Jocelyn Street (1912), 5810 Chevy Chase Parkway (1912), 3419 41st Street (1913), 5410 38th Street (1914), 3731 Kanawha Street (1915), and 5403 39th Street (1917), to name a few.

A popular variant of the Colonial Revival style is the Dutch Colonial Revival, which is not confined to any one subdivision but rather exhibited throughout the neighborhood of Chevy Chase DC. The distinguishing feature of this Colonial Revival-style subtype is a prominent gambrel roof. An early example of a Dutch Colonial Revival-style dwelling is located at 5818 Chevy Chase Parkway in the subdivision of Chevy Chase DC. Built in 1908, the one-and-a-half-story wood-frame house is clad in weatherboard siding and has a gambrel roof of asphalt shingles. A shed dormer covered in wood shingles spans the roof. The façade is symmetrically fenestrated by 6/1 double-hung windows on the first story while the second story has double-hung 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 is located at 3719 Morrison Street in the subdivision of Chevy Chase DC. Built in 1909, 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

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dormer holds paired 12/1 double-hung wood-sash windows while the outer dormers each have one 12/1 double-hung, wood-sash window. The house is symmetrically fenestrated by 12/1 double-hung, 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. Other examples of Dutch Colonial Revival-style dwellings are located at 3801 Jocelyn Street (1910) in Chevy Chase Heights, 3835 Livingston Street (1912) in Connecticut Avenue Terrace and 3702 Morrison Street (1915) in the subdivision of Chevy Chase DC.

Tudor Revival-style dwellings were constructed in the various Chevy Chase DC subdivisions during the neighborhood's 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 neighborhood of Chevy Chase DC had more basic Colonial Revival forms with subtle Tudor Revival details. The single dwelling at 3753 Oliver Street 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, located in the subdivision of Chevy Chase DC, 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 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. Other modest examples of the Tudor Revival style dating from this period include 3905 Huntington Street (1911), 3711 Military Road (1912), 3751 Northampton Street (1912), 3717 Huntington Street (1913), and 3748 Huntington Street (1914).

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, completed in 1907. The first dwelling constructed in Connecticut Avenue Terrace, the single-family dwelling 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-timbering of wood. Indicative of the style are the grouped casement windows with diamond panes, steeply pitched hip-with-gable roof covered in slate shingles, prominent cross gable with open tympanum, tall brick chimney with corbelled cap, and asymmetrical plan. Historic maps document the one-story rectangular structure (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 Klein Bakery.

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Illustrating the eclectic mix of styles exhibited by the neighborhood's early dwellings, eight Spanish Colonial Revival-style houses were built between 1907 and 1919. 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.³ 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 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 2/2 double-hung, 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. The house, built by W.R. Coon, is two stories high and is U-shaped in plan. The stuccoed structure has two prominent projecting bays capped by Mission-style 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 imposing single-family dwelling at 3939 McKinley Street in Connecticut Avenue Terrace is another example of the Spanish Colonial Revival style. Completed in 1912, the structure appears to have been stylistically altered to reflect the Spanish Colonial Revival style as a result of stucco cladding, Spanish tiles applied to the side gable roof, and a chimney cap reminiscent of a bell tower. The one-story wings and east-side addition have large scrolled brackets suggestive of mission-style parapets. The other examples of this style are located at 5863 Chevy Chase Parkway (1909), 3706 Morrison Street (1910), 5518 Chevy Chase Parkway (1915), 3810 Military Road (1916), and 3814 Military Road (1916).

The Craftsman-style bungalow quickly became a popular house form in American suburbs during the first decades of the twentieth century. Craftsman-style houses gained popularity in the United States in the early 1900s and 1910s. 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 bungalow quickly became fashionable throughout America's new suburbs. 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 thirty-nine Craftsman-style bungalows 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 39th Street. 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 pierces the roof on the main elevation. Similar in design, the Craftsman-style bungalow at 3747 Huntington Street was built in 1917 by

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M.H. Dawson and designed by architect John A. Weber. The one-and-a-half-story house is constructed of uncoursed stone and its side gable roof is covered in Spanish tiles. The roof eaves cover the full-width front porch, which is supported by stone piers. A wide shed dormer pierces the roof. Although altered, the distinct form of the bungalow with Craftsman-style detailing is exhibited by the modest dwelling at 5615 Belt Road. One of the smallest dwellings in Chevy Chase DC, 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 (1909).

Craftsman-style bungalows were also constructed in groups by developers during the 1910s. Architects Speiden & Speiden designed a group of bungalows at 5605, 5607, 5609, and 5611 Chevy Chase Parkway in 1919. These examples are much more modest than earlier bungalows built in the neighborhood. The one-and-a-half-story wood-frame dwellings vary by their orientation to the street. The gable ends of 5607 and 5609 Chevy Chase Parkway are facing the street, while the houses at 5605 and 5611 Chevy Chase Parkway have side-gabled roofs with a dominating front-gabled dormer. Architect Claude N. Norton also built a group of three Craftsman-style bungalows at 3910, 3912, and 3914 Jenifer Street in 1919.

Beginning in the 1900s, the American foursquare became a popular house form in the neighborhood, and nationwide. Characteristically, this house form, named for its square shape and four nearly equal-sized rooms on each floor, is recognizable by its box-like form set on a raised basement, two-and-a-half-story height, full-width front porch, hipped or pyramidal roof, and at least one dormer on the main elevation.⁴ In 1908, an American foursquare was built in the subdivision of Chevy Chase DC at 3745 McKinley Street. 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 4/1 double-hung, wood-sash windows with wood sills and ogee-molded lintels. A wrap-around porch is supported by paired Tuscan columns set on brick piers and is capped with a standing-seam metal shed roof. The American foursquare at 3735 Kanawha Street is the oldest dwelling in Chevy Chase Terrace and was designed in 1910 by Carroll Beale. Characteristic of the American foursquare are its two-and-a-half-story, three-bay square form, hipped roof, dormer windows, and full-width front porch. Other examples include 3748 and 3756 McKinley Street, built in 1915.

Twin or Semi-Detached Dwellings

Beginning in 1912, several twin or semi-detached dwellings were constructed in Connecticut Avenue Terrace, and later in Chevy Chase Terrace, illustrating the first deviation from the freestanding single dwelling that characterized the neighborhood of Chevy Chase DC up to this time. Approximately forty twin dwellings

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were built in Chevy Chase DC between 1912 and 1919, the vast majority along McKinley Street. The first twin dwellings constructed, according to the building permits, are located at 5508-5510 39th Street (1912) and 3907-3909 McKinley Street (1912) in Connecticut Avenue Terrace. The building at 5508-5510 39th Street 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 party 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 1/1 double-hung, 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 in 1916 and 5509-5511 39th Street in 1917.

The twin houses along McKinley Street exhibit flared mansard roofs covered in a variety of materials. A unique example of a twin dwelling is 3819-3821 Livingston Street. 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 crenellated belt course. The house is lined by a wrap-around porch with stone walls and columns. The segmental-arched window openings have 3/1 double-hung, wood-sash windows with brick lintels.

In 1912, prominent Washington, D.C. developer Harry Wardman purchased several adjoining lots in Square 1873 of Chevy Chase Terrace and built fourteen twin dwellings. The twin dwelling at 3733-3735 Jocelyn Street is two-and-a-half stories high and is faced in stretcher-bond brick. The hipped roof has overhanging eaves with paired decorative brackets. Each unit has an interior-end brick chimney with a corbelled cap. The units share a one-story porch, which is supported by Corinthian columns. The porch has a shed roof with decorative brackets. The main entries are located in the center bays of the façade and are framed by sidelights and a transom. The first story of each unit is also fenestrated by a fixed-light pseudo three-centred-arched window opening with a brick lintel. The second story of each unit has a bay window with a 1/1 double-hung, wood-sash window and two small 1/1 double-hung, wood-sash windows. The mullions separating each bay are ornamented with Corinthian pilasters. A shed dormer spans both units and holds two oval-shaped casement windows and four paired casement windows. The mullions between the openings are separated by fluted Corinthian pilasters. The twin dwelling at 3732-3734 Jocelyn Street is similar in style and detailing; however, the roof eaves have an open raked cornice with decorative brackets.

Rowhouses

Harry Wardman also built a group of six rowhouses at 3721-3731 Jenifer Street in 1914, the only rowhouses built in the neighborhood of Chevy Chase Terrace until the 1950s. Designed in the Colonial Revival style,

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the two-and-a-half-story rowhouses are faced in stretcher-bond brick. The two end units have front gable roofs, while the center units share a side gable roof. Covered in hexagonal-shaped slate shingles, the roof has a modillioned cornice with returns and denticulated frieze. The rowhouses are symmetrically fenestrated by 8/8 double-hung, wood-sash windows with lug lintels and molded wood sills with false brackets. The entries each have a single-leaf door with multi-paned sidelights and transom windows. These openings are varied with either a pediment or a hood supported by brackets sheltering the doors. The center rowhouses have two pedimented dormers holding 8/8 double-hung, wood-sash windows, while a lunette window pierces the gable of each of the end units.

Apartment Buildings

In 1909, the Chevy Chase Land Company oversaw the construction of the neighborhood's first apartment building in the neighborhood of Chevy Chase DC. Leon R. Dessez designed the Chevy Chase Apartments at 5863 Chevy Chase Parkway in the Spanish Colonial Revival-style. Angled prominently along Western Avenue and Chevy Chase Parkway where both roads intersect with Chevy Chase Circle on a triangular-shaped lot, the building has three visible facades. The four-story poured-concrete structure sits on a raised basement and is clad in stucco. The hipped roof is shingled in Spanish tiles and has wide overhanging eaves. The building is symmetrically fenestrated with segmental-arched 8/8 double-hung, 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 8/8 double-hung, 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 mission-shaped bays projecting from the second story above the entrances. The entrances are both ornamented by Colonial Revival-style door surrounds of carved stone. The surrounds features 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 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

One of the earliest commercial buildings constructed in the neighborhood of Chevy Chase DC was built at 5600-5606 Connecticut Avenue in 1914 by Meirin D. Hensey. 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

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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 1/1 double-hung, metal-sash replacement windows.

The building at 5608 Connecticut Avenue was constructed in 1918 to the designs of George T. Santmyers for the Chevy Chase Pharmacy (it has since been rehabilitated to serve as the U.S. Post Office and the pharmacy relocated to 3812 Northampton Street). 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 off-set 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 in 1919. Typical of commercial buildings located along major transportation corridors like Connecticut Avenue, the façade of the building at 5518 Connecticut Avenue has been altered by the application of brick cladding and a bay window on the first story and a fixed window in the central opening on the second story.

The 1920s: A Building Boom in Chevy Chase DC

The 1920s marked a building boom in the neighborhood of Chevy Chase DC when over 400 building permits were issued throughout its subdivisions. The busiest construction year was 1922, with over 80 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 bungalows. During the building boom, developers often built a group of houses that were similar in design. Mail-order houses also came into popularity during the 1920s and building permits show that several house plans were purchased from Sears Roebuck and Company, Lewis Manufacturing Company, and the Gordon Van-Tine Company. The 1920s also brought a number of commercial buildings and apartment buildings to the heavily-traveled Connecticut Avenue corridor. The most prominent commercial buildings were built during the 1920s, and included the Chevy Chase Theater and the Chevy Chase Arcade, both in Connecticut Avenue Terrace. As the number of residents began to increase, so did the need for religious buildings, resulting in the construction of four churches between 1922 and 1925.

Single Dwellings

During the 1920s, approximately 330 freestanding single dwellings were constructed in the neighborhood of Chevy Chase DC, the majority of which exemplified 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

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with a rectangular form, symmetrical fenestration with a central-hall plan, a side gable roof, and a portico or Colonial Revival-style door surround. The majority of the houses were constructed of brick, although wood-frame construction with weatherboard or stucco cladding was also used. 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 3927 Jenifer Street (1921), 3900 Northampton Street (1923), 3904 Northampton Street (1923), and 3919 Harrison Street (1925). In some cases, architects and developers used the same design and construction methods and materials, only slightly modifying the design.

Owner/builder Howard B. Fulmer hired architect John A. Weber to build a group of five Colonial Revival-style houses on Chevy Chase Parkway in 1926. Of these houses, located in Chevy Chase Grove No. 3, four are almost identical in design (5701, 5705, 5713, and 5717 Chevy Chase Parkway). The one-and-a-half-story dwellings are constructed of six-course American-bond brick. All of the houses have steeply pitched side gable roofs with prominent shed dormers that span the width of the roof. The houses vary by the orientation to the street. The dwellings at 5701 and 5717 Chevy Chase Parkway are turned so their front-gabled ends face the street. The principal roof overhangs the main elevation to create a three-bay porch on 5705 and 5713 Chevy Chase Parkway, while 5701 and 5717 Chevy Chase Parkway have a screened-in porch located on the side elevation. The houses have 6/1 double-hung, wood-sash windows with lug sills. The original windows at 5713 Chevy Chase Parkway have been replaced with 6/6 double-hung windows.

In 1922, the development firm of Boss and Phelps, along with architect Claude N. Norton, built dwellings at 3917, 3919, and 3921 Ingomar Street and at 3914, 3916, and 3918 Jenifer Street in Chevy Chase Heights. The dwellings are identical in form: a one-and-a-half-story, three-bay house of wood-frame construction designed in the Dutch Colonial Revival style. The houses have gambrel roofs with shed dormers spanning the entire width of both the front and rear elevations. Each house has an exterior-end chimney of stretcher-bond brick with a corbelled cap. A gabled hood with a broken pediment shelters each of the centered main entries; however, the entrance at 3921 Ingomar Street has been altered. One-story porches, the majority of which have been enclosed, are attached to the side elevations of the dwellings.

The two-and-a-half-story, three-bay single dwelling at 5208 38th Street in the Chevy Chase Heights subdivision illustrates the more ornate Colonial Revival style built in the 1920s. The house was designed in 1922 by prominent Washington D.C. architect George T. Santmyers. The building is constructed of American-bond brick and features an interior-end brick chimney. The symmetrical façade is articulated by jack-arched lintels with keystones, and a plain wood cornice. A transom window and sidelights frame the main entry, which is sheltered by a front-gabled portico with an open pediment and fluted Tuscan columns.

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Three gabled dormers pierce the asphalt-shingled side gable roof. Fenestration consists of 4/1 and 6/1 double-hung, wood-sash windows and a single-leaf paneled wood door with lights. A two-story, side gable addition clad in vinyl has been constructed on the side elevation; it is set back from the main block, thus not detracting from the original main block.

The American foursquare continued to be a popular house form in the Chevy Chase DC neighborhood during the 1920s. The example at 3942 Livingston Street was built in 1922 in Connecticut Avenue Park. 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 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 4/1 double-hung, wood-sash windows is visible on the main elevation. The façade is further fenestrated by tripartite window openings holding large 6/1 double-hung, wood-sash windows flanked by narrow 4/1 double-hung, 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 marks the main entrance to the house. Other examples of large American foursquare dwellings reflecting elements of the Colonial Revival style include 3717 Military Road (1921), 5439 41st Street (1925), and 3637 Patterson Street (1926).

Approximately thirty-five Tudor Revival-style dwellings were built in the 1920s in the neighborhood. The style increased in popularity after World War I (1914-1918) as masonry veneering techniques allowed modest dwellings to mimic their English prototypes. As a result, the Tudor Revival style became especially popular for the affordable small houses of the 1920s and 1930s. One example is the house at 5801 Chevy Chase Parkway, which was designed and built by owner/architect/builder Robert E. Kline & Son in 1925. The house is clad in stucco and has a steeply pitched gable roof with half-timbering in the gable end. The off-set two-story entry bay projecting from the façade has a half-timbered front gable. The Tudor Revival-style dwelling at 5324 39th Street, built in 1925, is two-and-a-half stories high and is clad in stucco. The steeply pitched front gable roof is pierced by shed dormers on the side elevations. The roof eaves extend on the northeast corner of the façade to shelter the inset porch, which has a semi-circular-arched entry opening. A bay window with 6/6 double-hung sash is located on the first story of the façade. Other examples of Tudor Revival-style dwellings include 3902 Northampton Street (1923), 3932 Military Road (1925), 5353 and 5357 Reno Road (1925), 5631 Western Avenue (1926), 3937 Huntington Street (1926), and 3914 Livingston Street (1929).

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Several known mail-order houses were built in Chevy Chase DC during the 1920s; however, the exact number is unknown as it was not always indicated on building permits. During the late nineteenth and early twentieth centuries, firms like the Hodgson Company, Aladdin Homes, Montgomery Ward, Lewis Manufacturing Company, Gordon Van-Tine Company, and Sears Roebuck and Company competed in the mail-order house business, but Sears, by far, sold the largest volume of housing. Between 1908 and 1940, Sears offered 450 ready-to-assemble designs purchased by approximately 75,000 American families. Their designs ranged from mansions to bungalows to cottages.⁵ Building permits indicate that four houses in Chevy Chase DC were purchased from Sears. The single dwelling at 3700 Military Road is the *Martha Washington* design from Sears. Builder/owner Earl M. Steer built the one-and-a-half-story, three-bay Colonial Revival-style dwelling in 1924. Constructed of wood framing, the house is clad in weatherboard siding and is covered by a gambrel roof shingled in asphalt. The gables of the house feature closed pediments and a shed dormer spans the length of the roof on the main elevation. The house has paired ten-light wood-sash casement windows on the first story and 6/1 double-hung, wood-sash windows on the second story. Two pairs of small six-light wood-sash casement windows pierce the center bay of the second story on the façade. The centered single-leaf paneled wood door is flanked by sidelights and an arched transom. Characteristic of the *Martha Washington* model is its one-story, one-bay arched portico with fluted Tuscan columns that shelters the main entrance. Another example of the *Martha Washington* model is located at 3907 Huntington Street, which was built in 1925 by owner Herman V. Schreiber. Additional houses from Sears are located at 3920 Military Road (1924) and 3939 Legation Street (1921). Visual observation suggests other examples of Sears' models exist in the neighborhood of Chevy Chase DC, such as the Colonial Revival-style house at 3919 Harrison Street (1925) that appears to be the *Kilbourne* design.

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 their own designs, selling more than 60,000 houses before closing in 1973 due to bankruptcy. In Chevy Chase DC, the Lewis Manufacturing Company was responsible for the designs at 3925 Huntington Street (1921), 3718 Ingomar Street (1923), 5330 39th Street (1924), 3932 McKinley Street (1924), 5526 39th Street (1925), 3808 Legation Street (1925), 3810 Legation Street (1925), and 3920 McKinley Street (1925).

Like Sears and the Lewis Manufacturing Company, the Gordon Van-Tine Company, based in Davenport, Iowa, also marketed mail-order houses available from their catalogues to property owners and builders in Chevy Chase DC. Four known Gordon Van-Tine houses are located in the neighborhood. The Gordon Van-Tine house at 3718 Livingston Street was built in 1921 in the subdivision of Chevy Chase DC 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

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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 and triple Tuscan columns on brick piers. The porch has a half-hipped roof and a wide unadorned frieze. A bay window with a 1/1 double-hung window is located on the first story of the main elevation, while the second story has a tripartite window with 6/1 double-hung, wood-sash windows with wood surrounds. A square window with diamond-shaped muntins pierces the front gable. The American foursquare at 5509 Chevy Chase Parkway was also purchased from Gordon Van-Tine and assembled in 1921. The two-and-a-half-story wood-frame house sits on a concrete-block foundation and is clad in weatherboard siding. The hipped roof is covered in asphalt shingles and a hipped dormer pierces the roof on the main elevation. A full-width front porch lines the façade and is supported by paired Tuscan columns on panel-faced concrete blocks. The house is fenestrated by paired and single 1/1 double-hung, wood-sash windows and a single-leaf door with lights. Gordon Van-Tine catalogue houses are also located at 3714 Livingston Street (1921) and 3910 Ingomar Street (1921).

Twin or Semi-Detached Dwellings

Construction of twin or semi-detached houses continued into the 1920s as approximately twenty-five 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, 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 6/6 double-hung, wood-sash windows on the first story and 6/6 double-hung, 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 one-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 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 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 6/6 double-hung, wood-sash windows. Other examples of twin dwellings include 3930-3932 Morrison Street, built in 1921 by Boss and Phelps and builder Walter Case and 3938-3940 Morrison Street, built in 1921 by owner/builder Victor Cahill.

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Apartment Buildings

Four apartment buildings were constructed during the 1920s in the Chevy Chase DC neighborhood. The apartment building at 5435 Connecticut Avenue (1925), located in Connecticut Avenue Terrace, 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, sheltered by a one-story three-bay porch supported by paired Tuscan posts and capped with a flat roof.

In 1926, Owen R. Edmonston collaborated with architect George T. Santmyers to build the apartment building at 5402 Connecticut Avenue. 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 6/6 double-hung, wood-sash windows with lug stone sills.

The La Reine at 5425 Connecticut Avenue, designed in 1929 by William Harris, is one of three apartment buildings in Chevy Chase DC designed in the Art Deco style. The Art Deco style emerged in the 1920s as a decorative approach typically characterized by its geometric ornamentation. It was commonly used in apartment building and skyscraper designs nationwide. Built in Connecticut Avenue Terrace, the five-story La Reine apartment building is seven bays in length along Connecticut Avenue and twelve bays in length along Legation Street. 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 1/1 double-hung windows. Along Connecticut Avenue and Legation Street, 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 1/1 double-hung 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 DC neighborhood during the 1920s include the Chevy Chase House at 5420 Connecticut Avenue and the apartment building at 5429 Connecticut Avenue, both constructed in 1929.

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Commercial Buildings

The commercial district of the neighborhood of Chevy Chase DC expanded during the 1920s with the construction of fourteen commercial buildings. The Chevy Chase Theater, renamed the Avalon Theater in 1926, at 5612 Connecticut Avenue marks the first of several significant commercial buildings constructed in the neighborhood during the 1920s. 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 stringcourse. 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 6/6 and 9/9 double-hung, wood-sash windows. The flanking bays are pierced by elongated openings with 4/6 double-hung, 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 4/6 double-hung 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 tax credit project, the individually listed District of Columbia landmark (exterior designation only) was restored in 2005.

The Chevy Chase Arcade at 5520 Connecticut Avenue, built in 1925, is one of the most prominent commercial buildings in Chevy Chase DC. The two-story structure, designated a District of Columbia landmark in 1997, 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 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 central-placed entry marked by a semi-circular-arched frontispiece with a full entablature frames the main entrance to the building. 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 by 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. Because of the building's unique commercial form, the interior corridor of the arcade was included in the designation of the building as a local landmark.

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The neighborhood of Chevy Chase DC received its first bank in 1926, when the Chevy Chase Savings Bank was constructed at 5530 Connecticut Avenue on the southwest corner of Connecticut Avenue and Morrison Street. Illustrating its stature in the community at the time, the one-story, three-bay building is designed in the Classical Revival style by prominent Washington, D.C., architect Arthur B. Heaton. Faced in ashlar, 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.

A number of more modest commercial buildings were also constructed in Chevy Chase DC 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, which was built in 1927. Two additional groups of commercial buildings were constructed at 3808, 3810, and 3812 Northampton Street and 5632 and 5636 Connecticut Avenue in 1928. These buildings were designed in the Spanish Colonial Revival style by the Wire Reality Company. Other commercial buildings include the one-story building at 5624-5626 Connecticut Avenue (1923), the one-story building at 5618 Connecticut Avenue (1923), the one-story building at 5544 Connecticut Avenue (1927), and the two-story building at 5534 Connecticut Avenue (1927).

Churches

By the 1920s, religious congregations established in Chevy Chase DC during the early years of development 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. 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 lancet-arched stone surround. Stone buttresses flank the entrance and are ornamented by stone shields. A crenellated 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 in 1953. The two-story school is reminiscent of the

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church's architectural style and materials with its stone cladding, slate roofs, and Gothic Revival-style detailing.

The Wesley Methodist Church located at 5312 Connecticut Avenue was constructed in 1924 by Frohman, Robb and Little and designed in the Gothic Revival style. The uncoursed stone structure has a T-shaped form. The building is covered by a steeply pitched front gable roof of slate shingles with projecting front-gabled bays on the side elevations. A new sanctuary, constructed ca. 1954, is attached on the south elevation of the 1924 church. A double-leaf lancet-arched door pierces the center bay of the main elevation and has a stone surround and hood. Above the door in the prominent front gable is a large tripartite lancet-arched window with stone surrounds. The bay is articulated by stone buttresses. The gabled bays, located on the side elevations, are fenestrated by lancet-arched windows with quatrefoil tracery and a lancet-arched door with a stone surround and hood. The side elevations are pierced by paired lancet-arched windows with stone surrounds interspersed between stone buttresses. The clerestory is clad in half-timbering and has paired one-light metal casement windows.

The Chevy Chase Baptist Church at 5671 Western Avenue 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. 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 adorns the double-leaf paneled door. The building is further fenestrated by 8/8 double-hung, 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, and broken pediment, and pilasters surrounding each door.

The Shrine of the Most Blessed Sacrament was built in 1925 on a large lot facing Quesada Street where it intersects with Western Avenue at Chevy Chase Circle and Chevy Chase Parkway. The property also includes a school, convent, and parish house that are adjacent to the church; the rectory is located on a triangular-shaped lot in an adjacent square fronting Western Avenue with Quesada Street on the south side.⁶ The school is located south of the church, facing Chevy Chase Parkway. 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

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the school by a two-story stone addition. The parish house, demolished circa 2000, was sited east of the church along Quesada Street. 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. The church has a cruciform plan and is constructed of uncoursed stone. 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. The lancet-arched opening holds a large double-leaf door. A quatrefoil tracery window pierces the front gable. Stone buttressing and two small lancet-arched windows flank the vestibule. A stone crucifix caps the peak of the front gable on the main elevation. Three gabled dormers pierce the roof on both the north and south elevations. The gables hold lancet-arched window openings accentuated by stone quoins. The windows are recessed within the openings and hold eight-light sash. They are framed by a stone surround with a diamond-shaped motif of stone above. Tripartite lancet-arched windows with trefoil tracery and stone surrounds fenestrate the side elevations. A bell tower rises from the north elevation.

