

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Chevy Chase View Survey District Inventory Number: M: 31-42
 Address: Washington Street, Saul Road, Connecticut Avenue, and Cedar Lane Historic district: yes no
 City: Chevy Chase View Zip Code: 20895 County: Montgomery
 USGS Quadrangle(s): Kensington
 Property Owner: Multiple owners Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: HP33
 Project: MD-185 Washington Street to Saul Road Agency: SHA
 Agency Prepared By: EHT Tracerics, Inc.
 Preparer's Name: Kate Ritson Date Prepared: 6/1/2011
 Documentation is presented in: MIHP Form
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes no Listed: yes no
 Site visit by MHT Staff yes no Name: _____ Date: _____

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

The development of suburban communities like Chevy Chase View in Montgomery County was due in part to the growth of transportation networks and to the efforts of real estate developers who had the foresight to capitalize on the growing population of Washington, D.C. in the early to mid twentieth century. This period was one of rapid subdivision of former farmland throughout the county, as real estate developers quickly acted to purchase and then subdivide their land. A still fairly limited population and market for homeownership resulted in relatively slow development of Chevy Chase View, which was subdivided and platted in 1910. With the exception of a few scattered houses, building construction did not begin in earnest until the construction of a row of Craftsman-style bungalow houses on Connecticut Avenue in 1923. Construction remained concentrated on this main route until the 1930s and 1940s, when Colonial Revival-style houses built by developers operating as home builders began to improve the cross streets. The 1950s and 1960s saw an increase in development with the construction of ranch houses, expressing the Modern Movement. The growth of the suburb, joined by that of surrounding neighborhoods, prompted the addition of several churches and a temple, as well as the widening of Connecticut Avenue. Designed as an early automobile suburb supported by the railroad and streetcar, Chevy Chase View eventually flourished as an early freeway suburb following the construction of the Capitol Beltway from 1957 to 1964. Because of its location within miles of the Beltway, new construction continues throughout the neighborhood, with contemporary houses replacing historic dwellings. With a variety of domestic buildings dating from 1910 to the early twenty-

MARYLAND HISTORICAL TRUST REVIEW
 Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
 MHT Comments:

 Reviewer, Office of Preservation Services Date 7/8/2011

 Reviewer, National Register Program Date 7/8/11

first century, the neighborhood of Chevy Chase View lacks cohesion of design and planning.

Chevy Chase View represents the subdivision and eventual suburbanization that was common in metropolitan areas in the late nineteenth and twentieth centuries. Although the growth of the neighborhood reflects regional and nationwide development patterns, little construction occurred directly as a result of its design and subdivision in 1910. Chevy Chase View was platted as a community and retains its original boundaries, yet development did not progress in a cohesive plan or pattern as a result, but instead occurred intermittently over the course of many decades. Therefore, the district is not recommended eligible under Criterion A. The district is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Therefore, the district is not recommended eligible under Criterion B. Common architectural styles and forms of the twentieth century are represented throughout the district, including Craftsman-style bungalows, Colonial Revival, Cape Cod, and modern minimal traditional and ranch houses of the Modern Movement. The lack of an organized, continuous period of development resulted in an irregular pattern of growth. Each block is composed of a mixture of residences from the 1920s through the 1960s, with a considerable amount of construction from outside the period of significance, including a substantial number of buildings constructed within the past decade. The result is a suburban community lacking a recognizable pattern of development or architectural cohesiveness. Therefore, the district is not recommended eligible under Criterion C. The district was not evaluated under Criterion D. Therefore, the Chevy Chase View Survey District is not recommended eligible for listing in the National Register of Historic Places under A, B, or C.

The Chevy Chase View Survey District encompasses the areas platted as "Plat of Chevy Chase View," which was recorded in Plat Book 2, Plat Number 124 in April 1910, and "Plat Showing a Resubdivision of Blocks 1 and 2 in the Subdivision Called 'Chevy Chase View' Montgomery County, Maryland," recorded in Plat Book 3, Plat Number 246 in February 1923. These boundaries constitute the boundaries of the municipality of Chevy Chase View, as created by the Charter of the Town of Chevy Chase View, passed in September 1993.

The Chevy Chase View