Continued Development of Chevy Chase DC: 1930-1947

Construction waned in the United States during the Great Depression and World War II (1941-1945). Approximately forty buildings were constructed in the neighborhood of Chevy Chase DC from 1930 to 1945, three of which were built during World War II. The majority of the buildings constructed in this period of development were Colonial Revival-style single dwellings. Primarily, the construction took place in Connecticut Avenue Park, where fifteen dwellings were constructed during the 1930s. One commercial building and an apartment building were constructed along Connecticut Avenue during this period. 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 in 1940-1941.

Single Dwellings

Approximately 35 freestanding single-family dwellings were constructed in Chevy Chase DC between 1930 and 1947, twenty-six of which are Colonial Revival in style. The majority of the single dwellings were comparatively more modest in size than those erected during the previous decades. One example is the Colonial Revival-style house at 3907 Northampton Street that was built in Connecticut Avenue Terrace 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 intersecting front gable and an exterior-end stretcher-bond brick chimney. The façade is fenestrated by a 6/6 double-hung, wood-sash window and a single-leaf door on the

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first story. A single 8/8 double-hung, 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 constructed at 3817 Legation Street, built in 1930, and 3814 Legation Street, built in 1935. Similar in size, the narrow houses are two-and-a-half stories in height and two bays wide. The house at 3817 Legation Street is Tudor Revival style with half-timbering on the upper stories, while 3814 Legation Street 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, all built in 1938. The two-story, three-bay houses are similar in design with their rectangular box-like form, central-hall plan, six-course American-bond brick construction, side gable slate roofs, exterior-end brick chimneys, 6/6 double-hung windows, and modillioned cornices. The house at 3828 Legation Street differs slightly with an L-shaped plan created by a projecting front-gabled bay on the main elevation.

A large and more typical example of the Tudor Revival style from this period was built at 3701 Morrison Street in the subdivision of Chevy Chase DC. Designed 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.

Contrasting with the traditional Colonial Revival- and Tudor Revival-style dwellings is the single-family dwelling at 5805 Chevy Chase Parkway in Chevy Chase Grove No. 3. Architect Donald C. Kline designed the Moderne-style house in 1940. The one-story, four-bay structure has an L-shaped form and is constructed of American-bond brick. The hipped roof has a projecting hipped-roof bay and is covered in slate. A recessed brick frieze with a soldier course flanked by header courses lines the building. An exterior stretcher-bond brick chimney prominently projects from the main elevation. The inset entrance has a single-leaf door and a brick surround with a shallow-pitched pediment that is capped by two cast stone ornaments with a palmetto motif.

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More ostentatious in design is the Moderne-style house at 5535 Chevy Chase Parkway. The Moderne style followed the styles popular in the 1930s, being greatly influenced by the streamlined designs of airplanes and automobiles. Buildings designed in the Moderne style are characterized by their smooth stuccoed walls, flat roofs, rounded corners, glass blocks, ribbon windows, and architectural elements that emphasized horizontality. Built in 1947, the two-story house is constructed of concrete block clad in yellow six-course American-bond brick. The house is capped by a flat roof with a stepped parapet lined in metal coping. Although square in form, the building is canted at the northwest corner, which contains the main entrance to the house. The entrance is adorned by a single-leaf door pierced by three diagonally-placed lights. The opening is flanked by two narrow glass-block windows with rowlock sills. Above the door on the second story are four three-light metal casement windows. A curved metal railing flanks the poured concrete stair. The remaining elevations are fenestrated by three-light metal casement windows with rowlock sills and soldier lintels. Glass-block windows pierce the corners of the dwelling. A three-sided canted bay window, located on the west elevation, was recently replaced by a square metal and glass bay window, and a large addition is attached to the east elevation. Other residential examples of the Moderne style include 5805 Chevy Chase Parkway (1940), 5615 39th Street (1945), and 3930 Legation Street (1949).

Apartment Buildings

One apartment building was constructed in the Chevy Chase DC neighborhood between 1930 and 1947. The modest-sized apartment building at 5615 39th Street was built in the Moderne style in 1945. Three stories high, the apartment building is constructed of concrete block clad in stretcher-bond brick and has a flat roof with metal coping. The L-shaped building is fenestrated by paired three-light metal casement windows with one-light transoms. The windows have continuous header sills and lintels. The entrance to the building is located in one corner of the façade (northwest elevation). The single-leaf door is accented by a two-story vertical bay of glass block that is interspersed with single three-light metal casement windows on the second and third stories.

Commercial Buildings

Only three commercial buildings were constructed in the Chevy Chase DC neighborhood between 1930 and 1947. The first of these was the now-altered commercial building at 5550 Connecticut Avenue, which was constructed in 1930. The one-story commercial building at 5536-5538 Connecticut Avenue was completed in 1935 to the designs of architect J.E. Sexton. Although altered, remnants of the black Vitrolite panels are visible behind the metal awning that has been applied to the building. The building at 5626 Connecticut Avenue was constructed in 1937 to the designs of architect George T. Santmyers. The one-story building

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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 was built in 1940 by the Capitol Transit Company. The one-story building is five-course American-bond brick and has with a hipped roof. The roof is covered in slate shingles and is capped by a four-sided glass and metal lantern with a copper pyramidal roof. The brick passenger station, a standard design prepared by architect Arthur B. Heaton for the transit company, was added in 1941. It is framed by brick quoins and is lined with a header-brick cornice. The primary three-bay-wide elevation is pierced by a centered entry flanked by 1/1 double-hung replacement windows with rowlock sills and lintels. A circular nine-light wood-sash window is located above each 1/1 double-hung windows. A one-story portico with a half-hipped standing-seam metal roof is supported by Tuscan posts. Flat-roofed awnings supported by wood posts line the south and north elevations of the building. Although the streetcar ceased to operate in 1962, the terminal is still used as a bus terminal.

Post-War Chevy Chase DC: 1948-2007

Although the majority of the lots in the neighborhood of Chevy Chase DC had already been developed by the end of World War II, construction did continue between 1948 and 2007 with the completion of approximately 133 buildings. Of these buildings, thirty-eight are freestanding single dwellings. The majority of the buildings constructed during the last half of the twentieth century are rowhouses. Of the seventy-six rowhouses constructed, most are in the subdivision of Chevy Chase Heights because of covenants restricting the erection of this urban-style building type in neighboring subdivisions. In addition, six twin houses were constructed. Since a number of the large parcels facing Connecticut Avenue had not yet been developed, six apartment buildings and seven commercial buildings were constructed on these lots during the 1950s and 1960s. The buildings constructed during the latter half of the twentieth century exemplified the shift toward modern movement styles and forms, which were derived from previous eclectic examples of the early decades of the twentieth century. These simplified and modified versions of earlier styles, such as the Colonial Revival, conformed to the American suburban ideals that emerged first in the 1950s.

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By the end of World War II, a number of the available lots on the interior streets were small and narrow. As a result, houses constructed right after the war were often fairly modest and narrow in size. Built in 1949, the dwellings at 5606 and 5608 38th Street have a traditional Colonial Revival-style form, rising two stories in height and two bays in width with minimal ornamentation. Similar houses built in 1949 are located at 3912, 3914, and 3916 Ingomar Street, designed by architect Max Barth, and 3815 and 3817 Military Road, designed by Warren Shoemaker.

By the 1950s, four lots in the 3800 block of Huntington Street were subdivided to create additional lots along Harrison Street. Consequently, five new houses were constructed on the block in the 1950s that illustrate the popular house forms of mid-twentieth-century suburban architecture. One ranch house was built in the Chevy Chase Heights subdivision at 3845 Harrison Street. The one-story, five-bay building was constructed in 1951 by Bernard L. Frishman. Two spit-level houses were built in the 3800 block of Harrison Street in 1957. The dwellings at 3817 and 3825 Harrison Street are very similar in form, height, massing, and limited ornamentation. Another split-level house is located 3729 Kanawha Street, built in 1957.

Twin or Semi-detached Houses

Three groups of twin or semi-detached dwellings were constructed in the neighborhood of Chevy Chase DC during the latter decades of the twentieth century. One twin house was built at 3804-3806 Legation Street in 1969. Ten years later, two twin houses were built at 5725-5727 and 5729-5731 Western Avenue. Like many dwellings constructed during the latter half of the twentieth century, these two-story twin dwellings were designed in the Colonial Revival style with modest ornamentation and a box-like form. The twin dwelling at 3916-3918 Northampton Street was built 1986. Although designed in the Colonial Revival style, the twin house differs from the traditional prototype with its U-shape plan. Two stories above a raised basement, each unit has a projecting gabled bay with a two-story bay window. All window openings are ornamented by spayed lintels and a circular window pierces the gable.

Rowhouses

The first mid-twentieth-century rowhouses were built along the west side of Connecticut Avenue in Chevy Chase Heights in 1958. The group consists of seven rowhouses, angled diagonally on their lots, at 3701-3713 Huntington Street. Adjacent to the Huntington Street grouping are five rowhouses constructed at 3700-3708 Ingomar Street in 1959. In 1965, four three-story rowhouses were built at 5401-5407 Connecticut Avenue and three identical rowhouses were built at 3919-3923 Military Road. Freestanding single dwellings at 5401

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Connecticut Avenue (1915) and 3719 Military Road (1925) were demolished to allow for the construction of the rowhouses. Similar examples of rowhouses were built on empty lots on the corners of Huntington Street and Harrison Street on the west side of Connecticut Avenue in 1978. All of these rowhouses are constructed of concrete block faced in brick and have minimal Colonial Revival-style ornamentation on their two- or three-story facades.

In 1985, two houses, one on the corner of Kanawha Street and Connecticut Avenue and one on the corner of Jocelyn Street and Connecticut Avenue, were demolished for a rowhouse development at 5310 Connecticut Avenue. Comprised of eighteen units, the three-story buildings are constructed of concrete block faced in stretcher-bond brick. Garages are located on the lower levels of the units. In 1989, a group of three rowhouses was built at 5326, 5328, and 5330 Connecticut Avenue, replacing the freestanding house at 3726 Military Road.

Apartments

After World War II, Washington, D.C. experienced another apartment building boom. Consequently, apartment buildings filled many of the large empty lots along Connecticut Avenue, beginning with the Kenmore in 1949. The Kenmore was built on a vacant lot on the east side of Connecticut Avenue at its intersection with Legation Street in Connecticut Avenue Terrace. Following in 1958 were the Garfield Apartments at 5410 Connecticut Avenue in Connecticut Avenue Park and the apartment buildings at 5431 Connecticut Avenue in 1960, 5437 Connecticut Avenue in 1960, and 5432 Connecticut Avenue in 1964. The apartment building at 5406 Connecticut Avenue that was built in 1929 was replaced in 1965 by the Chase Plaza Apartments. All of these buildings are exemplary of apartment buildings constructed in the mid-twentieth century in Washington, D.C. with their unadorned brick-faced curtain walls, flat roofs, and ribbon windows. Several of the buildings are now condominiums.

Chevy Chase Library and Community Center

The Chevy Chase Library at 5625 Connecticut Avenue and adjacent Community Center at 5601 Connecticut Avenue were both designed in 1963 by the architecture firm of Nicholas Satterlee and Associates. The two-story 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 metal ribbon windows. The main entrance is located on the south elevation of the building, which opens onto a courtyard. The community center located across the courtyard

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is designed in the same style and form as the library. 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 vestibule to the building.

Commercial Buildings

Until the 1950s, spacious lots in the subdivisions established by the Chevy Chase Land Company along Connecticut Avenue remained largely undeveloped, although freestanding single dwellings had been sporadically constructed on a few of the lots. Changes to the restrictive covenants regarding use allowed commercial buildings to be constructed in these subdivisions for the first time in the 1950s. In 1955, a commercial building was constructed at 20 Chevy Chase Circle for the Printing Industry of America. Commercial construction continued in 1957 with a bank at 5700 Connecticut Avenue. A second bank was constructed on the opposite side of the street at 5701 Connecticut Avenue in 1958. These buildings were designed in the Colonial Revival style to conform to the form and scale of the residential buildings in the neighborhood. During the 1960s, the large Safeway supermarket was constructed at 5545 Connecticut Avenue (1963) and a gas station was built at 5521 Connecticut Avenue (1965). The final commercial building was constructed in 1971 at 5501-5513 Connecticut Avenue. It is a two-story building providing six commercial spaces. Compared to the commercial buildings dating from Chevy Chase DC's early development, the commercial buildings constructed in the mid-twentieth century were not only larger in size but also were freestanding block-like buildings that often included parking lots, a feature that required special exceptions to zoning. These characteristics reflect the changing nature of commercial construction beginning in the 1950s.

Secondary Resources

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 of the neighborhood. Remnants of the original cobblestone are found at the entrance to the alley behind the 3900 block of McKinley Street, as well as along the edge of the paving on the 3900 block of Northampton Street in Connecticut Avenue Terrace. 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. In these occurrences, a paved driveway lines the side of the lot, leading to the garage in the rear corner of the property. Because the neighborhood was established at the advent of the automobile, when most

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homeowners did not own a car, carriage houses were often constructed. Although some of these outbuildings may still be extant, they have been rehabilitated to serve as garages or sheds.

The majority of outbuildings in Chevy Chase DC, however, are garages, constructed simultaneously with or soon after the construction of the primary dwelling between 1910 and 1930. The 1928 *Sanborn Fire Insurance Maps* illustrate that the majority of properties in Chevy Chase DC had a small garage to the side or the rear of the house. Most of the garages are simple wood-frame structures set on concrete foundations. They are one story in height and one bay square, typically with a front-gabled roof. Cladding materials vary and include weatherboard, wood shingles, and in some instances stucco. In addition to wood-frame garages, concrete-block and brick garages are also present. In some examples, the design and appearance of the garage corresponded with that of the house. One of such garage is located at 3701 Morrison Street. Similar to the house, the one-story two-bay garage is constructed of brick and has a hipped slate roof. Its double-leaf swing-up wood doors are ornamented with a crisscross pattern, reflecting the Tudor Revival-style half-timbering that ornaments the house.

When similar to the house in design and materials, the garages are typically visible from the street. For example, the garage at 3905 Ingomar Street, which is clearly visible from the street, is clad in stucco and wood shingles and is identical to the main house. By the 1920s, garages began to be incorporated into the design of the house, often attached to the side elevation and below grade. Two such examples include 3718 Huntington Street (1922) and 3902 Jocelyn Street (1922). The garages of these houses are attached to the side elevations, located below grade, and have sunrooms located on upper story. Dwellings constructed in the mid- and late twentieth century almost always had garages incorporated into their design. Currently, there are 359 garages located within the Chevy Chase DC neighborhood.

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

¹ For clarity, reference to the subdivision versus the neighborhood as a whole is always noted as “the subdivision of Chevy Chase DC.”

² Virginia and Lee McAlester, *Field Guide to American Houses*, (New York, NY: Alfred A. Knopf, 1988), 319.

³ Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (New York, NY: Henry Holt and Company, 1994), 196.

⁴ Alan Gowans, *The Comfortable House, North American Suburban Architecture 1890-1930* (Cambridge, MA: The MIT Press,

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1986), 84.

⁵ Katherine Cole Stevenson and H. Ward Jandl, *Houses by Mail*, (Washington, DC: The Preservation Press, 1986), 19; Sears archives: <http://www.searsarchives.com/homes/>; Rosemary Thornton, *The House that Sears Built: Everything You Ever Wanted to Know About Sears Catalogue Homes*, (Alton, IL: Gentle Beam Publications, 2002).

⁶ The current rectory is located at 6001 Western Avenue, outside of the historic district boundaries.

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
38th Street	5201	1876	13	1918	Sonnemann, Alexander H.	Colonial Revival	Freestanding House	Contributing	
38th Street	5204	1853	2	1912	Union Trust Co.	Colonial Revival	Freestanding House	Contributing	Garage
38th Street	5207	1875	9	1921	Miller, W.C. & A.N.	Colonial Revival	Freestanding House	Contributing	
38th Street	5208	1853	808	1922	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
38th Street	5209	1875	831	1921	Wenig, Julius	Colonial Revival	Freestanding House	Non-Contributing	
38th Street	5306	1855	51	1917	Mullet & Co., A. B.	Colonial Revival	Freestanding House	Contributing	Garage
38th Street	5311	1875	36	1922	Miller, W.C. & A.N.	Tudor Revival	Freestanding House	Contributing	Garage
38th Street	5312	1856	840	1912	Mullet & Co., A. B.	Dutch Colonial Revival	Freestanding House	Contributing	
38th Street	5313	1872	6	1920	Miller, W.C. & A.N.	Dutch Colonial Revival	Freestanding House	Contributing	
38th Street	5317	1872	7	1996	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
38th Street	5325	1872	812	1924	Berry, R. W.	Colonial Revival	Freestanding House	Contributing	
39th Street	5201	1852	821	1953	Shoemaker, William H.	Modern Colonial Revival	Freestanding House	Non-Contributing	
39th Street	5211	1855	18	1922	Johnson, Phillip H.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5226	1754	882	1926	Pyle, Frederic B.	Craftsman/Bungalow	Freestanding House	Contributing	
39th Street	5308	1751	14	1922	Weber, John A.	Colonial Revival	Freestanding House	Contributing	
39th Street	5320	1751	49	1923	Stratton, Charles	Tudor Revival	Freestanding House	Contributing	
39th Street	5324	1751	35	1925	Kearney, John W.	Tudor Revival	Freestanding House	Contributing	
39th Street	5330	1751	806	1924	Lewis Manufacturing Co.	Dutch Colonial Revival	Freestanding House	Contributing	
39th Street	5401	1857	45	1917	Santmyers, George T.	Bungalow/Craftsman	Freestanding House	Contributing	
39th Street	5403	1857	46	1917	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5404	1750	803	1921	Norton, Claude N.	Colonial Revival	Freestanding House	Contributing	Garage

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39th Street	5405	1857	67	1929	Gleason, J. M.	Tudor Revival	Freestanding House	Contributing	Garage
39th Street	5406	1750	59	1921	Norton, Claude N.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5409	1857	6	1924	Grove, Fred H.	Colonial Revival	Freestanding House	Contributing	
39th Street	5410	1750	74	1914	Peters, Harry T.	Colonial Revival	Freestanding House	Contributing	
39th Street	5411	1857	7	1924	Grove, Fred H.	Colonial Revival	Freestanding House	Contributing	
39th Street	5422	1749	57	1917	Wire, Charles E.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5425	1858	19	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	Garage
39th Street	5426	1858	810	1910	Pohl, Geo. R.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5427	1858	824	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	Garage
39th Street	5430	1749	50	1972	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
39th Street	5431	1858	47	1928	Kearney, John W.	Tudor Revival	Freestanding House	Contributing	Garage
39th Street	5432	1749	802	1972	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
39th Street	5434	1749	48	1972	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
39th Street	5436	1749	69	1972	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
39th Street	5460	1749	68	1909	Palmer, Wm. J.	Bungalow/Craftsman	Freestanding House	Contributing	
39th Street	5500	1748	55	1915	Wire, Charles. E.	Colonial Revival	Twin House	Contributing	Garage
39th Street	5501	1859	72	1925	none/unknown	Tudor Revival	Freestanding House	Contributing	
39th Street	5508	1748	48	1912	Gruver, J. S. (builder)	Colonial Revival	Twin House	Contributing	
39th Street	5509	1859	15	1917	Dunigan, D. J. (builder)	Colonial Revival	Twin House	Contributing	Garage
39th Street	5510	1748	47	1912	Gruver, J. S. (builder)	Colonial Revival	Twin House	Contributing	
39th Street	5511	1869	15	1917	Dunigan, D. J. (builder)	Colonial Revival	Twin House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
39th Street	5513	1869	17	1921	Williams, Mack	Colonial Revival	Twin House	Contributing	Garage
39th Street	5515	1859	17	1921	Williams, Mack	Colonial Revival	Twin House	Contributing	Garage
39th Street	5516	1748	47	1923	Santmyers, George T.	Craftsman/Bungalow	Freestanding House	Contributing	
39th Street	5517	1859	75	1925	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	
39th Street	5520	1747	40	1915	Volland, Edward O.	Colonial Revival	Freestanding House	Contributing	
39th Street	5524	1747	56	1928	White, Geo.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5525	1859	43	1919	Hamilton, Edward N.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
39th Street	5526	1747	37	1925	Lewis Manufacturing Co.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
39th Street	5527	1859	45	1923	Stern & Tomlinson	Colonial Revival	Twin House	Contributing	
39th Street	5529	1859	45	1923	Stern & Tomlinson	Colonial Revival	Twin House	Contributing	
39th Street	5600	1746	69	1914	Witzel, George W.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5602	1746	35	1909	Beers, Albert H.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5604	1746	23	1914	Sonnemann, Alexander H.	Colonial Revival	Freestanding House	Contributing	Garage
39th Street	5606	1746	22	1949	Mills, W. E.	Modern Movement	Freestanding House	Non-Contributing	Carport
39th Street	5608	1746	21	1949	Mills, W. E.	Modern Movement	Freestanding House	Non-Contributing	
39th Street	5615	1860	814	1945	none/unknown	Moderne	Apartment Building	Contributing	
41st Street	5301	1752	18	1922	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	
41st Street	5303	1752	19	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
41st Street	5305	1752	20	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
41st Street	5323	1752	31	1925	Irwin, Richard F.	Colonial Revival	Freestanding House	Contributing	Garage
41st Street	5327	1752	22	1923	Warner, C. W.	Colonial Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
41st Street	5403	1750	20	1911	MacNeil & MacNeil	Dutch Colonial Revival	Freestanding House	Contributing	
41st Street	5405	1750	21	1923	White, J. N.	Colonial Revival	Twin House	Contributing	
41st Street	5407	1750	22	1923	White, J. N.	Colonial Revival	Twin House	Contributing	
41st Street	5409	1750	23	1939	Miller, Louis	Colonial Revival	Twin House	Contributing	Garage
41st Street	5411	1750	24	1939	Miller, Louis	Colonial Revival	Twin House	Contributing	Garage
41st Street	5419	1750	26	1913	Gordon, Fulton R.	Colonial Revival	Freestanding House	Contributing	
41st Street	5423	1750	27	1925	Baessell, N. F.	Colonial Revival	Twin House	Contributing	
41st Street	5429	1749	807	1919	Howser, W. E.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
41st Street	5433	1749	22	1925	P.T.F.	Colonial Revival	Twin House	Contributing	
41st Street	5435	1749	23	1925	P.T.F.	Colonial Revival	Twin House	Contributing	
41st Street	5437	1749	24	1926	Blankenship, R.	Colonial Revival	Freestanding House	Contributing	Garage
41st Street	5439	1749	25	1925	Atkinson, A. S. J.	Colonial Revival	Freestanding House	Contributing	Garage
41st Street	5517	1748	63	1949	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
41st Street	5535	1747	47	1930	none/unknown	Colonial Revival	Freestanding House	Contributing	
41st Street	5545	1747	48	1920	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Belt Road	5615	1746	804	1914	Holder, C.	Bungalow/Craftsman	Freestanding House	Contributing	
Chevy Chase Circle		Reservation 335A	NA	1894	NA	NA	Park	Contributing	Fountain and Markers
Chevy Chase Circle	1	1864	76	1922	Nelson, F. A.	Late Gothic Revival	Church	Contributing	
Chevy Chase Circle	20	1860	22	1955	none/unknown	Modern Colonial Revival	Commercial Building	Non-Contributing	
Chevy Chase Parkway	5336	1873	810	1937	none/unknown	Colonial Revival	Freestanding House	Contributing	

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Chevy Chase Parkway	5345	1990	98	1932	none/unknown	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5500	1868	35	1921	West, Claughton	Colonial Revival	Freestanding House	Contributing	Garage
Chevy Chase Parkway	5503	1994	2	1924	Bronson, James	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5504	1868	823	1913	MacNeil & MacNeil	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Chevy Chase Parkway	5505	1994	3	1924	Keene, H. N.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5507	1994	5	1925	Jones, J. L.	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5509	1994	6	1921	Gordon Van Tine Co.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5511	1994	7	1926	McAur, T. A.	Tudor Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5517	1998	14	1925	Keene	Tudor Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5518	1867	818	1915	Murphy & Olmsted	Mission/Spanish Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5519	1998	2	1925	Bronson, J. B.	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5521	1998	4	1923	Medford, Thomas M.	Bungalow/Craftsman	Freestanding House	Contributing	
Chevy Chase Parkway	5531	1998	6	1947	Johannes & Murray	Modern Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5535	1998	7	1947	Daly, J. J.	Moderne	Freestanding House	Contributing	
Chevy Chase Parkway	5601	1999	84	1937	Giles, Lewis W.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5603	1999	84	1937	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Chevy Chase Parkway	5604	1866	829	1922	Allison, L. E.	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5605	1999	51	1919	Speiden & Speiden	Bungalow/Craftsman	Freestanding House	Contributing	
Chevy Chase Parkway	5606	1866	816	1923	Grimm, Nicholas R.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5607	1999	52	1919	Speiden & Speiden	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Chevy Chase Parkway	5608	1866	818	1922	Weber, John	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5609	1999	53	1919	Speiden & Speiden	Bungalow/Craftsman	Freestanding House	Contributing	
Chevy Chase Parkway	5611	1999	54	1919	Speiden & Speiden	Bungalow/Craftsman	Freestanding House	Contributing	
Chevy Chase Parkway	5700	1865	818	1930	Jacobson, Edwin	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5701	1999	74	1926	Weber, John A.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5705	1999	75	1926	Weber, John A.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5709	1999	76	1926	Weber, John A.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5713	1999	77	1926	Weber, John A.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5714	1865	89	1915	Phelan, W. M.	Bungalow/Craftsman	Freestanding House	Contributing	
Chevy Chase Parkway	5717	1999	78	1926	Weber, John A.	Colonial Revival	Freestanding House	Contributing	Garage
Chevy Chase Parkway	5719	1999	18	1924	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5720	1865	822	1923	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Chevy Chase Parkway	5721	1999	19	1922	Offutt, M. W.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5724	1865	834	1922	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	Garage
Chevy Chase Parkway	5801	1999	57	1925	Kline & Son, Robert E.	Tudor Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5803	1999	58	1925	Kline & Son, Robert E.	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5805	1999	59	1940	Kline, Donald C.	Moderne	Freestanding House	Contributing	
Chevy Chase Parkway	5807	1999	57	1925	Kline & Son, Robert E.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5810	1864	73	1912	none/unknown	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5811	1999	57	1925	Kline & Son, Robert E.	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5812	1864	67	1911	Crane, Jeremiah J.	Queen Anne/Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5815	1999	57	1925	Kline & Son, Robert E.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5816	1864	66	1910	Crane, Jeremiah J.	Queen Anne/Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5817	1999	56	1923	Kline & Son, Robert E.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5818	1864	64	1909	Crane, Jeremiah J.	Dutch Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5819	1999	57	1925	Kline & Son, Robert E.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5820	1864	68	1922	Crane, Jeremiah J.	Colonial Revival	Freestanding House	Contributing	
Chevy Chase Parkway	5824	1864	821	1909	Olmstead & Crane	Colonial Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Chevy Chase Parkway	5829	1999	55	1923	Brandt, Harry & Jeremy Crane	Colonial Revival	Freestanding House	Contributing	Garage
Chevy Chase Parkway	5841	1863	32	1928	Milburn-Meister Company	Late Gothic Revival	School	Contributing	
Chevy Chase Parkway	5863	1863	1	1909	Dessez, Leon E.	Mission/Spanish Colonial Revival	Apartment Building	Contributing	
Connecticut Avenue	5501-5513	1868	69	1971	Goenner-Woodhouse	Modern Movement	Commercial Building	Non-Contributing	
Connecticut Avenue	5542-5548	1859	54	1925	none/unknown	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5600-5606	1860	1	1914	Hensey, Meirin D.	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5614-5618	1860	825	1923	Wenig, Julius	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5536-5538	1859	808	1935	Sexton, J. E.	Other/Altered	Commercial Building	Non-Contributing	
Connecticut Avenue	5634-5636	1860	811	1928	Wire Realty Co., D. E. Nichol	Mission/Spanish Colonial Revival	Commercial Building	Contributing	
Connecticut Avenue	5301	1873	69	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Connecticut Avenue	5303	1873	70	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Connecticut Avenue	5305	1873	71	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Connecticut Avenue	5307	1873	72	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Connecticut Avenue	5309	1873	73	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Connecticut Avenue	5310, #16	1872	840	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #17	1872	841	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Connecticut Avenue	5310, #18	1872	842	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #8	1872	833	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #1	1872	826	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #2	1872	827	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #3	1872	828	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #4	1872	829	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #5	1872	830	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #7	1872	832	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #9	1872	846	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #10	1872	847	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #11	1872	836	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #12	1872	837	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #14	1872	838	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #15	1872	839	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5310, #6	1872	831	1985	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5311	1873	74	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	

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Connecticut Avenue	5312	1875	61	1924	Frohman, Robb & Little	Late Gothic Revival	Church	Contributing	
Connecticut Avenue	5320	1872	42	1977	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Connecticut Avenue	5326	1872	51	1989	none/unknown	Modern Movement	Row House	Non-Contributing	
Connecticut Avenue	5328	1872	50	1989	none/unknown	Modern Movement	Row House	Non-Contributing	
Connecticut Avenue	5330	1872	49	1989	none/unknown	Modern Movement	Row House	Non-Contributing	
Connecticut Avenue	5401	1870	11	1965	none/unknown	Moderne	Row House	Non-Contributing	
Connecticut Avenue	5402	1857	55	1926	Santmyers, George T.	Mission/Spanish Colonial Revival	Apartment Building	Contributing	
Connecticut Avenue	5403	1870	2007	1965	none/unknown	Moderne	Row House	Non-Contributing	
Connecticut Avenue	5405	1870	2004	1965	none/unknown	Moderne	Row House	Non-Contributing	
Connecticut Avenue	5406	1857	2310	1963	none/unknown	Modern Movement	Apartment Building	Non-Contributing	
Connecticut Avenue	5407	1870	2001	1965	none/unknown	Moderne	Row House	Non-Contributing	
Connecticut Avenue	5410	1857	2001	1959	none/unknown	Modern Movement	Apartment Building	Non-Contributing	
Connecticut Avenue	5415	1869	825	1949	Julian, Phillip M.	Modern Movement	Apartment Building	Non-Contributing	
Connecticut Avenue	5420	1858	58	1929	none/unknown	Art Deco	Apartment Building	Contributing	
Connecticut Avenue	5425	1869	817	1929	Harris, William	Art Deco	Apartment Building	Contributing	
Connecticut Avenue	5429	1869	818	1929	none/unknown	Art Deco	Apartment Building	Contributing	

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Connecticut Avenue	5431	1869	8	1960	none/unknown	Moderne	Apartment Building	Non-Contributing	
Connecticut Avenue	5432	1858	51	1964	none/unknown	Modern Movement	Apartment Building	Non-Contributing	
Connecticut Avenue	5435	1869	9	1925	Santmyers, George T.	Moderne	Apartment Building	Contributing	
Connecticut Avenue	5437	1869	823	1960	none/unknown	Moderne	Apartment Building	Non-Contributing	Shed
Connecticut Avenue	5504	1859	56	1925	Atkinson, A. S. J.	Colonial Revival	Commercial Building	Contributing	
Connecticut Avenue	5516	1859	804	1924	Gary, Walter L.	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5518	1859	805	1919	Mindeleff, Victor	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5520	1859	74	1925	Moss, Louis R.	Classical Revival	Commercial Building	Contributing	
Connecticut Avenue	5521	1868	69	1965	none/unknown	Modern Colonial Revival	Gas Station	Non-Contributing	
Connecticut Avenue	5530	1859	95	1926	Heaton, Arthur B.	Classical Revival	Bank	Contributing	
Connecticut Avenue	5532	1859	34	1988	Kullman Industries	Moderne	Commercial Building	Non-Contributing	
Connecticut Avenue	5534	1859	802	1927	none/unknown	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5540	1859	801	1925	none/unknown	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5544	1859	54	1927	none/unknown	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5545	1867	92	1963	Coilc & Associates, Forest	Modern Colonial Revival	Commercial Building	Non-Contributing	
Connecticut Avenue	5550	1859	94	1930	none/unknown	Other/Altered	Commercial Building	Non-Contributing	

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Connecticut Avenue	5601	1866	823	1967	Satterlee & Associates	Modern Movement	Community Center	Non-Contributing	
Connecticut Avenue	5608	1860	801	1916	Sanmyers, George T.	Other/Altered	Commercial Building	Contributing	
Connecticut Avenue	5610	1860	15	1922	Upman & Adams	Classical Revival	Theater	Contributing	
Connecticut Avenue	5625	1866	823	1967	Satterlee & Associates	Modern Movement	Library	Non-Contributing	
Connecticut Avenue	5626	1860	13	1937	Sanmyers, George T.	Art Deco	Commercial Building	Contributing	
Connecticut Avenue	5630	1860	12	1970	none/unknown	Modern Movement	Bank	Non-Contributing	
Connecticut Avenue	5632	1860	812	1928	Wire Realty Co., D. E. Nichol	Mission/Spanish Colonial Revival	Commercial Building	Contributing	
Connecticut Avenue	5700	1860	24	1957	none/unknown	Modern Colonial Revival	Commercial Building	Non-Contributing	
Connecticut Avenue	5701	1865	90	1959	none/unknown	Modern Colonial Revival	Bank	Non-Contributing	
Connecticut Avenue	5716	1860	821	1941	Billheimer, J. P. (engineer); Arthur B. Heaton (architect)	Colonial Revival	Streetcar and Bus Terminal	Contributing	
Harrison Street	3701	1876	58	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Harrison Street	3703	1876	59	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Harrison Street	3705	1876	60	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Harrison Street	3707	1876	61	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Harrison Street	3709	1876	62	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Harrison Street	3711	1876	63	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Harrison Street	3713	1876	64	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	

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Harrison Street	3715	1876	2	1922	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3717	1876	3	1921	Stern & Tomlinson	Colonial Revival	Freestanding House	Contributing	Garage
Harrison Street	3719	1876	4	1922	Williams, L. T.	Colonial Revival	Freestanding House	Contributing	Garage
Harrison Street	3721	1876	835	1922	Williams, L. T.	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3723	1876	70	1922	Williams, L. T.	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3725	1876	69	1999	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Harrison Street	3729	1876	67	1922	Williams, L. T.	Colonial Revival	Freestanding House	Contributing	Garage
Harrison Street	3731	1876	846	1952	Korzendorfer, Herbert J.	Modern Colonial Revival	Freestanding House	Non-Contributing	
Harrison Street	3817	1852	8	1957	none/unknown	Split Level	Freestanding House	Non-Contributing	
Harrison Street	3825	1852	827	1957	none/unknown	Split Level	Freestanding House	Non-Contributing	
Harrison Street	3841	1852	815	1936	Warren, R. B.	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3845	1852	823	1951	Frishman, Bernard L.	Ranch House	Freestanding House	Non-Contributing	
Harrison Street	3901	1754	884	1939	none/unknown	Classical Revival	Freestanding House	Contributing	Garage
Harrison Street	3907	1754	2	1923	none/unknown	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3909	1754	63	1923	none/unknown	Dutch Colonial Revival	Freestanding House	Contributing	
Harrison Street	3911	1754	888	1923	none/unknown	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3917	1754	66	1923	Gilbert, A. B.	Colonial Revival	Freestanding House	Contributing	Garage
Harrison Street	3919	1754	889	1925	none/unknown (possibly Sears Roebuck & Co.)	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Harrison Street	3921	1754	909	1924	Porter & Lochie	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Harrison Street	3947	1754	890	1924	Gosnell, Clarence W.	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3951	1754	913	1925	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage

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Harrison Street	3971	1754	911	1924	Moss, Louis R.	Colonial Revival	Freestanding House	Contributing	
Harrison Street	3973	1754	902	1923	Moss, Louis R.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Harrison Street	4001	1754	903	1914	Santrmyers, George T.	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3700	1876	51	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3701	1876	858	1958	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3702	1876	52	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3703	1876	857	1958	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3704	1876	53	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3705	1876	856	1958	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3706	1876	54	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3707	1876	855	1958	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3708	1876	859	1922	Santrmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3709	1876	854	1958	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3710	1876	24	1921	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3711	1876	853	1958	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Huntington Street	3712	1876	23	1925	Kearney, John W.	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3713	1876	866	1958	none/unknown	Modern Movement	Row House	Non-Contributing	
Huntington Street	3714	1876	22	1922	Brashears, W. L.	Bungalow/Craftsman	Freestanding House	Contributing	
Huntington Street	3717	1876	51	1913	Ryerson, Ernest Dwight	Tudor Revival	Freestanding House	Contributing	Garage
Huntington Street	3718	1876	837	1923	Ward & Cobb	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3721	1876	53	1965	none/unknown	Modern Movement	Freestanding House	Non-Contributing	

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Huntington Street	3725	1876	31	1915	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3731	1876	68	1994	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Huntington Street	3736	1876	838	1921	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	
Huntington Street	3737	1876	863	1912	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3738	1876	65	1919	Harris, Albert L.	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3744	1876	839	1915	Kruthoff, E. A.	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3745	1876	36	1911	West, Claughton	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3747	1876	37	1917	Weber, John A.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Huntington Street	3748	1876	840	1914	Swipe, R. B.	Tudor Revival	Freestanding House	Contributing	Garage
Huntington Street	3803	1853	27	1921	Sonnemann & Justement	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3808	1852	824	1912	Landvoigt, Albert E.	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3815	1852	831	1922	Wilkinson, H. C.	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3816	1852	9	1915	Jouvenal, A. H.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Huntington Street	3818	1852	11	1998	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Huntington Street	3818.5	1852	12	1910	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3820	1852	819	1947	Hallett, Marcus	Tudor Revival	Freestanding House	Contributing	
Huntington Street	3825	1852	829	1914	Speiden & Speiden	Bungalow/Craftsman	Freestanding House	Contributing	
Huntington Street	3900	1754	885	1911	Simpson, John & Sons	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3902	1754	23	1919	Santmyers, George T.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Huntington Street	3904	1754	22	1911	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	
Huntington Street	3905	1754	51	1911	Harding & Upman	Tudor Revival	Freestanding House	Contributing	Garage

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Huntington Street	3906	1754	52	1911	Brashears, W. L.	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3907	1754	64	1923	Sears Roebuck & Co.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3908	1754	56	1912	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3909	1754	63	1912	Hales, George P.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Huntington Street	3913	1754	57	2005	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Huntington Street	3914	1754	899	1912	Sonnemann, Alexander H.	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3915	1754	69	1913	Ray, George N.	Dutch Colonial Revival	Freestanding House	Contributing	
Huntington Street	3916	1754	59	1914	Landvoigt, Albert E.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3918	1754	881	1923	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Huntington Street	3921	1754	68	1989	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	Garage
Huntington Street	3925	1754	898	1921	Lewis Manufacturing Co.	Dutch Colonial Revival	Freestanding House	Contributing	
Huntington Street	3928	1754	71	1921	Laurence, P. Johnson	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3929	1754	901	1923	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	
Huntington Street	3930	1754	14	1922	Woods, N. M.	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3931	1754	70	1922	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	Garage
Huntington Street	3932	1754	65	1923	Cutler & Moss	Tudor Revival	Freestanding House	Contributing	
Huntington Street	3937	1754	914	1926	Knut, H. R.	Tudor Revival	Freestanding House	Contributing	Garage
Ingomar Street	3700	1876	851	1959	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3701	1875	53	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3702	1876	850	1959	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3703	1875	54	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	

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Ingomar Street	3704	1876	849	1959	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3705	1875	55	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3706	1876	848	1959	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3707	1875	56	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3708	1876	847	1959	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3709	1875	57	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3710	1876	836	1921	Sholtes, Louis E.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3711	1875	58	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Ingomar Street	3712	1876	45	1919	Sonnemann, Alexander H.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3713	1875	2	1911	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3714	1876	44	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Shed
Ingomar Street	3715	1875	3	1919	Sonnemann & Justement	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3716	1876	43	1922	Norton, Claude N.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3717	1875	4	1919	Sonnemann & Justement	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3718	1876	42	1923	Lewis Manufacturing Co.	Dutch Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3719	1875	5	1919	Sonnemann & Justement	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3720	1876	41	1922	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3721	1875	6	1919	Sonnemann & Justement	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3722	1876	40	1919	Sonnemann, Alexander H.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3723	1875	7	1919	Sonnemann & Justement	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3724	1876	39	1922	Sunderland, Erskine M.	Colonial Revival	Freestanding House	Contributing	Shed

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Ingomar Street	3725	1875	8	1919	Sonnemann & Justement	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3726	1876	38	1916	Brashears, Walter C.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3801	1855	56	1916	Richards, Alex Webster	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3802	1853	827	1921	Cutler & Moss	Dutch Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3803	1855	823	1963	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Ingomar Street	3804	1853	828	1919	House Beautiful	Dutch Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3805	1855	54	1911	Essex, F.B.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3807	1855	815	1911	West, Claughton	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3809	1855	816	1935	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3813	1855	55	1923	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3815	1855	52	1911	Hales, George P.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3818	1853	22	1926	Berry, R. W.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3819	1855	828	1982	none/unknown	Modern Movement	Freestanding House	Non-Contributing	
Ingomar Street	3820	1853	820	1927	Berry, R. W.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3822	1853	26	1915	Ryerson, Ernest Dwight	Dutch Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3825	1855	17	1915	Mullet & Co., A. B.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3900	1754	820	1922	Grimm, Nicholas R.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3901	1753	823	1922	Johnston, Laurence P.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3902	1754	887	1911	Anderson, R. E.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3903	1753	803	1912	MacNeil & MacNeil	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3904	1754	814	1913	Hales, George P.	Colonial Revival	Freestanding House	Contributing	Garage

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Ingomar Street	3905	1753	822	1914	Talbott, William R.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3906	1754	62	1916	Brashears, Walter C.	Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3908	1754	61	1915	Talbott, William R.	Bungalow/Craftsman	Freestanding House	Contributing	
Ingomar Street	3909	1753	819	1914	Talbott, William R.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3910	1754	67	1921	Gordon Van-Tine Co.	Bungalow/Craftsman	Freestanding House	Contributing	
Ingomar Street	3911	1753	8	1922	Elliott, C. W.	Bungalow/Craftsman	Freestanding House	Contributing	Shed
Ingomar Street	3912	1754	908	1951	Barth, Max	Modern Movement	Freestanding House	Non-Contributing	
Ingomar Street	3913	1753	821	1914	Talbott, William R.	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3914	1754	907	1951	Barth, Max	Modern Movement	Freestanding House	Non-Contributing	
Ingomar Street	3915	1753	33	1922	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3916	1754	906	1951	Barth, Max	Modern Movement	Freestanding House	Non-Contributing	
Ingomar Street	3917	1753	11	1922	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	
Ingomar Street	3918	1754	893	1922	Cutler & Moss	Dutch Colonial Revival	Freestanding House	Contributing	Shed
Ingomar Street	3919	1753	12	1922	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3920	1754	910	1923	Ward & Cobb	Tudor Revival	Freestanding House	Contributing	
Ingomar Street	3921	1753	13	1922	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Non-Contributing	Garage
Ingomar Street	3922	1754	900	1924	Private Plans	Colonial Revival	Freestanding House	Contributing	Garage
Ingomar Street	3924	1754	892	1927	none/unknown	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3721	1873	63	1914	White & Co., Frank Russell	Colonial Revival	Row House	Contributing	
Jenifer Street	3722	1875	52	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Jenifer Street	3723	1873	64	1914	White & Co., Frank Russell	Colonial Revival	Row House	Contributing	

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Jenifer Street	3724	1875	51	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Jenifer Street	3725	1873	65	1914	White & Co., Frank Russell	Colonial Revival	Row House	Contributing	
Jenifer Street	3726	1875	50	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Jenifer Street	3727	1873	66	1914	White & Co., Frank Russell	Colonial Revival	Row House	Contributing	
Jenifer Street	3728	1875	49	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Jenifer Street	3729	1873	67	1914	White & Co., Frank Russell	Colonial Revival	Row House	Contributing	
Jenifer Street	3730	1875	48	1976	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Jenifer Street	3731	1873	68	1914	White & Co., Frank Russell	Colonial Revival	Row House	Contributing	
Jenifer Street	3734	1875	850	1921	Johnston, Laurence P.	Mission/Spanish Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3738	1875	833	1924	Moss, Louis R.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3740	1875	46	1923	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	
Jenifer Street	3744	1875	59	1921	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3748	1875	826	1921	Moss, Louis R.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3749	1874	801	1919	Edich, G. L.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3751	1875	828	1912	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3753	1875	803	1923	Miller, W.C. & A.N.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3754	1875	824	1921	Cutler & Moss	Dutch Colonial Revival	Freestanding House	Contributing	Shed
Jenifer Street	3755	1875	34	1921	Bartlett, L. M.	Dutch Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3757	1875	35	1914	Brashears, W. C.	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3800	1855	822	1962	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	

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Jenifer Street	3801	1855	30	1919	Breuninger, Henry L.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3803	1855	53	1911	Kneessi, W.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3804	1855	27	1911	Landvoigt, Albert E.	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3806	1855	26	1922	Beall, Jr., E. S.	Colonial Revival	Freestanding House	Contributing	Shed
Jenifer Street	3808	1855	25	1921	Beall, Jr., E. S.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3809	1855	820	1919	Miller, W.C. & A.N.	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3810	1855	825	1913	Hales, George P.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3811	1855	34	1911	Dessez, Leon E.	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3812	1855	824	1918	Adams	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3814	1855	805	1911	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Jenifer Street	3815	1855	52	1911	Dessez, Leon E.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3816	1855	813	1914	Talbott, William R.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3817	1855	38	1921	O'Neill, Robert	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Jenifer Street	3818	1855	19	1919	Miller, W.C. & A.N.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3819	1855	39	1921	Hamilton, Edward N.	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3821	1855	829	1912	Lane, John A.	Tudor Revival	Freestanding House	Contributing	Garage
Jenifer Street	3901	1751	1	1918	Weber, John	Colonial Revival	Freestanding House	Contributing	
Jenifer Street	3903	1751	2	1920	Stern & Tomlinson	Bungalow/Craftsman	Freestanding House	Contributing	
Jenifer Street	3905	1751	3	1921	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	
Jenifer Street	3908	1753	820	1921	Moss, Louis R.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3910	1753	20	1919	Norton, Claude N.	Bungalow/Craftsman	Freestanding House	Contributing	Garage

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Jenifer Street	3912	1753	19	1919	Norton, Claude N.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Jenifer Street	3914	1753	18	1919	Norton, Claude N.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Jenifer Street	3916	1753	17	1922	Norton, Claude N.	Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3918	1753	16	1922	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3920	1753	15	1922	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3922	1753	12	1923	none/unknown	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jenifer Street	3923	1752	13	1922	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	
Jenifer Street	3925	1752	14	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	
Jenifer Street	3927	1752	15	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	
Jenifer Street	3929	1752	16	1922	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	
Jenifer Street	3931	1752	17	1922	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	
Jocelyn Street	3717	1873	47	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3719	1873	48	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3720	1873	78	1915	Schneider & Company	Tudor Revival	Twin House	Contributing	
Jocelyn Street	3721	1873	49	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3722	1873	49	1915	Schneider & Company	Tudor Revival	Twin House	Contributing	
Jocelyn Street	3723	1873	50	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3724	1873	76	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3725	1873	50	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	

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Jocelyn Street	3726	1873	76	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3727	1873	51	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3728	1873	78	1915	Schneider & Company	Tudor Revival	Twin House	Contributing	
Jocelyn Street	3729	1873	53	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3730	1873	78	1915	Schneider & Company	Tudor Revival	Twin House	Contributing	
Jocelyn Street	3731	1873	54	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3732	1873	76	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3733	1873	54	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3734	1873	76	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	Garage
Jocelyn Street	3735	1873	55	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3737	1873	57	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3739	1873	58	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	Garage
Jocelyn Street	3741	1873	59	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	
Jocelyn Street	3743	1873	60	1912	White & Co., Frank Russell	Colonial Revival	Twin House	Contributing	Garage
Jocelyn Street	3746	1875	41	1919	Zepp, G. S.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3748	1875	40	1922	Gaver & Brown	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3749	1872	800	1919	Van Dis, J. A.	Tudor Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Jocelyn Street	3750	1875	39	1920	O'Neill, Robert J.	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3751	1872	815	1921	Williams, Mack	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3752	1875	38	1921	West, Claughton	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3754	1875	37	1921	West, Claughton	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3755	1872	822	1923	Sholtes & Co.	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3801	1875	1	1910	Mullett & Co., A. B.	Dutch Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3802	1855	58	1912	Hales, George P.	Tudor Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3803	1856	2	1910	Chappel, A. W.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3805	1856	2	1978	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Jocelyn Street	3806	1855	59	1921	Cutler & Moss	Dutch Colonial Revival	Freestanding House	Non-Contributing	
Jocelyn Street	3808	1855	811	1921	Santmyers, George T.	Queen Anne/Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3809	1856	4	1920	none/unknown	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3810	1855	812	1918	Howser, W. E.	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3811	1856	53	1966	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Jocelyn Street	3812	1855	44	1912	Hales, George P.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3813	1856	8	1911	Landvoigt, Albert E.	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3814	1855	821	1919	Sage, Loren C.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3815	1856	47	1911	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3816	1855	42	1912	Lane, John A.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3817	1856	48	1911	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3820	1855	809	1919	none/unknown	Colonial Revival	Freestanding House	Contributing	

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Jocelyn Street	3901	1751	50	1921	Beresford, Robert F.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3902	1751	13	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3903	1751	16	1921	Beresford, Robert F.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3904	1751	12	1921	Sholtes, Louis E.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3905	1751	51	1921	Beresford, Robert F.	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3906	1751	11	1922	Rice, C. C.	Dutch Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3907	1751	18	1920	none/unknown	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3908	1751	10	1923	Irwin, Richard F.	Tudor Revival	Freestanding House	Contributing	Garage
Jocelyn Street	3909	1751	19	1925	Fox, Paul	Dutch Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3911	1751	20	1925	Fox, Paul	Colonial Revival	Freestanding House	Contributing	
Jocelyn Street	3913	1751	21	1920	Beresford, Robert F.	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3700	1873	32	1939	Smith, Robert K.	Tudor Revival	Freestanding House	Contributing	
Kanawha Street	3726	1873	1	1931	none/unknown	Tudor Revival	Freestanding House	Contributing	
Kanawha Street	3727	1873	108	1921	Medley, J. I. (builder)	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3728	1873	108	1921	Medley, J. I. (builder)	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3729	1873	108	1975	none/unknown	Split Level	Freestanding House	Non-Contributing	
Kanawha Street	3730	1873	108	1921	Medley, J. I. (builder)	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3731	1873	15	1915	none/unknown	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3732	1873	4	1918	none/unknown	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3733	1873	10	1918	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Kanawha Street	3734	1873	5	1920	Grayled & Whittington (builder)	Dutch Colonial Revival	Freestanding House	Contributing	

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Kanawha Street	3735	1873	17	1910	Beale, Carroll	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3736	1873	6	1910	Morrell, M. D.	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3737	1873	18	1912	Lane, John A.	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3738	1873	7	1910	MacNeil & MacNeil	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3740	1873	8	1911	Alexander, James	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3745.5	1872	41	1973	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Kanawha Street	3747	1872	35	1973	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Kanawha Street	3747.5	1872	36	1973	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Kanawha Street	3749	1872	37	1973	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Kanawha Street	3749.5	1872	38	1973	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Kanawha Street	3750	1872	29	1926	Landvoigt, Albert E.	Tudor Revival	Freestanding House	Contributing	Garage
Kanawha Street	3751	1872	39	1973	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Kanawha Street	3751.5	1872	40	1973	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Kanawha Street	3752	1872	823	1922	Burwell & Judson	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3753	1872	14	1921	Beall & Pitsougle	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3754	1872	824	1920	Moss, Louis R.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3755	1872	32	1921	Beall, Jr., E. S.	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3801	1856	23	1923	Beall, Jr., E. S.	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3804	1856	59	1921	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3805	1856	24	1914	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3806	1856	20	1921	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Kanawha Street	3807	1856	25	1920	Thurbridge & Ackerman	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3808	1856	18	1914	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Shed
Kanawha Street	3809	1856	26	1920	Thurbridge & Ackerman	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3811	1856	836	1922	Williams, L. T.	Colonial Revival	Freestanding House	Contributing	
Kanawha Street	3812	1856	15	1914	Talbott, William R.	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3814	1856	14	1922	Sioussa, J. H.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3815	1856	30	1914	Talbott, William R.	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3817	1856	31	1924	Moss, Louis R.	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3819	1856	843	1911	Crane, Jeremiah J.	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3820	1856	50	1921	Mullett & Co., A. B.	Colonial Revival	Freestanding House	Contributing	Garage
Kanawha Street	3821	1856	811	1922	Williams, L. T.	Colonial Revival	Freestanding House	Contributing	
Legation Street	3803	1858	49	1934	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	
Legation Street	3804	1857	23	1969	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
Legation Street	3805	1858	50	1934	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3806	1857	22	1969	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
Legation Street	3807	1858	3	1939	Moss, Louis R.	Tudor Revival	Freestanding House	Contributing	Garage
Legation Street	3808	1857	21	1925	Lewis Manufacturing Co.	Colonial Revival	Twin House	Contributing	
Legation Street	3809	1858	4	1937	Connor, Evan J.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3810	1857	20	1925	Lewis Manufacturing Co.	Colonial Revival	Twin House	Contributing	
Legation Street	3811	1858	5	1922	Johnston, Laurence P.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3813	1858	818	1911	West, Claughton	Colonial Revival	Freestanding House	Contributing	

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Legation Street	3814	1857	19	1935	none/unknown	Colonial Revival	Freestanding House	Contributing	
Legation Street	3815	1858	8	1911	West, Cloughton	Colonial Revival	Freestanding House	Contributing	
Legation Street	3817	1858	9	1930	Norton, Claude N.	Tudor Revival	Freestanding House	Contributing	
Legation Street	3819	1858	825	1919	International Mill & Timber	Bungalow/Craftsman	Freestanding House	Contributing	
Legation Street	3821	1858	56	1921	Cutler & Moss	Dutch Colonial Revival	Freestanding House	Contributing	
Legation Street	3823	1858	52	1929	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	
Legation Street	3824	1857	18	1926	Martin, Jr., W. L.	Italian Renaissance	Twin House	Contributing	Garage
Legation Street	3825	1858	53	1910	Barton, Harry	Bungalow/Craftsman	Freestanding House	Contributing	
Legation Street	3826	1857	17	1926	Martin, Jr., W. L.	Italian Renaissance	Twin House	Contributing	Garage
Legation Street	3828	1857	66	1953	none/unknown	Tudor Revival	Freestanding House	Non-Contributing	
Legation Street	3829	1858	42	1921	none/unknown	Colonial Revival	Freestanding House	Contributing	
Legation Street	3830	1857	62	1949	none/unknown	Moderne	Freestanding House	Non-Contributing	
Legation Street	3831	1858	43	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3833	1858	44	1921	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3834	1857	61	1928	Donlen, William	Colonial Revival	Freestanding House	Contributing	
Legation Street	3838	1857	50	1922	Wire, Charles E.	Colonial Revival	Twin House	Contributing	
Legation Street	3840	1857	49	1922	Wire, Charles E.	Colonial Revival	Twin House	Contributing	Garage
Legation Street	3842	1857	52	1924	Keystone Company	Colonial Revival	Freestanding House	Contributing	
Legation Street	3844	1857	51	1925	Crane, Jeremiah J.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3900	1750	65	1923	none/unknown	Colonial Revival	Freestanding House	Contributing	
Legation Street	3901	1749	1	1922	Wagner, N. F.	Colonial Revival	Freestanding House	Contributing	

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Legation Street	3902	1750	64	1925	none/unknown	Colonial Revival	Freestanding House	Contributing	
Legation Street	3903	1749	837	1922	Norton, Claude N.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Legation Street	3904	1750	45	1919	Speiden & Speiden	Bungalow/Craftsman	Freestanding House	Contributing	
Legation Street	3906	1750	44	1930	Norton, Claude N.	Tudor Revival	Freestanding House	Contributing	Garage
Legation Street	3911	1749	842	1921	Mills, S. N.	Bungalow/Craftsman	Freestanding House	Contributing	
Legation Street	3914	1750	75	1914	Gordon, Fulton R.	Colonial Revival	Freestanding House	Contributing	
Legation Street	3915	1749	827	1909	Beers, Albert H.	Colonial Revival	Freestanding House	Contributing	
Legation Street	3916	1750	804	1921	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3920	1750	73	1938	White, Geo. S.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3924	1750	72	1938	White, Geo. S.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3925	1749	829	1929	Norton, Claude N.	Tudor Revival	Freestanding House	Contributing	Garage
Legation Street	3928	1750	71	1938	White, Geo. S.	Colonial Revival	Freestanding House	Contributing	
Legation Street	3929	1749	843	1929	Norton, Claude N.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3931	1749	833	1929	Norton, Claude N.	Tudor Revival	Freestanding House	Contributing	Garage
Legation Street	3932	1750	805	1912	Wheaton, Francis B.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3933	1749	74	1930	Norton, Claude N.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3934	1750	30	1924	Moss, Louis R.	Colonial Revival	Twin House	Contributing	Garage
Legation Street	3935	1749	67	1929	Bubb, Ralph S.	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3936	1750	29	1924	Moss, Louis R.	Colonial Revival	Twin House	Contributing	
Legation Street	3937	1749	73	1915	none/unknown	Colonial Revival	Freestanding House	Contributing	
Legation Street	3939	1749	72	1926	Sears Roebuck & Co.	Mission/Spanish Colonial Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Legation Street	3941	1749	70	1914	Williams, Mack	Colonial Revival	Freestanding House	Contributing	Garage
Legation Street	3946	1750	800	1925	Irwin, Richard F.	Colonial Revival	Freestanding House	Contributing	
Legation Street	3970	1750	70	1925	Baessell, N. F.	Colonial Revival	Twin House	Contributing	
Livingston Street	3811-3817	1859	87	1927	Atkinson, A. S. J.	Classical Revival	Commercial Building	Contributing	
Livingston Street	3702	1869	32	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3704	1869	823	1926	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3706	1869	31	1923	Denekas, John A.	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3708	1869	30	1923	Crane, Jeremiah J.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3709	1868	820	1911	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Livingston Street	3710	1869	28	1925	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3711	1868	822	1924	Sonnemann & Briggs	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3712	1869	28	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3713	1868	70	1958	none/unknown	Dutch Colonial Revival	Freestanding House	Non-Contributing	
Livingston Street	3714	1869	27	1921	Gordon Van-Tine Co.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Livingston Street	3715	1868	71	1922	Sholtes & Co.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Livingston Street	3716	1869	25	1924	Brashears, Walter C.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3717	1868	814	1910	Hunter & Bell	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3718	1869	24	1921	Gordon Van-Tine Co.	Colonial Revival/Craftsman	Freestanding House	Contributing	Garage
Livingston Street	3719	1868	60	1910	Davis, William T.	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3720	1869	26	1926	none/unknown	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3721	1868	66	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage

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Livingston Street	3722	1869	13	1924	none/unknown	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3723	1868	67	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3726	1869	821	1926	none/unknown	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3810	1858	54	1909	Beers, Albert H.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3812	1858	816	1928	Johnston, Laurence P.	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3814	1858	817	1931	Griffin, E. B.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3818	1858	55	1928	Connor, Henry J.	Tudor Revival	Freestanding House	Contributing	Garage
Livingston Street	3819	1859	2	1913	Moon, Clinton M.	Colonial Revival	Twin House	Contributing	
Livingston Street	3821	1859	3	1913	Moon, Clinton M.	Colonial Revival	Twin House	Contributing	
Livingston Street	3822	1858	830	1912	Winbigler, C. M.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3824	1858	60	1955	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Livingston Street	3825	1859	4	1919	Miller, W. C. & A.N.	Dutch Colonial Revival	Twin House	Contributing	Garage
Livingston Street	3827	1859	5	1919	Miller, W. C. & A.N.	Dutch Colonial Revival	Twin House	Contributing	
Livingston Street	3828	1858	831	1915	Santmyers, George T.	Bungalow/Craftsman	Freestanding House	Contributing	
Livingston Street	3830	1858	59	1914	Bunch, Jesse L.	Bungalow/Craftsman	Freestanding House	Contributing	
Livingston Street	3831	1859	812	1913	Ryerson, Ernest Dwight	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Livingston Street	3835	1859	811	1912	Hunter & Bell	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3839	1859	63	1914	Talbott, William R.	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3843	1859	71	1925	Rodier & Kundzin	Tudor Revival	Freestanding House	Contributing	
Livingston Street	3901	1748	53	1915	Wire, Charles E.	Colonial Revival	Twin House	Contributing	Garage
Livingston Street	3903	1748	53	1915	Wire, Charles E.	Queen Anne/Colonial Revival	Freestanding House	Contributing	

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Livingston Street	3910	1749	45	1915	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3911	1748	61	1925	Rodier & Kundzin	Tudor Revival	Freestanding House	Contributing	Garage
Livingston Street	3914	1749	44	1929	Erbe, A. P.	Tudor Revival	Freestanding House	Contributing	Garage
Livingston Street	3915	1748	61	1925	Rodier & Kundzin	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3916	1749	828	1927	Howlett, J.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3917	1748	7	1916	Miller, James	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3918	1749	71	1925	Irwin, Richard F.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3919	1748	8	1916	Miller, James	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3920	1749	40	1922	Wire Inc., C. E.	Colonial Revival	Twin House	Contributing	
Livingston Street	3921	1748	52	1913	Coon, W. R. (builder)	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3922	1749	39	1922	Wire Inc., C. E.	Colonial Revival	Twin House	Contributing	
Livingston Street	3924	1749	38	1924	Denekas, John A.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3925	1748	56	1920	Coon, W. R. (builder)	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Livingston Street	3926	1749	37	1924	Denekas, John A.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3927	1748	57	1919	Webber, H. B.	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3928	1749	838	1914	Linganfelter, Charles B.	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3929	1748	14	1916	Weber, John A.	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3930	1749	64	1925	Martin, Jr., W. L.	Colonial Revival	Twin House	Contributing	
Livingston Street	3931	1748	16	1921	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Shed
Livingston Street	3932	1749	63	1925	Norton, Claude N.	Colonial Revival/Craftsman	Twin House	Contributing	
Livingston Street	3933	1748	16	1921	Norton, Claude N.	Colonial Revival	Twin House	Contributing	

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Livingston Street	3934	1749	62	1925	Martin, Jr., W. L.	Colonial Revival	Twin House	Contributing	
Livingston Street	3935	1748	18	1921	Norton, Claude N.	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3936	1749	832	1925	Martin, Jr., W. L.	Colonial Revival	Twin House	Contributing	
Livingston Street	3937	1748	20	1914	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3938	1749	824	1930	none/unknown	Colonial Revival	Freestanding House	Contributing	
Livingston Street	3939	1748	21	1919	Dunigan, D. J. (builder)	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3940	1749	60	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3941	1748	21	1919	Dunigan, D. J. (builder)	Colonial Revival	Freestanding House	Non-Contributing	Garage
Livingston Street	3942	1749	59	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Livingston Street	3943	1748	23	1924	Cobb, John D.	Tudor Revival	Freestanding House	Contributing	Garage
Livingston Street	3944	1749	58	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3700	1867	85	1955c	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
McKinley Street	3701	1866	85	1921	Sanmyers, George T.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3705	1866	82	1920	Moss, Louis R.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3710	1867	84	1921	Maurer, H. R.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3711	1866	827	1916	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3720	1867	87	1922	Repp, George W.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3722	1867	86	1922	Repp, George W.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3724	1867	94	1925	Lamar, William R.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3727	1866	78	1925	Piner, A.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3729	1866	79	1925	Piner, A.	Colonial Revival	Freestanding House	Contributing	Garage

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McKinley Street	3730	1867	75	1909	Beers, Albert H.	Queen Anne/Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3734	1867	78	1910	Brashears, Walter C.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3740	1867	79	1911	Brashears, Walter C.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3741	1866	10	1922	Bronson, J.B. & Faulconer	Dutch Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3743	1866	83	1916	Johnson, F. H.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3745	1866	68	1908	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3746	1867	67	1908	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3748	1867	95	1915	Rich & Fitzsimons	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3749	1866	17	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3752	1867	816	1908	Ryerson, C. P.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3753	1866	84	1908	Ryerson, Ernest Dwight	Queen Anne/Colonial Revival	Freestanding House	Contributing	
McKinley Street	3754	1861	82	1911	Brashears Brothers	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3755	1866	824	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3756	1867	83	1915	Brashears, Walter C.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3757	1866	828	1913	Elliott, Ernest N.	Other/Vernacular	Freestanding House	Contributing	Garage
McKinley Street	3759	1866	837	1907	Schneider, A. M.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3768	1867	80	1911	Wilkinson, H. C.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3770	1867	33	1918	Speiden & Speiden	Colonial Revival/Craftsman	Freestanding House	Contributing	Garage
McKinley Street	3832	1859	90	1925	Bechner, M. L.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3834	1859	89	1925	Bechner, M. L.	Colonial Revival	Freestanding House	Contributing	

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McKinley Street	3836	1859	88	1925	Bechner, M. L.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3900	1747	54	1925	Piper, John W.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3902	1747	53	1925	Piper, John W.	Colonial Revival	Twin House	Contributing	
McKinley Street	3904	1747	52	1925	Piper, John W.	Colonial Revival	Twin House	Contributing	
McKinley Street	3906	1747	809	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
McKinley Street	3907	1746	2	1912	none/unknown	Colonial Revival	Twin House	Contributing	Shed
McKinley Street	3908	1747	811	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
McKinley Street	3909	1746	3	1912	none/unknown	Colonial Revival	Twin House	Contributing	
McKinley Street	3910	1747	31	1916	Groot, Albert J.	Colonial Revival	Twin House	Contributing	
McKinley Street	3911	1746	4	1920	Beal, Jr., E. D.	Colonial Revival	Twin House	Contributing	
McKinley Street	3912	1747	30	1916	Groot, Albert J.	Colonial Revival	Twin House	Contributing	
McKinley Street	3913	1746	5	1920	Beal, Jr., E. D.	Colonial Revival	Twin House	Contributing	
McKinley Street	3914	1747	29	1916	Groot, Albert J.	Colonial Revival	Twin House	Contributing	
McKinley Street	3915	1746	6	1919	Santmyers, George T.	Colonial Revival	Twin House	Contributing	Garage
McKinley Street	3916	1747	28	1916	Groot, Albert J.	Colonial Revival	Twin House	Contributing	Garage
McKinley Street	3917	1746	7	1919	Santmyers, George T.	Colonial Revival	Twin House	Contributing	Garage
McKinley Street	3918	1746	27	1916	Groot, Albert I.	Colonial Revival	Twin House	Contributing	
McKinley Street	3919	1746	8	1926	Vanderloo, Albert E.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3920	1747	26	1916	Groot, Albert J.	Colonial Revival	Twin House	Contributing	
McKinley Street	3921	1746	9	1919	Santmyers, George T.	Colonial Revival	Twin House	Contributing	
McKinley Street	3923	1746	10	1919	Santmyers, George T.	Colonial Revival	Twin House	Contributing	

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McKinley Street	3924	1747	25	1916	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	Garage
McKinley Street	3925	1746	11	1924	Beall, Jr., E. J.	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3926	1747	24	1916	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	Garage
McKinley Street	3928	1747	45	1917	Norton, Claude N.	Colonial Revival/Craftsman	Twin House	Contributing	
McKinley Street	3930	1747	44	1917	Norton, Claude N.	Colonial Revival	Twin House	Contributing	
McKinley Street	3932	1747	812	1924	Lewis Manufacturing Co.	Dutch Colonial Revival	Freestanding House	Contributing	
McKinley Street	3934	1747	60	1940	Elms, H.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3936	1747	51	1939	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3937	1746	41	1939	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
McKinley Street	3938	1747	50	1925	Kearney, John W.	Colonial Revival	Freestanding House	Contributing	
McKinley Street	3939	1746	42	1912	none/unknown	Mission/Spanish Colonial Revival	Freestanding House	Contributing	
McKinley Street	3940	1747	49	1925	Lewis Manufacturing Co.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3609	1993	1	1917	Landvoigt, Albert E.	Bungalow/Craftsman	Freestanding House	Contributing	
Military Road	3611	1993	2	1917	Landvoigt, Albert E.	Bungalow/Craftsman	Freestanding House	Contributing	
Military Road	3615	1993	4	1915	Landvoigt, Albert E.	Bungalow/Craftsman	Freestanding House	Contributing	
Military Road	3624	1990	88	1929	Hollingshead, F. R.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3700	1873	45	1924	Sears Roebuck & Co.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3701	1870	1	1919	Cobb, H. L.	Colonial Revival	Freestanding House	Contributing	
Military Road	3702	1873	42	1912	none/unknown	Colonial Revival	Freestanding House	Contributing	
Military Road	3704	1873	41	1919	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3705	1870	2	1916	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	

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Military Road	3706	1873	38	1920	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Military Road	3707	1870	3	1917	Wire, Charles E.	Colonial Revival	Freestanding House	Contributing	
Military Road	3708	1873	39	1915	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3709	1870	4	1915	Guss, W. Granville	Colonial Revival	Freestanding House	Contributing	
Military Road	3710	1873	38	1911	MacNeil & MacNeil	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3711	1870	12	1912	Hales, George P.	Tudor Revival	Freestanding House	Contributing	Garage
Military Road	3713	1870	7	1922	Miller, James D.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3715	1870	8	1921	Medley, J. I.	Colonial Revival	Freestanding House	Contributing	
Military Road	3717	1870	9	1921	Medley, J. I.	Colonial Revival	Freestanding House	Contributing	
Military Road	3719	1870	5	1965	none/unknown	Moderne	Row House	Non-Contributing	
Military Road	3721	1870	9	1965	none/unknown	Moderne	Row House	Non-Contributing	
Military Road	3723	1870	9	1965	none/unknown	Moderne	Row House	Non-Contributing	
Military Road	3726	1872	48	1989	none/unknown	Modern Movement	Row House	Non-Contributing	
Military Road	3728	1872	47	1989	none/unknown	Modern Movement	Row House	Non-Contributing	
Military Road	3730	1872	46	1989	none/unknown	Modern Movement	Row House	Non-Contributing	
Military Road	3732	1872	45	1989	none/unknown	Modern Movement	Row House	Non-Contributing	
Military Road	3736	1872	824	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3737	1857	57	1926	Santmyers, George T.	Tudor Revival	Twin House	Contributing	
Military Road	3738	1872	823	1921	Beall, Jr., E. S.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3739	1857	58	1926	Santmyers, George T.	Tudor Revival	Twin House	Contributing	
Military Road	3740	1872	26	1911	Fletcher, Frederick A.	Colonial Revival	Freestanding House	Contributing	

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Military Road	3741	1857	823	1918	Norton, Claude N.	Colonial Revival	Twin House	Contributing	
Military Road	3743	1857	838	1918	Norton, Claude N.	Colonial Revival	Twin House	Contributing	
Military Road	3800	1856	58	1910	Warthern, A.C.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3801	1857	811	1918	Norton, Claude N.	Colonial Revival	Twin House	Contributing	
Military Road	3802	1856	49	1913	Hales, George	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3803	1857	28	1918	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3805	1857	29	1917	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3806	1856	839	1922	Williams, Mack	Colonial Revival	Freestanding House	Contributing	
Military Road	3807	1857	30	1917	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3808	1856	803	1922	Williams, Mack	Colonial Revival	Freestanding House	Contributing	
Military Road	3809	1857	31	1917	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3810	1856	38	1916	Moses C. A. C. S. Construction company	Mission/Spanish Colonial Revival	Freestanding House	Contributing	
Military Road	3811	1857	32	1917	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3812	1856	37	1916	Moses C. A. C. S. Construction company	Colonial Revival	Freestanding House	Contributing	
Military Road	3813	1857	33	1968	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Military Road	3814	1856	36	1916	Moses C. A. C. S. Construction company	Mission/Spanish Colonial Revival	Freestanding House	Contributing	
Military Road	3815	1857	34	1949	Shoemaker, Warren	Modern Colonial Revival	Freestanding House	Non-Contributing	Shed
Military Road	3816	1856	35	1911	Landvoigt, Albert E.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3817	1857	35	1949	Shoemaker, Warren	Modern Colonial Revival	Freestanding House	Non-Contributing	
Military Road	3818	1856	52	1924	Piper, John W.	Colonial Revival	Freestanding House	Contributing	

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Military Road	3819	1857	44	1911	Gioenner, A.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3820	1856	51	1924	Piper, John W.	Colonial Revival	Freestanding House	Contributing	
Military Road	3821	1857	65	1990	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	Garage
Military Road	3823	1857	833	1922	Mills, Joseph	Bungalow/Craftsman	Freestanding House	Contributing	
Military Road	3831	1857	819	1925	Halfpap, W.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Military Road	3833	1857	834	1923	Halfpap, G. A.	Colonial Revival	Freestanding House	Non-Contributing	
Military Road	3835	1857	47	1922	Wire, Charles E.	Colonial Revival	Twin House	Contributing	Shed
Military Road	3837	1857	48	1922	Wire, Charles E.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3900	1751	807	1937	Moss, Louis R.	Colonial Revival	Freestanding House	Contributing	
Military Road	3901	1750	61	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	
Military Road	3903	1750	62	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Shed
Military Road	3905	1750	63	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3911	1750	66	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3912	1751	33	1925	McCarthy	Colonial Revival	Freestanding House	Contributing	
Military Road	3913	1750	67	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3914	1751	52	1925	Hoes, Lewis	Dutch Colonial Revival	Freestanding House	Contributing	
Military Road	3915	1750	68	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3916	1751	31	1927	Mindeleff, Victor	Tudor Revival	Freestanding House	Contributing	
Military Road	3917	1750	57	1910	Lightbown, Cooper C.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3920	1751	30	1925	Sears Roebuck & Co.	Colonial Revival	Freestanding House	Contributing	
Military Road	3921	1750	7	1929	none/unknown	Bungalow/Craftsman	Freestanding House	Contributing	Garage

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Military Road	3926	1751	29	1924	Martin, Jr., W. L.	Colonial Revival	Freestanding House	Non-Contributing	
Military Road	3927	1750	9	1925	Santmyers, George T.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3928	1751	46	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3929	1750	10	1925	Santmyers, George T.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3930	1751	45	1924	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3931	1750	11	1923	Medford, Thomas M.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3932	1751	805	1925	Lamar, William R.	Tudor Revival	Freestanding House	Contributing	Garage
Military Road	3933	1750	12	1923	Medford, Thomas M.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3934	1751	43	1925	McCarthy	Tudor Revival	Freestanding House	Contributing	Garage
Military Road	3935	1750	13	1924	Santmyers, George T.	Colonial Revival	Twin House	Contributing	Shed
Military Road	3937	1750	14	1924	Santmyers, George T.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3939	1750	58	1914	Landvoigt, Albert E.	Colonial Revival	Freestanding House	Contributing	Garage
Military Road	3941	1750	17	1925	Martin, Jr., W. L.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3943	1750	18	1925	Martin, Jr., W. L.	Colonial Revival	Twin House	Contributing	Garage
Military Road	3945	1750	19	1925	Warner, C. W.	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3700	1868	64	1916	Kendall & Smith	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3701	1867	820	1933	Wilcox, F.G.	Tudor Revival	Freestanding House	Contributing	Garage
Morrison Street	3702	1868	63	1915	Ryerson, Ernest Dwight	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3703	1867	821	1909	Simpson, John	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3704	1868	61	1913	Brashears, Walter C.	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3705	1867	71	1909	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage

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Morrison Street	3706	1868	57	1910	Ryerson, Ernest Dwight	Mission/Spanish Colonial Revival	Freestanding House	Contributing	
Morrison Street	3707	1867	72	1909	Ryerson, Ernest Dwight	Colonial Revival/Craftsman	Freestanding House	Contributing	Garage
Morrison Street	3708	1968	56	1910	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3711	1867	69	1909	Brashears, J. W., Jr.	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3712	1855	55	1909	Keene, Charles	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3714	1868	58	1910	Brashears Brothers	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3715	1867	88	1910	none/unknown	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3716	1868	816	1913	none/unknown	Colonial Revival/Craftsman	Freestanding House	Contributing	Garage
Morrison Street	3717	1867	89	1922	Atkinson, A. S. J.	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3718	1868	824	1921	Allard, W. C.	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3719	1867	68	1909	Simpson, John & Sons	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3720	1868	819	1909	Simpson & Sons	Bungalow/Craftsman	Freestanding House	Contributing	
Morrison Street	3723	1867	73	1909	Brashears Brothers	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3726	1868	72	1914	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3818	1859	70	1924	Lamar, William R.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3819	1859	96	1918	none/unknown	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3820	1859	69	1924	Lamar, William R.	Dutch Colonial Revival	Freestanding House	Contributing	
Morrison Street	3823	1859	61	1913	Wire, Charles E.	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3825	1859	62	1913	Wire, Charles E.	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3834	1859	76	1925	Santmyers, George T.	Colonial Revival	Freestanding House	Contributing	Garage

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Street	Address	Square	Lot	Date	Architect	Property Style	Building Form	Primary Status	Outbuilding Type
Morrison Street	3901	1747	59	1917	none/unknown	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3903	1747	804	1925	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3905	1747	43	1913	Ryerson, Ernest Dwight	Queen Anne/Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3906	1748	40	1916	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
Morrison Street	3908	1748	42	1916	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
Morrison Street	3909	1747	810	1924	Ingram, A. J.	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3911	1747	6	1917	none/unknown	Colonial Revival	Twin House	Contributing	Garage
Morrison Street	3912	1748	822	1913	Linganfelter, N. S.	Colonial Revival	Freestanding House	Contributing	Garage
Morrison Street	3913	1747	7	1917	none/unknown	Colonial Revival	Twin House	Contributing	
Morrison Street	3914	1748	39	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	Shed
Morrison Street	3916	1748	38	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
Morrison Street	3918	1748	37	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
Morrison Street	3920	1748	36	1917	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	Garage
Morrison Street	3921	1747	8	1916	Groot, Albert J.	Colonial Revival	Twin House	Contributing	
Morrison Street	3922	1748	35	1915	Miller, James	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3923	1747	9	1916	Groot, Albert J.	Colonial Revival	Twin House	Contributing	
Morrison Street	3924	1748	34	1915	Miller, James	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3925	1747	10	1922	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Garage
Morrison Street	3926	1748	33	1919	Santmyers, George T.	Colonial Revival	Twin House	Contributing	
Morrison Street	3927	1747	11	1922	Norton, Claude N.	Colonial Revival	Twin House	Contributing	Garage
Morrison Street	3928	1748	32	1919	Santmyers, George T.	Colonial Revival	Twin House	Contributing	

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Morrison Street	3929	1747	12	1916	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
Morrison Street	3930	1748	31	1921	Norton, Claude N.	Colonial Revival/Craftsman	Twin House	Contributing	
Morrison Street	3931	1747	13	1916	Landvoigt & Cook	Colonial Revival	Twin House	Contributing	
Morrison Street	3932	1748	30	1921	Norton, Claude N.	Colonial Revival/Craftsman	Twin House	Contributing	
Morrison Street	3933	1747	58	1979	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Morrison Street	3934	1748	29	1912	none/unknown	Colonial Revival	Twin House	Contributing	
Morrison Street	3935	1747	57	1911	Smith, J.	Bungalow/Craftsman	Freestanding House	Contributing	
Morrison Street	3936	1748	28	1912	none/unknown	Colonial Revival	Twin House	Contributing	
Morrison Street	3938	1748	27	1921	Norton, Claude N.	Colonial Revival	Twin House	Contributing	
Morrison Street	3939	1747	42	1915	Gordon, Fulton R.	Colonial Revival	Freestanding House	Contributing	
Morrison Street	3940	1748	26	1921	Norton, Claude N.	Colonial Revival	Twin House	Contributing	
Morrison Street	3944	1748	65	1912	Smith, Percy C.	Other/Altered	Freestanding House	Non-Contributing	
Morrison Street	3948	1748	64	1949	Bender, Wm. O.	Modern Colonial Revival	Freestanding House	Non-Contributing	
Morrison Street	4001	1747	808	1930	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Northampton Street	3808-3812	1860	818	1928	Wire Realty Co.	Mission/Spanish Colonial Revival	Commercial Building	Contributing	
Northampton Street	3700	1866	80	1922	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	Garage
Northampton Street	3701	1865	819	1930	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Northampton Street	3702	1866	836	1924	Ruchas, John A.	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3703	1865	93	1909	Schneider, A. M.	Mission/Spanish Colonial Revival	Freestanding House	Contributing	

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Northampton Street	3709	1865	824	1921	Miller, O. Harvey	Colonial Revival	Freestanding House	Contributing	Garage
Northampton Street	3711	1865	92	1929	Stadel, E. F.	Tudor Revival	Freestanding House	Contributing	Garage
Northampton Street	3720	1866	833	1911	Hunter & Bell	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3724	1866	74	1911	Hunter & Bell	Queen Anne/Colonial Revival	Freestanding House	Contributing	
Northampton Street	3726	1866	835	1914	Jones & Babb	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3727	1865	831	1921	Weston, Rees W.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Northampton Street	3728	1866	73	1910	Hunter & Bell	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3729	1865	833	1922	Atkinson, A. S. J.	Colonial Revival	Freestanding House	Contributing	Garage
Northampton Street	3730	1866	81	1911	Hunter & Bell	Colonial Revival/Craftsman	Freestanding House	Contributing	
Northampton Street	3731	1865	832	1922	Williams, L. G.	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3733	1865	829	1922	Williams, L. G.	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3734	1866	834	1910	Hunter & Bell	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3736	1866	70	1911	Hunter & Bell	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3750	1866	67	1907	Schneider, A. M.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Northampton Street	3751	1865	83	1912	Hunter & Bell	Tudor Revival	Freestanding House	Contributing	
Northampton Street	3753	1865	823	1907	Schneider, A. M.	Mission/Spanish Colonial Revival	Freestanding House	Contributing	

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Northampton Street	3755	1865	820	1907	Jones, E. H.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Northampton Street	3759	1865	78	1908	Ryerson, Ernest Dwight	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Northampton Street	3765	1865	75	1907	Schneider, A. M.	Italian Renaissance	Freestanding House	Contributing	Garage
Northampton Street	3900	1746	44	1923	Warren, M.	Bungalow/Craftsman	Freestanding House	Contributing	
Northampton Street	3901	1746	34	1908	Simpson, John & Sons	Queen Anne/Colonial Revival	Freestanding House	Contributing	
Northampton Street	3902	1746	43	1923	Warren, M.	Tudor Revival	Freestanding House	Contributing	
Northampton Street	3904	1746	42	1923	Warren, M.	Bungalow/Craftsman	Freestanding House	Contributing	
Northampton Street	3907	1746	28	1939	Crusamire, Wm.	Colonial Revival	Freestanding House	Contributing	Garage
Northampton Street	3908	1746	17	1949	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	
Northampton Street	3909	1746	29	1939	Crusamire, Wm.	Other/Altered	Freestanding House	Contributing	
Northampton Street	3910	1746	59	1968	none/unknown	Modern Colonial Revival	Freestanding House	Non-Contributing	Garage
Northampton Street	3911	1746	817	1919	Lyon, M. J. Co.	Colonial Revival	Freestanding House	Contributing	
Northampton Street	3915	1746	33	1907	Fletcher, F.	Tudor Revival	Freestanding House	Contributing	
Northampton Street	3916	1746	68	1986	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	Shed
Northampton Street	3918	1746	67	1986	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
Northampton Street	3920	1746	806	1909	Holder, C.	Colonial Revival	Freestanding House	Contributing	Garage

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Oliver Street	3700	1865	86	1922	Cutler & Moss	Colonial Revival	Freestanding House	Contributing	
Oliver Street	3701	1864	1	1912	Harding & Upman	Colonial Revival	Freestanding House	Contributing	
Oliver Street	3708	1865	84	1915	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3726	1865	82	1911	Crane, Jeremiah J.	Queen Anne/Colonial Revival	Freestanding House	Contributing	
Oliver Street	3728	1865	77	1907	Murphy, William T.	Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3730	1865	81	1910	Ryerson, Ernest Dwight	Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3733	1864	74	1915	Breninger, L. E.	Colonial Revival	Freestanding House	Contributing	
Oliver Street	3734	1865	88	1907	Pyle, Frederic B.	Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3735	1864	819	1907	Mullet & Co., A. B.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3740	1865	830	1907	Ricker, Percy L.	Colonial Revival	Freestanding House	Contributing	Shed
Oliver Street	3744	1865	827	1909	Poynton, Arthur M.	Colonial Revival	Freestanding House	Contributing	
Oliver Street	3745	1864	815	1908	Crane, Jeremiah J.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3746	1865	80	1909	Lukes, R. T.	Colonial Revival	Freestanding House	Contributing	
Oliver Street	3749	1864	77	1908	Medford, Thomas M.	Queen Anne/Colonial Revival	Freestanding House	Contributing	
Oliver Street	3750	1865	91	1918	Norton, Claude N.	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3752	1865	94	1908	Sonnemann, Alexander H.	Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3753	1864	78	1910	Speiden & Speiden	Tudor Revival	Freestanding House	Contributing	
Oliver Street	3761	1864	818	1908	Olmsted, W. B.	Tudor Revival	Freestanding House	Contributing	Shed
Oliver Street	3767	1864	816	1915	Moore, Raymond	Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3769	1864	71	1911	Lante II, G. P.	Colonial Revival	Freestanding House	Contributing	Garage

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Oliver Street	3775	1864	62	1908	Plant, Jr., A. C.	Colonial Revival	Freestanding House	Contributing	Garage
Oliver Street	3777	1864	56	1907	Schneider, A. M.	Bungalow/Craftsman	Freestanding House	Contributing	
Oliver Street	3851	1746	18	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Oliver Street	3853	1746	61	1978	none/unknown	Modern Colonial Revival	Row House	Non-Contributing	
Patterson Street	3615	1863	44	1930	Grittin Bros.	Colonial Revival	Freestanding House	Contributing	
Patterson Street	3617	1863	814	1932	Stone, Paul T.	Colonial Revival	Freestanding House	Contributing	Garage
Patterson Street	3619	1863	3	1938	Anderson, A. L.	Colonial Revival	Freestanding House	Contributing	Garage
Patterson Street	3621	1863	4	1945	Lepley, M. G.	Other/Altered	Freestanding House	Contributing	Garage
Patterson Street	3622	1999	62	1928	Sanmyers, George T.	Colonial Revival	Freestanding House	Contributing	
Patterson Street	3623	1863	5	1928	Jacobson, Edwin	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Patterson Street	3630	1999	807	1926	Phelan, Wm. M.	Mixed	Freestanding House	Contributing	Garage
Patterson Street	3637	1863	7	1926	Brawner, Henry N.	Colonial Revival	Freestanding House	Contributing	Garage
Quesada Street	3630	1863	32	1925	Fiseell, Wm. H. & Co.	Late Gothic Revival	Church	Contributing	
Reno Road	5200	1852	810	1922	none/unknown	Dutch Colonial Revival	Freestanding House	Contributing	Garage
Reno Road	5217	1853	825	1926	Berry, R. W.	Colonial Revival	Freestanding House	Contributing	
Reno Road	5240	1753	32	1912	MacNeil & MacNeil	Colonial Revival	Freestanding House	Contributing	Garage
Reno Road	5301	1751	4	1922	none/unknown	Colonial Revival	Freestanding House	Contributing	
Reno Road	5302	1752	887	1917	Brashears, W. L.	Colonial Revival	Freestanding House	Contributing	Garage
Reno Road	5303	1751	5	1919	none/unknown	Colonial Revival	Freestanding House	Contributing	
Reno Road	5304	1752	806	1922	Beresford, Robert F.	Colonial Revival	Freestanding House	Contributing	
Reno Road	5306	1752	31	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	

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Reno Road	5308	1752	28	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	
Reno Road	5310	1752	27	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Reno Road	5312	1752	32	1921	Beresford, Robert F.	Bungalow/Craftsman	Freestanding House	Contributing	Garage
Reno Road	5314	1752	25	1923	none/unknown	Colonial Revival	Freestanding House	Contributing	Garage
Reno Road	5316	1752	24	1923	Bralove & Scholz	Colonial Revival	Freestanding House	Contributing	Garage
Reno Road	5318	1752	23	1923	Beckner, M. L.	Colonial Revival	Freestanding House	Contributing	Garage
Reno Road	5323	1751	37	1925	Kearney, John W.	Colonial Revival	Freestanding House	Contributing	
Reno Road	5325	1751	38	1924	Gore, Fred	Colonial Revival	Freestanding House	Contributing	
Reno Road	5327	1751	39	1924	Gore, William	Colonial Revival	Freestanding House	Contributing	
Reno Road	5329	1751	40	1924	Gore, Fred	Colonial Revival	Freestanding House	Contributing	Garage
Reno Road	5353	1751	803	1925	Moss, Louis R.	Tudor Revival	Freestanding House	Contributing	
Reno Road	5357	1751	42	1925	Moss, Louis R.	Tudor Revival	Freestanding House	Contributing	
Western Avenue	5601	1746	47	1927	Berry, R. W.	Colonial Revival	Freestanding House	Contributing	
Western Avenue	5619	1746	48	1925	Moss, Louis R.	Colonial Revival	Freestanding House	Contributing	Garage
Western Avenue	5625	1746	49	1925	Kearney, John W.	Colonial Revival	Freestanding House	Contributing	Garage
Western Avenue	5631	1746	50	1926	Kearney, John W.	Tudor Revival	Freestanding House	Contributing	Garage
Western Avenue	5637	1746	51	1926	Kearney, John W.	Tudor Revival	Freestanding House	Contributing	Garage
Western Avenue	5643	1746	52	1925	Kearney, John W.	Colonial Revival	Freestanding House	Contributing	Garage
Western Avenue	5649	1746	815	1926	Kearney, John W.	Tudor Revival	Freestanding House	Contributing	Garage
Western Avenue	5671	1746	820	1948	Corning and Moore	Colonial Revival	Church	Contributing	
Western Avenue	5721	1746	62	1926	Geare, R. W.	Colonial Revival	Freestanding House	Contributing	

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Western Avenue	5725	1746	63	1979	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
Western Avenue	5727	1746	64	1979	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
Western Avenue	5729	1746	65	1979	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	
Western Avenue	5731	1746	66	1979	none/unknown	Modern Colonial Revival	Twin House	Non-Contributing	

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STATEMENT OF SIGNIFICANCE

Touted in 1912 as the “best suburb of the National Capital” by the *Washington Post*, the neighborhood of Chevy Chase DC epitomizes early-twentieth-century urban suburbs that developed along electric streetcar routes in Washington, D.C.⁷ Now collectively known as Chevy Chase DC, the numerous planned residential subdivisions flanking the commercial corridor on Connecticut Avenue create a distinct neighborhood with both suburban and urban characteristics. The initial platting of Chevy Chase DC in 1907 by two of the Washington metropolitan area’s most prolific developers, Francis Griffith Newlands and Fulton R. Gordon, was undertaken as part of a series of subdivisions first developed by Newlands’s own Chevy Chase Land Company in Maryland. Similarities among the neighboring subdivisions were intended to create a larger and cohesive suburb that would straddle the Maryland and District of Columbia line at Chevy Chase Circle. Although intended to be a unified suburb, distinct differences in city planning coupled with the introduction of urban building forms and commercial activities created two distinct suburbs – Chevy Chase DC and Chevy Chase, Maryland – within years of their platting. The diverse architectural designs presented in Chevy Chase DC unite freestanding single-family houses traditionally associated with planned suburban settings within a more urban character replete with commercial buildings, apartment buildings, semi-detached houses, and rowhouses, which resulted in a cohesively planned and designed urban suburb known as Chevy Chase DC. The neighborhood was the product of numerous speculative developers and builders, many of whom invested in the area by choosing to live there, sometimes in buildings of their own design. Shortly after its initial development, residents of the various subdivisions unified their neighborhood by founding the Chevy Chase Citizens Association, one of the oldest such organization in northwest Washington, D.C. Throughout its development and growth, the neighborhood of Chevy Chase DC has worked to create its own identity, which has been accomplished through its centrally located commercial district, churches, schools, public facilities, and especially through its collection of distinct early- to mid-twentieth-century residential architecture. The historic district consists of some of the oldest and most distinct subdivisions in the suburb of Chevy Chase DC, including Connecticut Avenue Terrace (1907), Chevy Chase DC (1907), Connecticut Avenue Park (1909), Chevy Chase Heights (1910), Chevy Chase Terrace (1910), and Chevy Chase Grove No. 3 (1918).

Defined by early-twentieth-century development that is comprised of a residential suburb adjoining a vibrant commercial corridor, the Chevy Chase DC Historic District meets the District of Columbia

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Inventory of Historic Sites Criteria B (History) and D (Architecture and Urbanism), and the National Register of Historic Places Criteria A and C. It is significant under the themes of architecture and community planning/development with the period of significance extending from 1907 to 1947. The Chevy Chase DC Historic District is also being nominated under the *Historic Residential Suburbs in the United States, 1830-1960* Multiple Property Document. The Chevy Chase Arcade at 5520 Connecticut Avenue and the Chevy Chase Theater (renamed Avalon Theater in 1926) at 5612 Connecticut Avenue are both landmarks, listed in the District of Columbia Inventory of Historic Sites and the National Register of Historic Places. The Newlands's Memorial Fountain and the Garden Club of America Markers in Chevy Chase Circle were both recognized as District of Columbia Landmarks in 2007 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 DC Historic District consists of 949 buildings and sites varying in form from single-family dwellings, twin dwellings, rowhouses, apartment buildings, commercial buildings, to churches. Chevy Chase Circle is the only example of a site in the historic district. The Chevy Chase DC Historic District includes 800 contributing resources and 149 non-contributing resources.

HISTORICAL BACKGROUND

At the time the Chevy Chase DC neighborhood was developing in the first decades of the twentieth century, Washington, D.C. was in the midst of a construction boom that began in the 1880s. Driven by the expansion of the federal government and the resulting population increase, development of the city was accelerated by the introduction of the electric streetcar, which allowed for growth beyond Florida Avenue outside the original city limits. Over one hundred real estate firms operated in the city at the end of the nineteenth century, representing a major segment of the business community.⁸

The establishment of the streetcar in Washington, D.C. was a significant catalyst for development in the second half of the nineteenth century. By the 1860s, the city had several horse-drawn streetcar routes, which, along with improved city infrastructure such as paved roads, sewers, water, and gas lines, greatly improved living conditions and promoted growth within the original city limits. Despite the conveniences brought by the horse-drawn streetcars, little development occurred north of Florida Avenue until the advent of electrified streetcars and commuter trains. By the early 1890s, railway companies began to experiment with storage batteries, compressed air, overhead lines,

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underground cable, and electric traction that enabled streetcars to travel faster and climb steeper grades. These street railway lines were typically owned and operated by the real estate developers, who also maintained an interest in the neighborhood and, often, the first of the power-generating companies.⁹ Accordingly, the formation of several electric streetcar lines propelled development along the edge of L'Enfant's planned city and ultimately transformed the rural landscape of northwest Washington, D.C. beyond Florida Avenue. Similarly, the 1873 establishment of the Baltimore & Ohio Railroad's Metropolitan Branch Line, a railroad line that ran east-west across Montgomery County, spurred the development and growth of a number of railroad suburbs and resorts in the latter decades of the nineteenth century, including Takoma Park (1883), Forest Glen (1887), and Kensington (1890). Development in the District of Columbia stimulated by this railroad line was limited, resulting in the platting of the southern part of Takoma Park (1883) and Brookland (1887).¹⁰

Francis Griffith Newlands and the Chevy Chase Land Company

During the late-nineteenth-century real estate boom, Francis Griffith Newlands (1848-1917) relocated to the Washington area to begin his extraordinary vision for an ideal suburb. The outcome of this venture was the first large residential development west of Rock Creek known as Chevy Chase, Maryland. Born in Mississippi, Newlands first moved to the city of Washington, with his mother and stepfather in 1863. At the age of sixteen, Newlands was accepted into Yale College, although he 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 began to work for the U.S. Post Office while attending law classes at Columbian University (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.¹¹ Francis Newlands, supported by letters of reference from prominent men in the District of Columbia, quickly became a respectable lawyer.

At the time Newlands relocated to California, the West was filled with men who had made their fortunes from mining ventures. Two such men were William Ralston, who organized the Bank of California in 1864, and William Sharon, who was agent for the Virginia City branch of the bank. Both men had made a fortune on the Comstock Lode, the first major United States deposit of silver ore discovered in western Nevada in 1859.¹² Newlands was hired to represent all of Sharon's extensive real estate investments on both coasts of the United States. Because of this position,

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Newlands also became highly involved in the daily functions of the bank, which closed in 1875 because of financial hardship.

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. Upon the death of William Sharon three years after that of his daughter, Francis Newlands and his daughters inherited Sharon's wealth and land holdings.¹³ It was part of this fortune that would allow Newlands to develop the area known as Chevy Chase, Maryland, and Chevy Chase DC.

In 1887, Newlands returned to the District of Columbia. He sold many of Sharon's holdings in the Dupont Circle area and invested the proceeds in property outside of the city boundaries to the north of Florida Avenue, which was then known as Boundary Street. Newlands soon began to purchase land along an imagined corridor leading from the city center in a northwesterly fashion to just across the District's boundary into Maryland. The corridor was to be an extension of Connecticut Avenue, which at that time terminated at Florida Avenue in the District of Columbia. Development in Maryland offered potential residents many benefits, including voting rights, higher elevation, and proximity to the nation's capital. Newlands hired many intermediaries or "strawmen" to purchase the property in order to minimize speculation. He wanted his strawmen, agents who quietly bought land for Newlands, to purchase all the land along the extension of Connecticut Avenue he envisioned from Florida Avenue into Montgomery County, Maryland. Unfortunately for Newlands, one landowner refused to sell his land, thus obliging Newlands to change the direction of 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 more than 1,700 acres, extending from the neighborhood of Woodley Park to Jones Bridge Road in Maryland.¹⁴ Despite the use of purchasing agents, the public was becoming suspicious of the large number of real estate transactions centered along this corridor. In an attempt to allay public suspicion, Newlands incorporated the Chevy Chase Land Company in Montgomery County in June 1890 and went public with his intent to create residential suburbs.¹⁵

The Chevy Chase Land Company

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The Chevy Chase Land Company and the two suburbs of Chevy Chase received their name from a 305-acre tract of land known as “Cheivy Chace.” This plot dated back to 1725, when Charles Calvert, the fifth Lord Baltimore, patented the land to Colonel Joseph Belt.¹⁶ Major shareholders in the Land Company were Francis Newlands and Senator William Stewart of Nevada.

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. Each company was structured personally by Newlands and was intended to support his vision for the establishment of a large residential suburb that straddled the Maryland and District of Columbia line. Thomas J. Fisher & Company was already an established real estate firm in Washington, D.C. when it became the exclusive sales agent for the Land Company in 1895. In turn, the company received a five-percent commission for each real estate transaction. The Union Trust and Storage Company was organized by Edward Stellwagen, son-in-law of Thomas Fisher, and George Hamilton in 1899. Initially, it provided storage for the Rock Creek Railway, managed the assets of the Chevy Chase Land Company and served as a trust. The company was later renamed as 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.¹⁷

The Rock Creek Railway Company

Newlands recognized that it was essential to have a streetcar line running from the District of Columbia to his new suburb at the Maryland line in order to ensure successful development. Accordingly, Newlands purchased a charter from the Rock Creek Railroad Company, originally established in 1888 by investors and developers of the subdivisions of Woodley Park and Washington Heights, although it was never built. Newlands had the charter amended so that the line could run to a suburban terminal at Chevy Chase Lake (now Connecticut Avenue and Chevy Chase Lake Road) in Maryland. However, several factors made this project difficult: the topography of land was undulated, it was undeveloped, and bridges had to be constructed over the Rock Creek Valley. In total, more than five miles of roadbed had to be excavated, and two large bridges had to

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be constructed over Klingle Valley and Rock Creek at Calvert Street. The two bridges cost over \$120,000 to construct.¹⁸

The Rock Creek Railway opened on September 18, 1892, with twenty-five cars in use, offering full service from 18th and U Streets to Chevy Chase Lake, an artificial lake and amusement park created by Francis Newlands to lure potential residents and increase railway revenue. All but 1.8 miles of the track used overhead lines. The District of Columbia had passed an ordinance in 1889 that banned use of overhead wires within the original city limits; therefore an underground electric conduit system was used in that portion of the railway.¹⁹ The bridges that the Chevy Chase Land Company constructed across Rock Creek Valley opened the entire northwest section of Washington, D.C. to new real estate developments.²⁰

Newlands's plan for a large suburb at the Maryland and District line, the subsequent extension of Connecticut Avenue, and the opening of the electric streetcar route caused newly developed subdivisions along the route to prosper and new neighborhoods to be platted. One of these neighborhoods was Cleveland Park, developed by Thomas Waggaman and John Sherman. Waggaman and 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. The success of Cleveland Park quickly allowed for its expansion with additions to the original subdivision as early as 1896.²¹ Although the subdivision of Washington Heights, located along the east side of Connecticut Avenue, south of Rock Creek Valley, was platted in 1888 before the establishment of the streetcar line, construction did not fully commence until the 1890s after the streetcar was in service. Thus, Francis Newlands's efforts to provide the best amenities available to potential residents of Chevy Chase greatly impacted the growth and development of Washington, D.C. north of Florida Avenue at the turn of the twentieth century. The resulting neighborhoods along Connecticut Avenue included Cleveland Park, Woodley Park, Tenleytown, Van Ness, and Chevy Chase DC.

Chevy Chase DC: Crossing Southward Over the District Line

Francis Newlands's first subdivisions in the District of Columbia were part of a series of subdivisions platted and developed by the Chevy Chase Land Company. The first planned subdivisions, Section II (Chevy Chase Village) and Section III, had opened in Maryland in the late

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nineteenth century, and although development was initially slow, continuation southward across the District line seemed logical. The subdivision design for Chevy Chase DC was not as heavily influenced by Newlands as it had been in Maryland; however, he ensured that many of the amenities would be comparable. Similarities in the plans for the subdivisions, covenants, marketing, and building lot sizes suggest that the Land Company's subdivisions in Chevy Chase DC were meant to complement those in Maryland, thus creating a large cohesive suburb that straddled the line between Maryland and the District of Columbia. The siting of Francis Newlands's own house on Chevy Chase Circle along Western Avenue and Connecticut Avenue supports this thesis. However, differences in zoning requirements, the individual interests of speculative developers and builders, the establishment of commercial enterprises, as well as the economic status of prospective buyers, ultimately separated the two suburbs within years of their platting.

Although the layout of Chevy Chase, Maryland, and its curvilinear streets and large open spaces reflected the popular ideals of the City Beautiful Movement, new subdivisions in Washington, D.C. were required to follow the grid plan established in 1791 by Pierre L'Enfant. As explained in *Chevy Chase: A Home Suburb for the Nation's Capital*, one of the biggest impetuses for the layout and development of Chevy Chase DC was the *Permanent Plan of Highways for the District of Columbia*. The question of how to lay out new streets outside the boundaries of L'Enfant's original city, which was bordered by Florida Avenue to the north, had plagued Washington, D.C. developers since the late nineteenth century. 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 conservative design that continued L'Enfant's grid-like plan. Subsequently a law known as Public Law 277, "An Act to Regulate the Subdivision of Land Within the District of Columbia," was passed by Congress in 1888. The law required new subdivisions to conform to the existing Baroque grid-like pattern established by L'Enfant. 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 Senator Stewart who owned several parcels of land beyond of Rock Creek.

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Seeking advice for his own suburb, Francis Newlands began corresponding with one of the country's most renowned landscape architects, Frederick Law Olmsted.²² Olmsted designed his 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.²³ Olmsted and his firm had played a large role in the 1893 Permanent Highway Act, forever shaping the streets and neighborhood of Washington, D.C. Maps were prepared 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 comprised of the Secretary of War, Secretary of the Interior, and Chief of Engineers. The Olmsted firm was chosen to serve as the civilian assistants by the D.C. Commissioners. Olmsted's adopted son, J.C. Olmsted, was in charge of 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 Chevy Chase DC was located.

Olmsted's influence on the Permanent Highway Plan, published in 1898, is clearly visible. Whereas the original city as designed by L'Enfant follows a formal grid plan, the northwest section of the District is an extension of this grid pattern interspersed with curving streets that respond to visual landmarks such as the topography, especially that of Rock Creek Park.²⁴ Consequently, the modified street plan of Chevy Chase DC respects the traditional grid pattern, which is intersected with winding streets such as Chevy Chase Parkway (formerly 37th Street), Reno Road, and Nevada Avenue that lead to Western Avenue, the boundary between the District of Columbia and Maryland. The winding streets reflect principles of the Picturesque Movement espoused by Frederick Law Olmsted. The streetcar line, which was one impetus for development, followed Connecticut Avenue, the principal corridor running through the neighborhood of Chevy Chase DC.

The Subdivision of Chevy Chase DC (1907)

With the adoption of the Permanent Plan of Highways, the Chevy Chase Land Company's first subdivision, Chevy Chase DC, opened in May 1907. It consisted of a five-block area on the east side of Connecticut Avenue, south of Chevy Chase Circle down to and including the north side of Livingston Street. The eastern boundary of the neighborhood was Chevy Chase Parkway, and Connecticut Avenue served as the western boundary. As it was laid out, the subdivision of Chevy

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Chase DC surrounded the Belt House (constructed circa 1725 and demolished circa 1907), located to the southeast of today's Chevy Chase Circle.²⁵

The *Washington Post* featured the newly developed subdivision in a June 1908 article, reporting on the increasing construction in its newly-developed subdivision. 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 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.²⁶

The advertisement went on to describe the convenient location of the subdivision of Chevy Chase DC 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."

[Chevy Chase DC] 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.²⁷

Summing up its appeal, a previous advertisement in the May 22, 1907 issue of the *Washington Post* stated, "Chevy Chase DC offers all the conveniences of the city, with the additional advantages of the country."²⁸ According to a later advertisement with an accompanying map, nineteen houses were located in the subdivision of Chevy Chase DC by June 1908.²⁹ 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, between Northampton and McKinley Streets, as the site of a public school.

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Lots in the subdivision of Chevy Chase DC ranged from 1,537 to 8,805 square feet, although most averaged 6,000 square feet.³⁰ Like the subdivisions that comprise Chevy Chase, Maryland, particularly Section 2, the subdivision of Chevy Chase DC had covenants, requiring houses on Connecticut Avenue to be valued at least \$5,000 and houses on the remaining streets to cost at least \$3,000.³¹ 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.”³² In order to entice prospective owners, 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 between July and October, 1907. In an additional effort to boost sales, the Chevy Chase Land Company built three speculative houses on Oliver and Northampton Streets in 1907.³³ The Chevy Chase Land Company did not build speculative houses in its Maryland suburb of Chevy Chase, although it was their practice elsewhere in the state. Although the lots in the subdivision of Chevy Chase DC were similar to the city lots available in Cleveland Park, Takoma Park, and Woodley Park, the houses were more modest in size to the examples in those neighborhoods and notably unlike the exceptionally large examples constructed at the same time in Chevy Chase, Maryland. Newlands had specifically targeted the residential lots in the subdivision of Chevy Chase DC to middle-income residents who would desire modest suburban dwellings. In contrast, Chevy Chase, Maryland, was planned for upper-middle-class citizens who could afford to have a grander dwelling constructed.

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The Subdivision of Chevy Chase Heights (1910)

In 1910, the Chevy Chase Land Company opened “Chevy Chase Heights,” located west of Connecticut Avenue, north of Fessenden Street and south of Keokuk Street (now Military Road). Chevy Chase Heights was larger than the subdivision of Chevy Chase DC consisting of sixteen blocks, bounded by Connecticut Avenue on the east, Military Road on the north, Belt Road on the west, and Harrison Street on the south. Cutting through the grid-like plan of the neighborhood is Reno Road, which curves diagonally to intersect with Connecticut Avenue on the east and 41st Street on the west. At the time of its development, Chevy Chase Heights was promoted by the *Washington Post* for its “exceptionally pretty view in all directions.”³⁴ In particular, the land, “covered by a growth of natural forest trees” was expected “to appeal strongly to buyers.”³⁵ A “special feature” of Chevy Chase Heights was the dimension of its lots. Instead of traditional long, narrow lots such as those available in the subdivision of Chevy Chase DC, Chevy Chase Heights offered wide lots with more frontage, since “the average buyer prefers an ample width of lot in preference to a greater amount of back yard.”³⁶ Lots ranged from 5,000 to 7,000 square feet; however, some were even larger. As a result, houses were constructed with their longest and most prominent elevation facing the street, creating a substantial presence.³⁷ Chevy Chase Heights was the Land Company’s most expensive subdivision in the District of Columbia, with houses comparatively similar in style and size to those in Section II (Village of Chevy Chase), Maryland. The two subdivisions also shared many of the same building covenants. The *Washington Post* reported that residences “on the average represent an investment of \$8,000 each. With its lot included, each home represents an outlay of easily \$10,000. There are several properties in the subdivision which far exceed these figures, and it has been estimated that the total amount invested in Chevy Chase Heights by the buyers of lots and builders of homes is very close to \$300,000.”³⁸ Two of the houses (3811 and 3815 Jenifer Street, 1911) in Chevy Chase DC were designed by Leon E. Dessez, architect for the Chevy Chase Land Company who was also responsible for the design of the Chevy Chase Apartments (1909).

In 1913, the *Evening Star* reported “Chevy Chase Heights Breaks Realty Records – Subdivision Opened Three Years Ago Already Contains Forty-Two Houses. Much of Property Sold.”³⁹ In contrast to the rural description presented when it opened in 1910, Chevy Chase Heights was now described as a “town within itself...where three years ago there was a veritable wilderness of scrap

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oak, sumac, broom sage and tangles of berry bushes there are now wide stretches of well kept lawn and other adjuncts of comfortable modern suburban life.”⁴⁰

The Land Company’s landholdings also included a small 1.79-acre parcel directly south of Chevy Chase Circle on the west side of Connecticut Avenue. In 1913, the Chevy Chase Land Company, represented by Thomas J. Fisher Co., built a sales office on this parcel (5716 Connecticut Avenue) in order to handle sales in Chevy Chase DC and Maryland. The one-story, two-room stone-clad bungalow contained an office and reception area.⁴¹ The construction of the sales office soon proved to be beneficial, because the subdivisions of Chevy Chase DC, Chevy Chase Heights, and the surrounding neighborhood experienced a building boom during the 1920s. A Chevy Chase Land Company advertisement from the 1920s, forty years after the establishment of Chevy Chase, Maryland, exclaimed,

Radiating from the Circle, these twin suburbs [have] now become a wide area of beautiful homes and of inspiring home life... For more than forty years it has been our part to pioneer, develop, and build in and about Chevy Chase. Our real estate experience here has been long – our concern for betterment deeply rooted. We therefore feel that we can serve intending home purchasers to their advantage.⁴²

Fulton R. Gordon and the Expansion of Chevy Chase DC

Connecticut Avenue Terrace (1907) 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 to either side of Connecticut Avenue south of Chevy Chase Circle. Charles C. Glover, president of Riggs Bank and major stockholder in the Chevy Chase Land Company, owned a large parcel of land on the west side of Connecticut Avenue, north of the subdivision of Chevy Chase Heights. Around 1905, in two separate transactions, Glover sold two tracts of this parcel, totaling 400 acres, to local developer Fulton R. Gordon for \$800,000.⁴³ The tracts were subdivided as Connecticut Avenue Terrace in the winter of 1907 and Connecticut Avenue Park in 1909. Connecticut Avenue Terrace, the larger of the two Gordon subdivisions, is located to the south of Western Avenue, with the north side of Livingston Street as the southern boundary. Connecticut Avenue serves as the eastern border and

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41st Street is the western border. The subdivision extends to the east side of Connecticut Avenue to include the commercial lots extending from Morrison Street almost to Military Road. The lots fronting on Western Avenue and the northernmost end of Connecticut Avenue are not included in Connecticut Avenue Terrace, subdivision as the property was owned by the Chevy Chase Land Company, which intended the development of this section to complement neighboring Chevy Chase, Maryland. In June 1907, the *Sunday Star* touted in "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.⁴⁴

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 downtown via the "\$1,000,000 Connecticut Avenue Bridge" (now Taft Bridge), which Fulton Gordon referred to as "the gateway to Chevy Chase."⁴⁵

Fulton Gordon's Connecticut Avenue Park is uniformly defined by Livingston Street to the north, Connecticut Avenue to the east, Military Road to the south, and 41st Street to the west. Belt Road, named in honor of the Belt House, runs diagonally through Connecticut Avenue Terrace, intersecting the 3900 block of Morrison Street and continuing northward. It was originally planned to run northward to Chevy Chase Circle, but was terminated at Oliver Street by the development of the lots fronting Western Avenue at Chevy Chase Circle by the Chevy Chase Land Company.

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

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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.'⁴⁶

As the article stated, Fulton Gordon did place covenants on the residential buildings to be constructed on Connecticut Avenue. However, unlike the Land Company's subdivisions, those established by Gordon in the neighborhood of Chevy Chase DC did not restrict building form or use, thus forever changing the exclusively residential setting of the neighborhood by allowing urban-style twin houses, and most significantly by introducing commercial buildings.

Fulton Gordon, who grew up on a farm near Bailey's Crossroads in Arlington, Virginia, started as a businessman at the age of nineteen by delivering milk to the White House. Eventually, Gordon began to invest in real estate, his first endeavor occurring in Laurel, Maryland.⁴⁷ Although Gordon was involved in several other developments in Washington, D.C. such as North Columbia Heights, Connecticut Avenue Highlands, and Mount Pleasant Heights, those in Chevy Chase DC were his largest venture.⁴⁸ Gordon was a successful subdivider, acquiring and surveying the land, developing a plan, laying out the buildings lots, and improving the overall site. He typically sold the vacant lots

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to home builders, who would purchase several adjacent lots and construct single-family dwellings for immediate resale. Occasionally prospective homeowners would purchase the vacant lot from Gordon and contract a builder to design their house. Gordon periodically served as home builder, a type of developer who designed the houses, oversaw their construction, and sold the improved lots. Gordon served as the owner, architect, and builder for the houses at 3939 Morrison Street in Connecticut Avenue Terrace, and 3914 Legation Street and 5419 41st Street in Connecticut Avenue Park.

Following the lead of the Chevy Chase Land Company, Gordon instigated cost restrictions: houses were to cost no less than \$3,500. On Connecticut Avenue, houses were to cost no less than \$5,000 and only one structure was allowed on each fifty-foot lot. In competition with the Land Company, Gordon offered smaller lots, ranging from 3,000 to 5,000 square feet, which were therefore less expensive and more affordable.⁴⁹ In November of 1908, only sixteen months after the subdivision of Connecticut Avenue Terrace 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 a number of the parcels 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 1909.⁵⁰ The newspaper 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.”⁵¹

When Connecticut Avenue Park 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 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.”⁵² 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 [*sic*] of the sections just without the old city limits. It is not many months since quite a few of these 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

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is practically solidly building with houses and laid off with streets and avenues is materially increasing with each passing season.⁵³

One of the first projects in Connecticut Avenue Park promoted in the local newspapers was the future residence of Lieutenant William H. Santelmann, director of the United States Marine Corps Band. The house was sited on a 15,000-square-foot lot located at 5426 Connecticut Avenue between Legation and Livingston Streets. Completed in 1910, the imposing dwelling complete with corner turrets and wrapping porches was the work of architect George R. Pohl and was estimated to cost \$25,000 to build. It was described in the *Washington Star* as designed in the “modern renaissance with a tiled mansard roof.”⁵⁴ In accordance with the covenants placed on lots along Connecticut Avenue, the stuccoed brick and stone house was sited eighty feet back from the street. Santelmann purchased the vacant lot from local real estate agent Robert E. Heater, who sold more than 600,000 square feet of property in Connecticut Avenue Park in 1909 and 1910 as manager of Fulton R. Gordon’s land holdings.⁵⁵ In April 1928, the property was sold 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. The William Santelmann House was indicative of the grand vision both Fulton Gordon and Francis Newlands had for lots in their subdivisions fronting Connecticut Avenue; the Chevy Chase House is characteristic of urban growth in the nation’s capital during the second quarter of the twentieth century and the rising importance of Connecticut Avenue as a primary transportation gateway.

Chevy Chase Grove No. 1/2/3 (1913/1915/1918)

In 1913, concurrent to his success in Connecticut Avenue Terrace and Connecticut Avenue Park on the west side of Connecticut Avenue, Fulton Gordon developed the first of the three subdivisions making up Chevy Chase Grove. Chevy Chase Grove No. 1 consisted of sixty-five acres on the east side of Connecticut Avenue and is roughly bounded by Broad Branch Road on the west, Patterson Street on the north, 32nd Street on the east, and Nebraska Avenue on the south. Gordon spent \$90,000 on improvements to the subdivision, including macadam streets, cement sidewalks, sewers, gas, water, and electricity. The *Washington Post* reported in 1913 that “Suburban development has been brought about in recent years by the desire of businessmen and others to place their families in a healthful locality of easy access to the city, where the children may receive the benefits of the country and the city...but probably in no section has it reached the extent of that in Chevy Chase and

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Chevy Chase Grove.”⁵⁶ Chevy Chase Grove No. 2 was announced in 1915 after Gordon purchased an additional nine-and-a-half-acre parcel at Rittenhouse Street and Broad Branch Road. Chevy Chase No. 2 is generally bounded by Nevada Avenue on the west, Western Avenue on the north, Broad Branch Road on the east, and McKinley Street on the south. Chevy Chase Grove No. 3 followed in 1918, which consisted of thirty-five acres of land that was previously owned by the Chevy Chase Land Company.⁵⁷ As described in a *Washington Post* advertisement, “These 35 acres of well-drained slope and valley form the connecting link between two of the finest bits of residential development in Chevy Chase.”⁵⁸ Adjacent to the subdivision of Chevy Chase DC, Chevy Chase Grove No. 3 is roughly bounded by Chevy Chase Parkway on the west, Rittenhouse Street on the north, Nevada Avenue on the east, and Livingston Street on the south.

The Subdivision of Allan E. Walker and Samuel T. Kalbfus

Chevy Chase Terrace (1910)

The smallest of the subdivisions in Chevy Chase DC was created in 1910 on the east side of Connecticut Avenue. Known as Chevy Chase Terrace, the subdivision consisted of 11.58 acres that were once part of the estate known as Mount Airy. The land was purchased from Edith Shoemaker Black by Allan E. Walker and Samuel T. Kalbfus. The triangular-shaped subdivision was bounded by Connecticut Avenue on the west and Jenifer Street on the south. The northern boundary included those properties fronting both sides of Military Road, extending eastward over Chevy Chase Parkway to include just five additional lots. Chevy Chase Terrace was first advertised in the *Evening Star* in 1910 following the purchase of the land by Walker and Kalbfus. Serving as subdividers, the pair announced plans to improve the property with macadam streets, trees, sidewalks, water, and sewer.⁵⁹

Allen Walker was a real estate agent who formed his own firm, Allan E. Walker and Company, to aid in his speculative development ventures. Samuel Kalbfus was a member of the Excise Board, who was charged in 1911 for using his position as a member of the Board and association with the Board of Assessors to profit from large real estate transactions. One of the ventures under investigation was the purchase of Mount Airy for speculative development as Chevy Chase Terrace.

According to the published accounts of the investigation, Kalbfus purchased the property from Black and then conveyed the title to Allan Walker for \$3,500 an acre. Kalbfus retained a partial

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interest, but his name did not appear on land records as an owner.⁶⁰ Although Kalbfus was ultimately exonerated of charges that he benefited from his position on the Excise Board, Congress accordingly separated the duties of the Board of Assessors from that of the Excise Board. The Excise Board strongly recommended that Kalbfus refrain “from engaging in real estate transactions of a speculative nature.”⁶¹ Thus, Walker and Kalbfus appear to have sold their interest in the Chevy Chase Terrace subdivision in 1911.

The first building permits for Chevy Chase Terrace issued in June of 1910 allowed for the construction of three houses on the 3700 block of Kanawha Street to be built for owner and builder John L. Warren and designed by architect Carroll Beale.⁶² Only two other houses were built in Chevy Chase Terrace in 1910, culminating in the construction of just five houses during the subdivision’s first year. The following year, in 1911, the *Washington Post* reported in an article called “Fine Homes To Be Cheap” that real estate developer Francis D. Alexander was beginning the construction of a “number of houses to be built for speculative purposes.”⁶³ Alexander, having purchased a number of unimproved lots in Chevy Chase Terrace from Allen and Kalbfus, believed that there was “a great demand in that suburb for houses selling under \$8,000, which embraces all the features contained in houses costing a much larger amount.”⁶⁴ James Alexander was to serve as architect with Cooper C. Lightbown as builder. The “first of a number of houses” built by Francis D. Alexander was located at 3740 Kanawha Street. However, building permits show that the first house Alexander built in Chevy Chase Terrace appears to have been the last; his vision never materialized.

Harry Wardman, the well-known Washington, D.C. developer, experienced greater success than his predecessors and built more houses than any other single builder or speculative developer in Chevy Chase Terrace. With the abandonment of the subdivision by Walker and Kalbfus, Wardman was able to purchase three adjoining acres along Kanawha and Jenifer Streets. He divided the large squares, creating Jocelyn Street between the two existing streets. Best known for the construction of rowhouses throughout the city during the early twentieth century, Wardman introduced the rowhouse to Chevy Chase Terrace. The *Evening Star* exclaimed that Wardman’s rowhouses were the first of their type in Chevy Chase. The *Evening Star* reported in April of 1912 that Wardman’s rowhouses would “mark the farthest advance in this direction from the center of the city of houses in rows.”⁶⁵ At this time, the entire area north of Cleveland Park consisted of freestanding single-family houses and semi-detached twin houses. The *Evening Star* pointedly stated, “The Wardman building

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operation will mark a change of considerable significance in the character of the locality and it indicates the advance in the growth of population.”⁶⁶ Wardman’s rowhouses were the only examples of this residential building form constructed in Chevy Chase DC until the mid-1950s because of covenants restricting the erection of this urban-style building type.

Unified Neighborhood of Chevy Chase DC

Shortly after development of the first several subdivisions in the neighborhood of Chevy Chase DC, residents clearly saw themselves as a unified community. One such example of this is the unification of two existing citizen associations. Founded in January 1909, the Citizens Association of Chevy Chase DC included residents of only those blocks east of Connecticut Avenue between Livingston and Patterson Streets and west of Chevy Chase Parkway. Percy L. Ricker, a botanist, was the first president of the Citizens Association of Chevy Chase DC. Architect Ernest Dwight Ryerson, who was responsible for the designs of numerous houses in the subdivision, was one of the first officers. The citizens living west of Connecticut Avenue and south of Livingston Street were members of their own group – the Connecticut Avenue Citizens Association. However, the rapid growth of the neighborhood prompted the two groups to form a unified citizens association. The ease of consolidation is described in the Chevy Chase Citizens Association’s booklet, “Seventy-five Years of Community Service 1909-1984,”

Under the circumstances it was practically impossible for Chevy Chase to boast of a strong, united citizens association. The situation seemed to be that of a house divided against itself, and a solution was not found until Fred S. Lincoln became president in 1920. He and Frank C. Steward of the Connecticut Avenue Citizens Association brought about a consolidation of that part of the Connecticut Avenue Association north of Albemarle Street with the Chevy Chase group. Miss Ella Given [first teacher and principal until 1933 at the E.V. Brown School] reported that the consolidation was achieved ‘with such tact and ability as to win the appreciation and gratitude of all well-wishers of Chevy Chase.’⁶⁷

The unified organization was renamed the Chevy Chase Citizens Association. Still in operation today, the Chevy Chase Citizens Association is the oldest such organization in northwest Washington, D.C.

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Compared to Chevy Chase in Maryland, the all-embracing neighborhood of Chevy Chase DC shows a shift in Newlands's ideals. While the Maryland suburb is defined generally by larger lots and houses with deeper setbacks, Chevy Chase DC is distinctly more urban in plan and architecture. In addition, the neighborhood is more self-sufficient, offering a variety of commercial buildings and such building types as a library, school, post office, and community center. This diversity was the direct result the neighborhood's development by a conglomeration of several different developers. Furthermore, when platted, Chevy Chase DC was intentionally planned to provide more affordable housing with its smaller dwellings, twin houses, rowhouses, and apartment buildings than its more affluent neighbor to the immediate north of the District/Maryland line.

In contrast, Chevy Chase DC is comparable to several neighborhoods in Washington, D.C. that developed around the same time. Takoma DC, for example, also had a Maryland counterpart, Takoma Park, Maryland, which is a late-nineteenth-century railroad suburb of Montgomery County. Takoma Park, defined by its collection of large freestanding Queen Anne-style dwellings, developed slowly until the 1920s and 1930s when it experienced tremendous development and growth. As Takoma Park expanded across the District line into Washington, D.C., the character of the neighborhood shifted with the inclusion of apartment buildings, smaller lots, and modest single- and multiple-family dwellings. The transition from Takoma Park, Maryland, to Takoma DC, like that of Chevy Chase, Maryland, to Chevy Chase DC, occurred during a peak in building construction that was taking place throughout the District of Columbia and across the United States. As a result, development in Takoma DC, similar to that in Chevy Chase DC, was the work of several different individuals who were involved in subdividing, selling, and developing the lots, and therefore lacked the more defined plans of Takoma Park and Chevy Chase, Maryland. Both Takoma DC and Chevy Chase DC were accessible by electric streetcar lines that provided passage from the center of Washington, DC to the suburbs of Maryland. Takoma DC, however, did not have its own commercial district, forcing residents to depend upon the commercial corridor of Takoma Park, Maryland. Chevy Chase DC residents, on the other hand, were fortunate to be able to rely upon businesses in their own community.

Residential Development in Chevy Chase DC

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The architectural styles and types of dwellings in the neighborhood of Chevy Chase DC illustrate the period in which each of the subdivisions was initially developed and subsequently grew. As a whole, residential building construction began slowly during the first years of platting, when just forty-three building permits were issued between 1907 and 1909. However, new construction began in earnest during the second decade of the twentieth century, with approximately 313 building permits issued. The greatest number of building permits was granted in 1912 (53 permits). During the 1920s, Chevy Chase DC experienced its largest rise in new construction with approximately 400 permits issued. In 1922 alone, more than eighty permits were issued. The neighborhood was largely developed by the end of the 1920s as evidenced by the low number of building permits issued; about twenty permits were granted collectively in 1927 and 1928. The development and growth that occurred during the first two decades of the twentieth century in the neighborhood of Chevy Chase DC was typical of that experienced elsewhere in the District of Columbia, especially in Cleveland Park, Woodley Park, and Takoma DC. Yet, in Chevy Chase DC, unlike these other neighborhoods, new construction came to a standstill during World War II despite the great need for housing.⁶⁸ In contrast, areas such as Adams Morgan and Tenleytown in the District of Columbia, as well as Arlington and Fairfax Counties, Virginia, and Prince George's and Montgomery Counties in Maryland, were greatly affected by the influx of federal government workers and servicemen who flocked to the nation's capital during the years between World War I and World War II. Accordingly, new construction, particularly in suburban areas, was elevated as the demand for housing grew.

New construction that followed the building traditions established by Francis Newlands and Fulton Gordon in the first decade of the twentieth century did not commence again until after World War II. However, mid-twentieth-century development was minimal because most of the planned building lots had been improved. Thus, within a few years after the close of World War II, Chevy Chase DC had become an established early-twentieth-century residential neighborhood supported by an electric streetcar line and commercial corridor.

The majority of houses constructed in Chevy Chase DC were built by speculative developers who purchased several adjoining lots at one time. Although the houses were not identical, these developers often employed the same architect and builder for each house, such as E.S. Beall, Jr. Robert F. Beresford, Jeremiah J. Crane, Robert E. Kline, Claude N. Norton, Ernest Dwight Ryerson, George T. Santmyers, and Claughton West. In some cases where the property was an investment,

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the owner also served as architect and builder as Fulton Gordon had done. Other examples of this include such individuals as Louis E. Sholtes, Walter C. Brashears, Harry M. Bralove, Charles E. Wire, Delbert M. Wells, Victor H. Schulz, and F.C. Daniel. Speculative development was common throughout the history of Chevy Chase DC's development, unlike Chevy Chase, Maryland, where speculative development only became common after the death of Francis Newlands in 1917.

Furthermore, speculative investments included those properties where the developer, who served as both owner and builder, hired an architect. D.J. Dunigan hired architect George T. Santmyers to design a number of houses in the 3900 block of McKinley Street, which the developer then sold to prospective homeowners. C.H. Small and Company, a modest real estate development firm, and the development team of Bralove and Edmonston also engaged Santmyers. Louis R. Moss was employed by S.N. Fairchild to design single-family dwellings in the 4100 block of Military Road. Allan E. Walker, having founded Walker Investment after his dissociation with Samuel T. Kalbfus in 1911, contracted Robert F. Beresford as architect for a number of buildings in Chevy Chase Heights.

Single-family Dwellings

The residential neighborhood of Chevy Chase DC is overwhelmingly populated by single-family dwellings ranging in date from 1907 to the mid-twentieth century, with some late-twentieth-century infill. The architectural styles, forms, and details presented by the dwellings are representative of the periods during which they were constructed. Styles noted include Dutch Colonial Revival, Spanish Colonial Revival, Tudor Revival, Craftsman, Modern Movement, and Moderne. The overwhelming style of choice, which is illustrative of the period during which Chevy Chase DC developed, is the Colonial Revival. A few 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 DC. Influences derived from the Craftsman style were also noted on dwellings that principally displayed elements of the Colonial Revival. The forms prevalent throughout the neighborhood are characteristic of suburban domestic architecture popular in the first half of the twentieth century. These include the American foursquare, Cape Cod, bungalow, and two-story rectangular box, with a few examples of the split-level and single ranch house noted. Although the development of Chevy Chase DC was contemporaneous with the rise of mail-order or kit-houses, only a few examples of this popular suburban residential building type

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have been positively identified. Four documented examples of Sears, Roebuck and Company houses are 3939 Legation Street (1921), 3700 Military Road (1924), 3920 Military Road (1924), and 3907 Huntington Street (1925), although visual observation suggests other examples exist in the neighborhood. The prefabricated houses at 3910 Ingomar Street, 5509 Chevy Chase Parkway, 3714 Livingston Street, and 3718 Livingston Street, all dating from 1921, were produced by the Gordon Van-Tine Company, based out of Davenport, Iowa. Similarly, the Lewis Manufacturing Company, based in Bay City, Michigan, provided plans for eight mail-order houses in Chevy Chase DC between 1921 and 1925.

In style, form, and detailing, the freestanding dwellings of Chevy Chase DC are characteristic of planned suburban communities dating from the second quarter of the twentieth century, much like those found in Arlington County, Virginia, and most of Montgomery County, Maryland. Comparatively, they are smaller and more modest than their neighbors in Chevy Chase, Maryland, and other suburban developments in Washington, D.C. such as Cleveland Park and Woodley Park. This is a result of the speculative development, which was targeted to middle-class homeowners who worked in downtown Washington, D.C. and relied on the electric streetcar.

Although the Chevy Chase Land Company's building restrictions for Chevy Chase, Maryland, prohibited the construction of rowhouses and stipulated that residential buildings had to be freestanding or semi-detached, no twin houses were constructed in Chevy Chase, Maryland.⁶⁹ In contrast, a large number of twin or semi-detached houses were constructed in the neighborhood of Chevy Chase DC. The largest grouping of twin houses is located in Chevy Chase Terrace and the area directly south of Jenifer Street, between Chevy Chase Parkway and Connecticut Avenue, just to the south of the historic district boundaries. In 1912, developer Harry Wardman, with architect Frank Russell White, built a number of twin houses in Chevy Chase Terrace, along Connecticut Avenue, Jenifer Street, and Jocelyn Street. Wardman also constructed a group of six rowhouses on the corner of Connecticut Avenue and Jenifer Street in 1914. A number of twin houses were also constructed in Fulton Gordon's Connecticut Avenue Terrace and Connecticut Avenue Park along McKinley, Morrison, Livingston, Legation, and 41st Streets as well as on Military Road by a number of different builders in the late 1910s and early 1920s.

Apartment Buildings

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Simultaneous to the construction of freestanding and semi-detached housing was the construction of the apartment building, a trend that spread northward along Connecticut Avenue 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. The apartment building 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.

The appearance of apartment buildings in Chevy Chase DC coincided with the increasing popularity of large apartment buildings along streetcar corridors throughout the District of Columbia. In Chevy Chase DC as well as in Cleveland Park, Woodley Park, and Van Ness, apartment buildings are grouped along Connecticut Avenue, 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 supervised the construction of the first apartment building in Chevy Chase DC. Located on a small parcel on the east side of Chevy Chase Circle, to the immediate south of Francis Newlands's own imposing dwelling, Chevy Chase Apartments was built in 1909 to the designs of architect Leon Dessez for the Chevy Chase Apartment Company, a company owned by the Chevy Chase Land Company. A prominent Washington, DC-based architect, Dessez served as director and chief architect of the Chevy Chase Land Company from its founding in 1893 until his death in 1918. "Although he specialized in large houses, such as the Francis Newlands's house on Chevy Chase Circle and the Admiral's House (now the Vice President's House) on Observatory Circle, he designed many other building types."⁷⁰ Dessez was one of several local architects who founded the Washington chapter of the American Institute of Architects. The high-style Spanish Colonial Revival building, complete with balconies and projecting canted bays, was the first apartment building constructed north of the Calvert Street Bridge. In *Best Addresses*, James M. Goode proclaims Chevy Chase Apartments to be "the first true suburban Washington apartment building."⁷¹ Possibly one of the earliest uses of concrete as a building material in the District of Columbia, the apartment stands four stories in height and

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originally contained eighteen apartments. The congregation of the Shrine of the Most Blessed Sacrament purchased the apartment building in 1962.

Apartment buildings constructed during the 1920s building boom in Chevy Chase DC were primarily located in Connecticut Avenue Terrace and Connecticut Avenue Park. These include the apartment building at 5402 Connecticut Avenue (1922), The Legation (The Chevy Chase House) at 5420-5426 Connecticut Avenue (1928) and The La Reine at 5425 Connecticut Avenue (1929). These buildings are large, five-story brick structures ornamented in cast stone. The buildings are set directly along Connecticut Avenue, unlike Chevy Chase Apartments, which is set back dramatically from the street and sited to follow Western Avenue and Chevy Chase Parkway as they intersect with Chevy Chase Circle.

During the first half of the twentieth century, a number of single-family dwellings on Connecticut Avenue such as the William H. Santelmann House at 5426 Connecticut Avenue and its imposing neighbor at 5434 Connecticut Avenue were demolished to make way for new high-rise apartment buildings.⁷² 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 Garfield Apartments at 5410 Connecticut Avenue (1959) in Connecticut Avenue Park, Brittany Apartments at 5432 Connecticut Avenue (1964) in Connecticut Avenue Terrace, and Jocelyn Apartments at 5315 Connecticut Avenue (1955) and Chevy Chase Towers at 5323 Connecticut Avenue (1960) in Chevy Chase Terrace.

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Chevy Chase's Early Residents

The 1920 and 1930 United States Census indicates that the majority of the residents of Chevy Chase DC were born in the United States, although in a variety of different states. A number of the residents were born in the District of Columbia. The majority of the heads of households in Chevy Chase DC were professionals such as doctors, lawyers, school principals, and real estate brokers. A large percentage worked for the United States government in many 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 were the head of the household, 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 citizens of the early twentieth century include 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; Congressman Edward H. Wason from New Hampshire; and successful businessman and civic leader Albert Schulteis to name a few. Other residents of the neighborhood as documented by the Chevy Chase Citizens Association booklet included Andrew Parker, president of Woodard and Lothrop; Dr. William Murphy, chief of Bethesda Suburban Hospital; Navy Captain Charles Conrad; George W. Harris of Harris & Ewing photographers; William Steward, director of the U.S. Census; and Ernest Knaeble, Assistant Attorney General.⁷³ Frequently those responsible for the development and architectural designs of Chevy Chase DC resided in the neighborhood. By 1920, as reported by the United States census, Fulton Gordon and his family were living in Chevy Chase Grove No. 1 at 3220 Patterson Street. Harold E. Doyle of Thomas J. Fisher & Company, and Commander Sandoz, founder of the real estate firm bearing his name, also resided in Chevy Chase DC. Architect Jeremiah Crane lived in the Chevy Chase Apartments before moving to occupy a single-family dwelling he designed with fellow architect Harry Brandt at 5829 Chevy Chase Parkway (1923). Ernest Dwight Ryerson, architect for the Treasury Department who was responsible for the designs of numerous houses in the neighborhood of Chevy Chase DC occupied a dwelling of his own design at 3759 Northampton Street (1908). A few immigrant families lived in Chevy Chase DC in 1920. J.

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and S. Fesari, who were born in Italy, and their three children, all born in New York, lived above the commercial building at 5600 Connecticut Avenue, while Aaron and Rose Dressel and their three children, who were all Jewish immigrants from Poland, lived at 5606 Connecticut Avenue. 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 in 1920. A French family from Alsace Lorraine lived at 5432 Connecticut Avenue. The head of the household, John J. Kolb, was a store merchant. According to the 1920 and 1930 Census, African Americans lived in Chevy Chase DC, but only as employees of residents. The majority of these African Americans are listed as servants, but some were also specified as maids or cooks.

Most of the residents owned the dwellings in which they lived; although because of the speculative nature of the neighborhood in the 1920s and 1930s and the transient nature of residents in the nation's capital, there were a number of rental properties offered in Chevy Chase DC. A few families took in boarders who typically worked for the federal government. The modest dwellings dating from the 1910s through the 1930s were valued at \$8,000 to \$20,000, while a significant number of single-family houses in Chevy Chase DC were assessed at \$30,000 to \$40,000. The latter were typically located along Connecticut Avenue and along the southern streets of Chevy Chase Heights.

Commercial Development in Chevy Chase DC

The construction of commercial buildings in Chevy Chase is one of the most significant differences between Chevy Chase, Maryland, and Chevy Chase DC. Although developer Fulton Gordon followed the Land Company's lead and imposed minimum construction costs in his Chevy Chase subdivisions, he did not impose use restrictions as the Land Company had.⁷⁴ It was not the Chevy Chase Land Company's intention to exclude all commercial construction in the neighborhood, but to create a specific location for commercial businesses in order to manage its development and ensure the separation of residential and commercial resources. For example, the restrictions for Section 2 (Village of Chevy Chase) in Maryland, listed in the 1892 sales plat stated, "No business to be conducted upon this section. Other portions of the sub-division [are] being laid out for that purpose."⁷⁵ However, a commercial district in Chevy Chase, Maryland, never materialized in Section 2; a small commercial enclave was built in the 1920s and was expanded during the 1940s in Harry Martin's Addition to Chevy Chase along Brookville Road. Therefore, the larger commercial

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corridor that developed in Chevy Chase DC along Connecticut Avenue quickly became the primary commercial district for Chevy Chase DC and Chevy Chase, Maryland.

In 1909, the first building permit for a store was issued. The permit to construct a commercial building, which was to be located in Connecticut Avenue Terrace, was granted to Willard Follmar, who was listed as owner, architect, and builder. Willard Follmar's grocery store at 5610 Connecticut Avenue (later 5630 Connecticut Avenue), which also served as the post office, opened in 1910 and was Chevy Chase DC's first commercial business.⁷⁶ By 1915, three additional commercial buildings were constructed in the same block in Connecticut Avenue Terrace on lots that had not yet been improved. These included a grocery at 5600 Connecticut Avenue, a confectionary shop, a barber shop, a shoemaker, and a tailor at 5602-5606 Connecticut Avenue, and the Chevy Chase Pharmacy at 5608 Connecticut Avenue.⁷⁷ Associated with the residential property at 3915 Northampton Street, Klein Bakery operated in a one-story structure located on the rear (north) elevation of a single-family dwelling. The commercial establishment was located on a large triangular-shaped lot bounded by Belt Road, 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.

Recognizing the need for and the success of commercial buildings in Chevy Chase DC, the Land Company developed plans in 1916 to construct a commercial building for the Sanitary Grocery Company on its land south of the Chevy Chase Circle on the west side of Connecticut Avenue, north of Northampton Street.⁷⁸ The construction of the building was halted in 1919 after residents living in the restricted Chevy Chase DC subdivisions established by the Land Company sought an injunction on the grounds that "Representations were made to them that no commercial buildings would be allowed on the property."⁷⁹ Despite the fact that the covenants did not specifically apply to this area, the Chevy Chase Land Company was prohibited from completing the commercial building.⁸⁰

In the meantime, commercial development in Fulton Gordon's subdivisions thrived in the 1920s. In 1925, the 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 along the west side of Connecticut Avenue had almost thirty businesses.⁸¹ The commercial buildings were constructed on expansive subdivided lots that had not previously been improved. Three of Chevy Chase DC's most

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prominent commercial buildings were constructed during this time: the Chevy Chase Theater, the Chevy Chase Arcade, and the Chevy Chase Savings Bank.

The Chevy Chase Theater, renamed the Avalon Theater in 1926, at 5612 Connecticut Avenue 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 the seating capacity for 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 was later used for meetings and social gatherings, 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.⁸²

The Chevy Chase Arcade at 5520 Connecticut Avenue 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."⁸³ Jones purchased two twenty-five-foot lots in Connecticut Avenue Terrace in the middle of the block between Livingston and Morrison Streets. He hired architect Louis R. Moss to design an office building for his real estate company and additional shops for the growing commerce in Chevy Chase DC. Moss designed the building as an arcade, a building type that developed in Paris during the late eighteenth century. By the nineteenth century, the popularity of the arcade spread to other countries by the way of architectural publications and travel. Arcades were constructed in the United States as early as 1827 in Providence, Rhode Island, and subsequently in other cities. 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 in turn sheltered shoppers from automobiles and weather.⁸⁴ 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

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of Historic Places in 2003. The local designation includes the exterior of the building and the interior corridor of the arcade.

Chevy Chase DC received its first bank in 1926, when the Chevy Chase Savings Bank was constructed at 5530 Connecticut Avenue. 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 building. The bank was officially opened in October of 1926 and has operated continuously as a financial institution, for many years as a branch of Riggs Bank and now as a branch of PNC Bank.⁸⁵

Although the commercial district in Chevy Chase DC prospered on the west side of Connecticut Avenue during the first half of the twentieth century, it was not until the 1950s when injunctions against the Land Company were overturned, and it was able to erect commercial buildings. Prior to this, residents of the neighborhood rallied against commercial construction, alarmed by the commercial businesses established on the west side of Connecticut Avenue and fearing future commercial development along the east side of the street. The residents formed the Chevy Chase Neighborhood Committee and "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."⁸⁶

The Chevy Chase Neighborhood Committee was forceful in their efforts to thwart the commercial development on the east side of Connecticut Avenue and 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.

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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 homes in the vicinity and that there will be in the near future the need for more stores.⁸⁷

In 1957, after many years of debate, the ban on commercial development on the east side of Connecticut Avenue was finally lifted and the National Bank of Washington was granted permission to erect a commercial building at 5701 Connecticut Avenue after a lack of opposition from the community.⁸⁸ The Colonial Revival-style bank, constructed on the site of a single-family dwelling, opened in November 1957.⁸⁹ 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 permission to build on the east side of Connecticut Avenue. The Safeway opened in 1963 at 5545 Connecticut Avenue, and the Esso station at 5521 Connecticut Avenue followed in 1966. In order to provide sufficient parking for the new Safeway, four single-family dwellings that fronted Morrison Street were demolished; construction of the Esso station required the razing of one dwelling. A Special Exception to zoning was subsequently granted to Safeway, as well as four other commercial properties, allowing the operation of parking lots in a residentially zoned area.

Today, the commercial district in Chevy Chase DC is one of the most distinct features of the neighborhood. With its large variety of businesses, a number of which were established during the initial development of the neighborhood, Chevy Chase DC is a self-sufficient community, and

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exudes characteristics of an urban suburb. It is the large commercial district that conspicuously sets Chevy Chase DC apart from Chevy Chase, Maryland.

The Chevy Chase Circle Terminal

The Chevy Chase Circle Terminal, located on the west side of Connecticut Avenue near Chevy Chase Circle, is a remnant of the city's transition away from the streetcar as the principal mode of transportation. 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 Chevy Chase DC essentially completed Washington, D.C.'s street railway system.⁹⁰ However, the adequacy of service was a primary issue. Attempts at providing alternatives to the city's streetcar system met with little initial success, but 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 in 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 joined all street railways in the District of Columbia and the Washington Rapid Transit (an independent bus company established in 1921) under one management for the first time. The newly created company maintained 703 streetcars, 214 buses, and 217 miles of track. Universal transfers and passes were introduced; re-routing and elimination of parallel lines was accomplished; and 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.⁹¹ 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 Chevy Chase DC from Calvert Bridge 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 such bus waiting station or terminal was constructed in Chevy Chase DC on the Chevy Chase Land Company's property along the west side of Connecticut Avenue, south of Chevy Chase Circle, in

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1940. The Chevy Chase Circle Terminal marked the terminus of the streetcar line and the start of the bus line north on Connecticut Avenue 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 designed by architect Arthur B. Heaton was completed on the east elevation of the existing shelter by the Capital Transit Company.⁹²

By 1955, the number of streetcars operating in the nation's capital had decreased to 508, while bus operations flourished.⁹³ In its heyday, roughly between 1903 and 1933, Washington, D.C.'s electric traction system consisted of two large companies operating city and suburban services, several separate suburban lines, and three interurban lines. This service, which was instrumental in the development of the nation's capital, functioned alongside the automobile by the second decade of the twentieth century, and eventually was replaced by the motorbus in 1962. Thus, for nearly one hundred years, streetcars, both horse-drawn and electric, played a major role in the development of Washington, D.C.⁹⁴ 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 were instrumental to the establishment and subsequent growth of the numerous subdivisions that make up Chevy Chase DC.

Educational, Social, and Religious Institutions of Chevy Chase DC

Schools

The first school in Chevy Chase DC was a District of Columbia Public School built along Connecticut Avenue between McKinley and Northampton Streets in 1898 on land set aside by the Chevy Chase Land Company in the subdivision of Chevy Chase DC. When the Chevy Chase School first opened, children from Chevy Chase, Maryland, were allowed to attend District public schools 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.⁹⁵ The school was renamed the E. V. Brown School in 1915 in honor of Elizabeth V. Brown, former director of primary instruction in Washington, D.C. from 1904 until her death in 1915.

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Because it taught children from both Chevy Chase DC and Chevy Chase, Maryland, the E.V. Brown School became so overcrowded in 1920s that portable classrooms were assembled in the school's playground. The overcrowding issue prompted the city to purchase additional land roughly bounded by Broad Branch Road on the west, Northampton on the south, 33rd Street on the east, and Quesada Street on the north. A temporary wood-frame building was constructed on the site to accommodate the students.⁹⁶ In November 1931, the new brick school building was dedicated as the Lafayette School. The new school was designed to accommodate the future addition of an auditorium, gymnasium, and more classrooms.⁹⁷ Two additions, including an auditorium, were constructed in 1938. In 1939, the E. V. Brown School closed after it was condemned for school use, making the Lafayette Elementary School at 5701 Broad Branch Road (outside the historic district), the single public school located in the Chevy Chase DC neighborhood. Despite the closing of the E.V. Brown School, it was a significant landmark both physically and socially for residents of Chevy Chase DC until it was razed in the 1960s.

Chevy Chase Library and Community Center

The first Chevy Chase 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 an addition add in 1919 to the school, but because of the increase in post-World War I construction costs, plans for incorporation of a branch library were 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 to form the Chevy Chase Subbranch of the Public Library. A Congressional appropriation allowed the commercial space at 3815-3817 Livingston Street in the subdivision of Chevy Chase Heights 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.

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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 the issue of relocation. Consequently, the Chevy Chase Branch Library returned to the former E. V. Brown School in 1948 after an extensive community campaign. The building had been condemned for use as a school in 1939 and was subsequently occupied by the Office of Price Administration during World War II. By the spring of 1945, the former school was vacant. Despite some hesitancy due to the need for extensive rehabilitation, the project of using the building as a library and community center was approved in January of 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 once again outgrew its space. In 1959, a new Chevy Chase Branch Library was included in the six-year Public Works Program. After much debate, the site at Connecticut Avenue and Northampton Street in the subdivision of Chevy Chase DC was chosen and Congress appropriated \$611,000 for the new library. The Chevy Chase Branch Library at 5625 Connecticut Avenue was dedicated March 21, 1968. The two-story building, described as “an example of modern functional architecture,” was designed by Nicholas Satterlee and Associates under the District’s Public Works Program.⁹⁸ Located adjacent to the site of the E. V. Brown School (demolished in the late 1960s), the branch library building on Connecticut Avenue is the fourth location of the Chevy Chase Library.⁹⁹

Adjacent to the library is the Chevy Chase Community Center, also designed by Satterlee and Associates. The modern-style building was termed “ill-fated” two years after construction began in 1968.¹⁰⁰ The firm of Jonal Corporation claimed the design of the building was defective and ceased construction in 1970, leaving the concrete structure fifty percent completed. The community center, which provides meeting space for all community organizations and after-school activities, was finally completed and opened in 1971.

Churches

The construction and subsequent building campaigns of the four churches of Chevy Chase DC directly reflect the growth and needs of the residential neighborhood. Each congregation was established during a time of expansion in Chevy Chase DC, extending from its initial development to the building boom of the 1920s. The congregation members were not limited to residents of

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Chevy Chase DC; several of the congregations had charter members from Chevy Chase, Maryland. Consequently, the congregation members first met and held services in secular buildings in Chevy Chase DC and Maryland until they raised funds to construct permanent buildings. As the congregations expanded, the churches' facilities were enlarged to include schools and parish halls.

Chevy Chase Presbyterian Church

When the Chevy Chase Presbyterian Church 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 and Chevy Chase Circle (One Chevy Chase Circle) in the subdivision of Chevy Chase DC.¹⁰¹ 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."¹⁰² The congregation welcomed members from the surrounding neighborhoods as the "rapid growth of the suburb membership [had] demonstrated the need of a church in this section...."¹⁰³

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.¹⁰⁴ 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).¹⁰⁵ The plans for the Gothic Revival-style church, by New York architect F.A. Nelson, were awarded the gold metal of merit at an exhibition of the Architectural League of New York in 1921.¹⁰⁶ In 1958, the church expanded with a \$300,000 educational building, creating the largest Presbyterian Sunday school in the area at that time.¹⁰⁷

The Shrine of the Most Blessed Sacrament

The congregation of the Most Blessed Sacrament was established in 1910 as a missionary of Saint Ann's parish in Tenleytown. Like the Chevy Chase Presbyterian congregation, Catholic residents of Chevy Chase DC, 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

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chapel built in the subdivision of Chevy Chase DC in 1911.¹⁰⁸ The chapel was sited on Chevy Chase Parkway, east of the Chevy Chase Apartments. The site chosen was a compromise, so that the building would be close to both Chevy Chase communities.

The congregation of Blessed Sacrament grew after World War I, reflecting the rise in residential construction in Chevy Chase DC at the time. In 1921, Thomas Gibbons Smyth became the permanent pastor of the church, and the parish no longer operated as a mission of Saint Ann's. During this time, a rectory was constructed for the pastor and classrooms were added to the chapel.¹⁰⁹ 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 on the property for the Holy Cross sisters. The congregation and student populations continued to grow, and after World War II, the parish constructed an addition to the school that was dedicated in August of 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 and a house at 5831 Chevy Chase Parkway as well as the reconfiguration of the alley.¹¹⁰ The current rectory is located at 6001 Western Avenue, outside of the historic district boundaries.

Chevy Chase Baptist Church

In 1923, a number of local Baptists met at the Chevy Chase Library/Post Office in Chevy Chase, Maryland, to discuss establishing a Baptist congregation in Chevy Chase DC. 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 of 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 near Chevy Chase Circle in 1924.

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Architect Delos H. Smith designed the new Colonial Revival-style chapel and the cornerstone was laid in October 1925. The first service was held in the chapel on Christmas morning, 1925.

Like the other churches in Chevy Chase DC, 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 1949.¹¹¹ 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.¹¹²

Wesley United Methodist Church

The Wesley United Methodist Church congregation was established in 1828, making it the second oldest Methodist congregation in the District of Columbia. The church lists President Andrew Jackson as one of its notable members. They originally occupied a church in downtown Washington, D.C. at Fifth and H Streets, N.W. In December 1924, the congregation of the Wesley Methodist Church laid the cornerstone of their new church on Connecticut Avenue between Jocelyn and Jenifer Streets in Chevy Chase Heights.¹¹³ The congregation, meeting in a large tent following the purchase of the property in 1921, consecrated its new church in 1925. In 1957, the church was enlarged with a new sanctuary fronting Connecticut Avenue. The \$300,000 addition accommodated 500 members and included additional classrooms and meeting rooms in the basement level. At that time, the original sanctuary was renovated for use as the parish hall.¹¹⁴

Chevy Chase Circle

Chevy Chase Circle is a prominent and distinctive landmark that creates a transition from Chevy Chase DC to Chevy Chase, Maryland, and is a visible symbol at the center of Francis Newlands's suburbs. In October 1933, as part of the 1932 George Washington Bicentennial celebration, the Garden Club of America placed stone markers in Chevy Chase Circle. The markers were intended to celebrate the important entrances to the District of Columbia from Maryland and Virginia. Designed by local Washington, DC architect Edward Donn, the pair of Garden Club of America markers at

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Chevy Chase Circle was the “sixth to be placed by the Garden Club of America at important gateways to the city.”¹¹⁵

On October 12, 1933, a fountain in the middle of Chevy Chase Circle was dedicated in memory of Francis Newlands. The fountain, designed by Edward W. Donn, displayed the words, “His statesmanship held true regard for the interests of all men.”¹¹⁶ Initially, Chevy Chase Circle was a public park utilized by residents of Chevy Chase DC and Maryland alike. Prior to the 1940s, when traffic became too heavy and dangerous, the U.S. Marine Corps Band and other local bands held summer concerts in the Circle.¹¹⁷ By the 1980s, the fountain had fallen into disrepair and had been damaged by several automobile accidents. Commemorating the one-hundred-year anniversary of the neighborhood 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.¹¹⁸ The Newlands’s Memorial Fountain, a visual landmark, was rededicated on November 14, 1990, and recognized as a District of Columbia Landmark in 2007 as part of a National Register Multiple Property Document for Monuments in Washington, D.C.¹¹⁹ As part of the Garden Club of America Markers in Washington, DC Multiple Property Document, the markers at Chevy Chase Circle were listed in the District of Columbia Inventory of Historic Sites in May 2007.

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Additional Subdivisions in Chevy Chase DC

The neighborhood of Chevy Chase DC, as a result of additional subdivisions in the second and third quarters of the twentieth century, extends eastward to Rock Creek Park. These areas were not surveyed as part of this project and in-depth research has not yet been conducted. The subdivisions include but are not limited to:

Blue Ridge Heights, a fifty-six acre tract developed circa 1915. The land was originally owned by the Blue Ridge Heights Company and transferred to Henry Yewell Bready of Baltimore in 1915.¹²⁰ The general boundaries include Utah Avenue (west), 31st Street (northwest), Tennyson Street (north), and 29th Street (southeast).

Chevy Chase Forest, developed between 1919 and 1924 by the Minor-Cooper Realty Co. Inc. The boundaries of the subdivision were to be 31st Street (west) and 31st Place (east), directly north of Tennyson Street. Aspen Street, a paper street that was to curve from 29th Street to Aberfoyle Street, was to be the north boundary. Although platted and partially developed as Chevy Chase Forest, this small subdivision became part of the area now known as **Barnaby Woods**.¹²¹

Chevy Chase Grove No. 1, developed by Fulton Gordon in 1913, is roughly bounded by Broad Branch Road (west), Patterson Street (north), 32nd Street (east), and Nebraska Avenue (south).

The boundaries of **Chevy Chase Grove No. 2** are roughly Nevada Avenue (west), Western Avenue (north), Broad Branch (east), and McKinley Street (south). Chevy Chase 2 was developed by Fulton Gordon in 1915.

Highwood (developed circa 1911)/**Chevy Chase Crest** (developed by William H. Ritchie and Horace C. Bailey by 1917) include the general boundaries of Broad Branch Road (west), Western Avenue (north), Tennyson Street (northeast), and Rittenhouse Street (south).

Pinehurst and **South Pinehurst** were developed northeast of the subdivision of Chevy Chase DC in 1907 by the McLachlen Company. Pinehurst is roughly bounded by Western Avenue (north and across district line), Barnaby Street (south), Tennyson Street (southwest). The general boundaries of

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South Pinehurst include 33rd Street (west), Tennyson Street and Barnaby Avenue (north), 32nd Street (east), Rittenhouse Street (south). Both of these subdivisions became part of the area now known as **Barnaby Woods**.

Hawthorne is the northeastern most subdivision in the neighborhood of Chevy Chase DC. It is located to the immediate northwest of Rock Creek Park, with Western Avenue serving as the western boundary and Oregon Avenue as the eastern/northern boundary. Beech Street is the southern border.

⁷ Advertisement, *Washington Post*, March 17, 1912.

⁸ *Washington at Home, An Illustrated History of Neighborhoods in the Nation's Capital* (Northridge, California: Windsor Publications, Inc, 1988), 159.

⁹ EHT Tracerics, Multiple Property Document, "Historic Streetcar and Bus Resources of Washington, D.C., 1862-1962," 2005.

¹⁰ Elizabeth Jo Lampl and Kimberly Prothro Williams, *Chevy Chase: A Home Suburb for the Nation's Capital* (Silver Spring, Md.: Maryland-National Capital Park and Planning Commission, and Crownsville: Maryland Historical Trust, 1998), 8

¹¹ 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.

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¹³ French, "Chevy Chase Village," 319.

¹⁴ Lampl and Williams, *Chevy Chase*, 25.

¹⁵ Lampl and Williams, *Chevy Chase*, 25.

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²⁰ Judith Helm Robinson, "Chevy Chase: A Bold Idea, A Comprehensive Plan," in *Washington at Home, An Illustrated History of Neighborhoods in the Nation's Capital* (Northridge, California: Windsor Publications, Inc, 1988), 192.

²¹ Katherine Sinclair Wood, National Register Nomination Form, "Cleveland Park Historic District, 1987.

²² Lampl and Williams, *Chevy Chase*, 46.

²³ 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.

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- ²⁶ "New Subdivision Planned: Chevy Chase DC will be opened on Sunday for Homeseekers," *Washington Post*, May 8, 1907.
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- ²⁸ "Chevy Chase DC," *Washington Post*, May 22, 1907
- ²⁹ "Chevy Chase DC, The Suburb Beautiful," *Washington Post*, June 7 1908.
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- ³¹ "Chevy Chase Growing," *Washington Post*, June 7, 1908.
- ³² "New Subdivision Planned: Chevy Chase DC will be opened on Sunday for Homeseekers," *Washington Post*, May 8, 1907.
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- ³⁴ "Open Chevy Chase Heights," *Washington Post*, March 27, 1910.
- ³⁵ "Open Chevy Chase Heights," *Washington Post*, March 27, 1910.
- ³⁶ "Open Chevy Chase Heights," *Washington Post*, March 27, 1910.
- ³⁷ Todd J. Kosmerick, *Chevy Chase DC: The First Twenty-Five Years*, 12.
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- ³⁹ "Chevy Chase Heights Breaks Realty Records," *Washington Evening Star*, July 19, 1913.
- ⁴⁰ "Chevy Chase Heights Breaks Realty Records," *Washington Evening Star*, July 19, 1913.
- ⁴¹ The office is now the location of the Chevy Chase Bus Terminal. "Chevy Chase Heights Breaks Realty Records," *Washington Evening Star*, July 19, 1913.
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- ⁴⁶ "Big Deals in Land: Thirty-Five Acres Near Chevy Chase Circle Sold," *Evening Star*, April 25, 1909.
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Post, January 25, 1919.

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⁶⁰ "Kalbfus Under Fire," *Washington Post*, October 5, 1911; "Kalbfus on Stand," *Washington Post*, October 18, 1911.

⁶¹ "Kalbfus is Cleared," *Washington Post*, November 4, 1911.

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⁶³ "Fine Homes To Be Cheap," *Washington Post*, October 8, 1911.

⁶⁴ "Fine Homes To Be Cheap," *Washington Post*, October 8, 1911.

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⁶⁶ "New Area Chosen For Houses in Rows," *Washington Evening Star*, April 20, 1912.

⁶⁷ Chevy Chase Citizens Association's booklet, "Seventy-five Years of Community Service 1909-1984," 12.

⁶⁸ Many residents of Chevy Chase DC provided rooms to rent for those who relocated to the nation's capital during this period when housing was in great need.

⁶⁹ Lampl and Williams, *Chevy Chase*, 56.

⁷⁰ James M. Goode, *Best Addresses*, (Washington, DC: Smithsonian Institution Press, 1988), 94.

⁷¹ Goode, 93.

⁷² The house at 5434 Connecticut Avenue was similar in size and massing to 5426 Connecticut Avenue. 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.

⁷³ Chevy Chase Citizens Association's booklet, "Seventy-five Years of Community Service 1909-1984."

⁷⁴ Lampl and Williams, *Chevy Chase*, 126.

⁷⁵ Lampl and Williams, *Chevy Chase*, 128.

⁷⁶ Lampl and Williams, *Chevy Chase*, 128.

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⁷⁹ Lampl and Williams, *Chevy Chase*, 128, 129.

⁸⁰ Lampl and Williams, *Chevy Chase*, 128, 129.

⁸¹ Lampl and Williams, *Chevy Chase*, 129.

⁸² Traceries, "Chevy Chase Theater Washington, D.C. Landmark Application," 1996.

⁸³ Lampl and Williams, *Chevy Chase*, 131.

⁸⁴ Steven Callcott and Kim Williams, National Register of Historic Places Nomination Form, "Chevy Chase Arcade," 1991, revised 2003.

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⁸⁶ "Commercial Use of Chevy Chase Area Fought," *Washington Star*, September 19, 1952.

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⁹⁰ 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.

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⁹² Washington, D.C. Building Permits, 1940, 1941.

⁹³ Florenz Hinz, "A Century of Transit Progress," *Washington Post* (October 28, 1962), Section L.

⁹⁴ EHT Traceries, Multiple Property Document, "Historic Streetcar and Bus Resources of Washington, D.C., 1862-1962," 2005.

⁹⁵ Lampl and Williams, *Chevy Chase*, 100.

⁹⁶ Sharon Moran, "Lafayette School," in *Origins II* (Washington, D.C. 1975) 57-59.

⁹⁷ "Lafayette School is Dedicated; Long Campaign is Ended," *Washington Post*, November 10, 1931.

⁹⁸ D.C. Public Library press release, Undated (ca. March 21, 1968).

⁹⁹ Traceries, "D.C. Public Library Survey," 1997.

¹⁰⁰ "After two years, CCCC is still only a skeleton," *Washington Daily News*, June 27, 1970.

¹⁰¹ "New Chevy Chase Church," *Washington Post*, August 30, 1908.

¹⁰² "Dedicate New Church," *Washington Post*, January 9, 1911.

¹⁰³ "Dedicate New Church," *Washington Post*, January 9, 1911.

¹⁰⁴ "Plan Temporary Church," *Washington Post*, December 9, 1921.

¹⁰⁵ "Cornerstone is Laid by Chevy Chase Church," *Washington Post*, January 22, 1923.

¹⁰⁶ "Chevy Chase Church Dedication Tomorrow," *Washington Post*, May 17, 1924.

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¹⁰⁸ Located on the site of the present school.

¹⁰⁹ Located on the present site of the auditorium.

¹¹⁰ 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.

¹¹¹ Edward Oliver Clark, *Faith Fulfilled: The Story of the Chevy Chase Baptist Church of Washington, D.C., 1923-1956* (Washington, D.C. 1957).

¹¹² "Church Unit to Be Dedicated," *Washington Post*, December 12, 1959.

¹¹³ "Chevy Chase Methodist Corner Stone is Laid," *Washington Post*, December 14, 1924.

¹¹⁴ "Methodists Set Rite for Sanctuary," *Washington Post*, November 17, 1956.

¹¹⁵ "Garden Club of America Entry markers at Chevy Chase Circle, National Register of Historic Places Registration Form," Prepared by Kim Williams, DC Historic Preservation Office, October 2006, Section 8, page 1.

¹¹⁶ "Tributes Paid To Memory of Newlands," *Washington Post*, October 13, 1933.

¹¹⁷ William Y. Brady, "A Neighborhood Park," *Washington Star*, March 1945.

¹¹⁸ "Fountain to Regain Lost Luster," *Montgomery County Journal*, June 15, 1990.

¹¹⁹ "Fountain's Back - And Wetter Than Ever," *Montgomery County Journal*, November 15, 1990.

¹²⁰ "H.Y. Bready Buys Big Tract," *Washington Post*, May 21, 1915.

¹²¹ A 1919 article in the *Washington Post* states that a new subdivision known as Chevy Chase Forest was to be developed by William H. Ritchie and Horace C. Bailey and was adjacent to the Chevy Chase apartment house along

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Quesada and Patterson streets. It is unknown what became of this transaction as this area was part of Chevy Chase Grove No. 3 as illustrated on the 1919 and the 1924 Baist Map. "Woods Go For Lots," *Washington Post*, October 12, 1919.

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UTM References (continued):

	Zone	Easting	Northing		Zone	Easting	Northing
5)	<u>18</u>	<u>0320592</u>	<u>4314265</u>	8)	<u>18</u>	<u>0320396</u>	<u>4315016</u>
6)	<u>18</u>	<u>320383</u>	<u>4314438</u>	9)	<u>18</u>	<u>0320139</u>	<u>4315129</u>
7)	<u>18</u>	<u>0320590</u>	<u>4314510</u>				

Verbal Boundary Description

The Chevy Chase DC Historic District is located in Northwestern Washington, D.C. It is roughly bounded by Western Avenue and the District/Maryland line to the north, the neighborhood of Friendship Heights to the west, Rock Creek Park to the east, and Harrison Street to the south.

The eastern boundary begins at the intersection of Western Avenue and Quesada Street. At this point, the boundary travels east along Quesada Street to include the property of the Blessed Sacrament Church and 3630 Quesada Street, excluding the current church rectory on Western Avenue because of its location to the north of Quesada Street. From the eastern edge of the Blessed Sacrament Church property on Chevy Chase Parkway, the historic district boundary turns south and east to follow the alley in Square 1863, thus including 3615 through 3637 Patterson Street as well as those properties on the south side of Patterson Street (to and including 3622 Patterson Street). At Patterson Street, the boundary continues southward along the alley in Square 1999 to include the houses on the east side of Chevy Chase Parkway in Chevy Chase Grove No. 3. Only those properties facing Chevy Chase Parkway are included. The boundary returns to follow Chevy Chase Parkway, excluding those properties fronting Chevy Chase Parkway south of Livingston Street. The boundary turns westward to include those properties fronting the south side of the 3700 block of Livingston Street. The boundary runs south along the eastern property lines of 3737 Legation Street and 5415 Connecticut Avenue, in the subdivision of Connecticut Avenue Terrace. At this point, the boundary follows the northern property lines of the 3700 block of Military Road to include all of the properties in the subdivision of Chevy Chase Terrace. The boundary crosses over Chevy Chase Parkway to include 3609-3615 Military Road, and then travels southwest diagonally across Square 1873 and excludes 3700 Kanawha Street, 3701-3715 Jocelyn Street, 3718-3702 Jocelyn Street, and 3719-3701 Jenifer Street.

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At its intersection with Jenifer Street, the southern boundary runs westward toward Connecticut Avenue to include the rowhouses facing south on Jenifer Street along the southern border of the Chevy Chase Terrace subdivision. The boundary continues south/southeast on Connecticut Avenue to incorporate the properties facing east on Connecticut Avenue until the intersection with Harrison Street. The southern boundary of the historic district is Harrison Street and includes the properties on the north side of the street in Chevy Chase Heights.

The western boundary of the Chevy Chase DC Historic District follows 41st Street between Harrison Street and Western Avenue and includes the properties on the east side of the street.

Western Avenue serves as the northern boundary, also the border of Washington D.C. and Montgomery County, Maryland, and incorporates those properties on the south side of the street.

Boundary Justification

The Chevy Chase DC 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, Fulton R. Gordon, and the development team of Allan E. Walker and Samuel T. Kalbfus. These include the subdivisions of Chevy Chase DC (1907), Connecticut Avenue Terrace (1907), Connecticut Avenue Park (1909), Chevy Chase Heights (1910), and Chevy Chase Terrace (1910). With the founding of the Chevy Chase Citizens Association in January 1909, these subdivisions became collectively known as the neighborhood of Chevy Chase DC. They are all centered on Connecticut Avenue, which was a major transportation corridor that connected the District of Columbia and Maryland, and was the route of the electric streetcar line that was essential to the establishment and growth of the neighborhood.

The eastern boundary of the historic district includes only those properties on the east side of Chevy Chase Parkway in Chevy Chase Grove No. 3. Development in this subdivision was instigated by construction in the neighboring subdivision of Chevy Chase DC as early as 1907 rather than by a developer; therefore, the freestanding single-family dwellings are stylistically compatible and contemporaneous. The larger Chevy Chase Grove No. 3, extending eastward beyond Nevada Avenue, was ultimately platted by Fulton R. Gordon in 1918. This subdivision is representative of the growth of the neighborhood as a whole in the second quarter of the twentieth century, a decade

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after the establishment of those subdivisions flanking Connecticut Avenue. Chevy Chase Grove No. 3 was only partially surveyed.

The southern boundary, which follows the original plats for Chevy Chase Heights and Chevy Chase Terrace, is delineated by mid-rise multi-family buildings dating from the latter part of the twentieth century along Connecticut Avenue. These buildings were not included in the original subdivisions making up the neighborhood and were therefore excluded from the historic district. Further, Harrison Street is wider than the interior streets in Chevy Chase DC, and thus it constitutes a physical boundary. The buildings on the south side of Harrison Street were constructed approximately 15 to 25 years after those on the north side of the street, thus representing a later period of development by the Chevy Chase Land Company.

The western boundary is 41st Street, a physical border that is highly traveled. Buildings on the west side of 41st Street, although similar in style and construction date to those in the neighborhood of Chevy Chase DC, were not constructed by the Chevy Chase Land Company, Fulton R. Gordon, or the development team of Allan E. Walker and Samuel T. Kalbfus. These buildings are more closely associated with the development of the neighborhoods of Friendship Heights and Tenleytown.

Property along Western Avenue, the northern boundary for the historic district, was included because it was originally owned and developed, or sold specifically for the construction of community-related resources, by the Chevy Chase Land Company. Moreover, Western Avenue is a physical boundary between the neighborhoods of Chevy Chase DC and Chevy Chase, Maryland, as well as the District of Columbia and Montgomery County, Maryland.

The neighborhood of Chevy Chase DC, as a result of additional subdivisions in the second and third quarters of the twentieth century, extends eastward to Rock Creek Park. These areas were not surveyed and in-depth research has not yet been conducted. The subdivisions include but are not limited to Chevy Chase Grove No. 1, Chevy Chase Grove No. 2, Blue Ridge Heights, Highwood/Chevy Chase Crest, Barnaby Woods (formerly Chevy Chase Forest, Pinehurst, and South Pinehurst), and Hawthorne.

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All photographs are of:
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Washington, DC

EHT Traceries, Inc., photographer

All negatives are stored with EHT Traceries, Inc., Washington, DC

DATE: March 2007

VIEW OF: Chevy Chase Circle, looking east

PHOTO: 1 of 14

DATE: March 2007

VIEW OF: Chevy Chase Apartments, looking northwest

PHOTO: 2 of 14

DATE: March 2007

VIEW OF: 3726 and 3728 Oliver Street, looking southwest

PHOTO: 3 of 14

DATE: March 2007

VIEW OF: 3717 and 3715 Morrison Street, looking northeast

PHOTO: 4 of 14

DATE: March 2007

VIEW OF: 5803 and 5805 Chevy Chase Parkway, looking north

PHOTO: 5 of 14

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VIEW OF: 5301-5305 Connecticut Avenue, looking north

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VIEW OF: 3721-3731 Jenifer Street, looking northeast

PHOTO: 7 of 14

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VIEW OF: 3808 Huntington Street, looking southeast
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DATE: March 2007
VIEW OF: 3815 Ingomar Street, looking north
PHOTO: 9 of 14

DATE: March 2007
VIEW OF: 3817, 3815, 3813 Legation Street, looking northeast
PHOTO: 10 of 14

DATE: March 2007
VIEW OF: 5509-5511 39th Street, looking northeast
PHOTO: 11 of 14

DATE: March 2007
VIEW OF: 5425 Connecticut Avenue, looking northeast
PHOTO: 12 of 14

DATE: March 2007
VIEW OF: 3811-3817 Livingston Street, looking northeast
PHOTO: 13 of 14

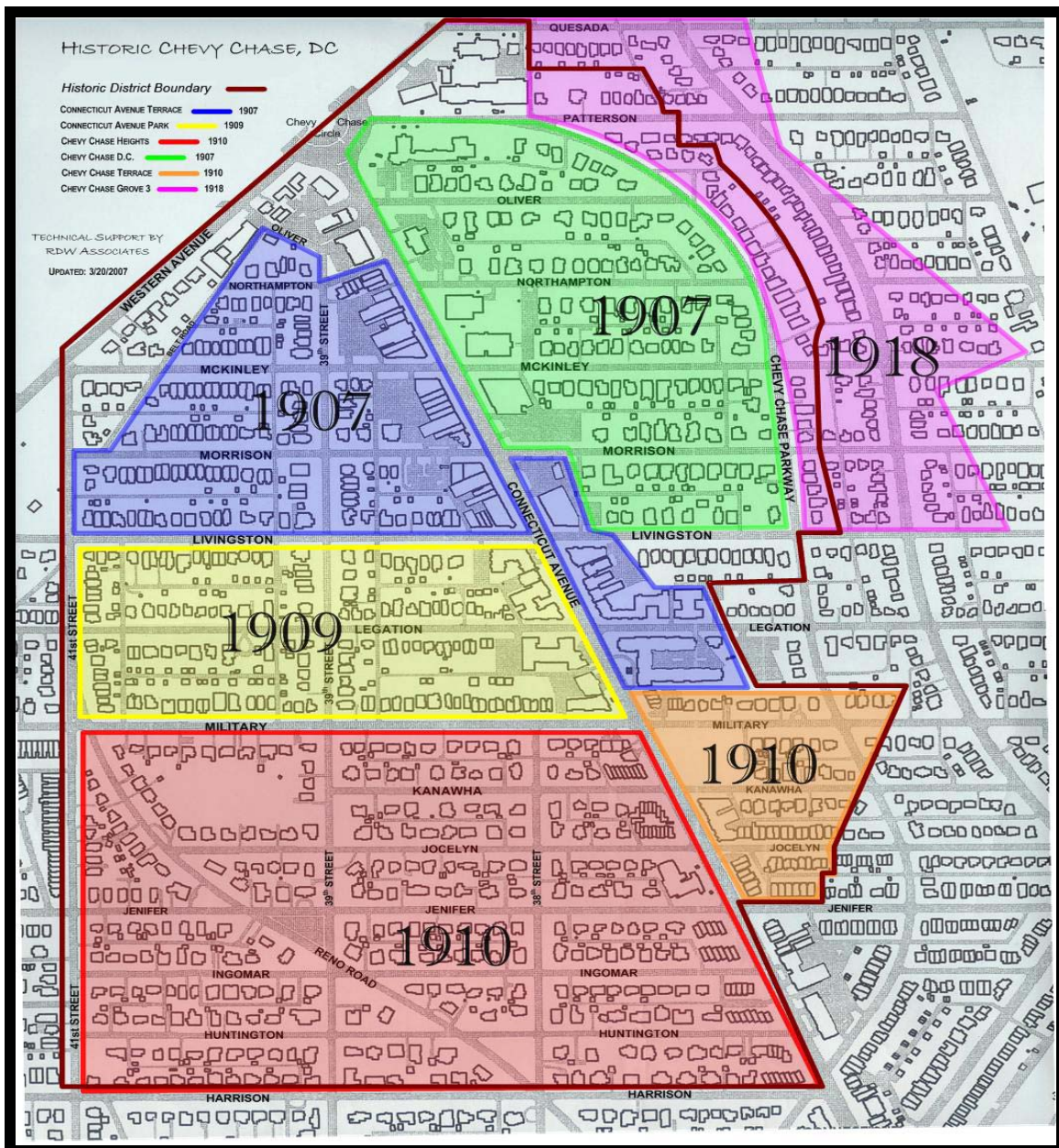
DATE: March 2007
VIEW OF: 5600 block of Connecticut Avenue, looking south
PHOTO: 14 of 14

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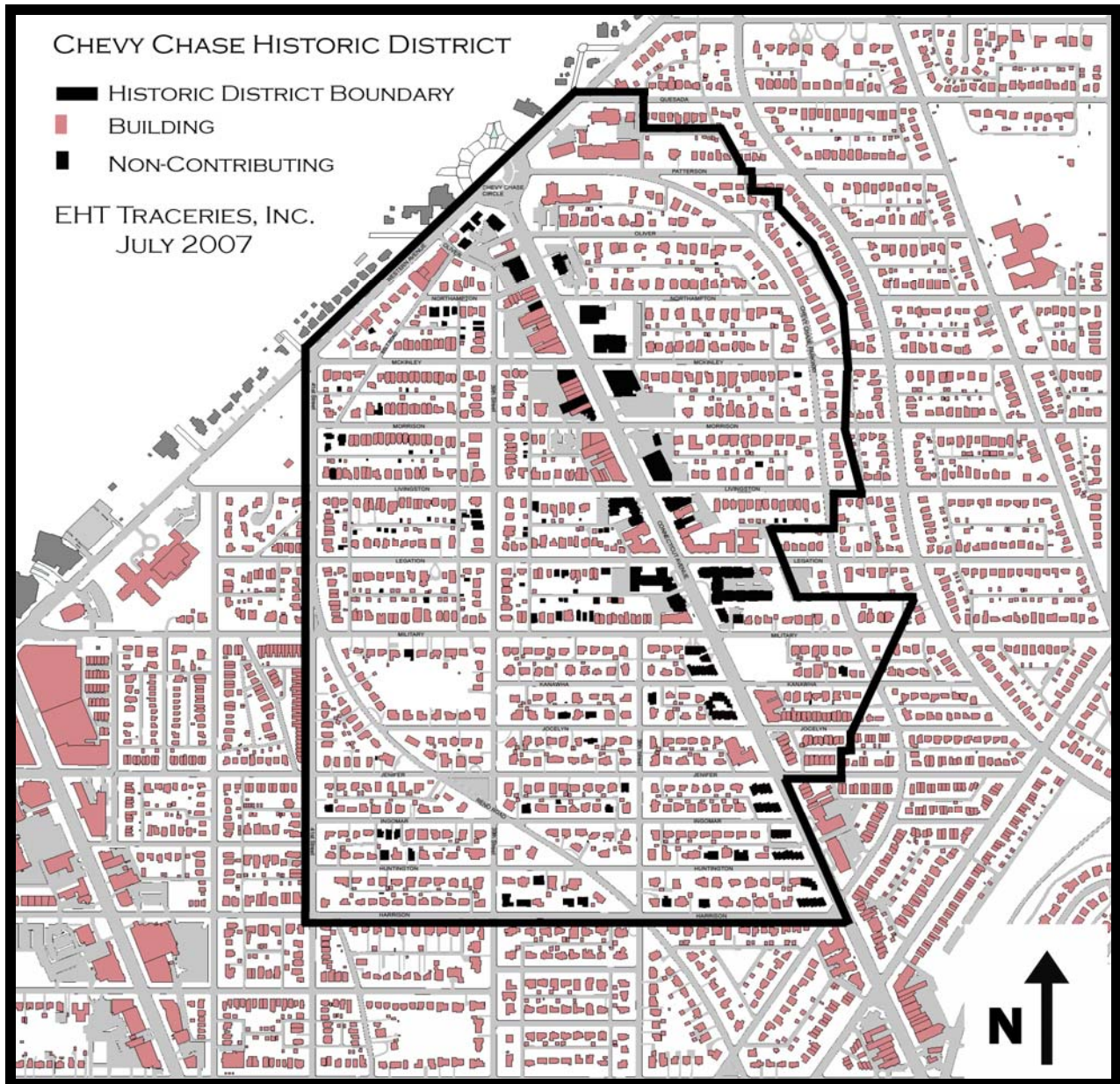


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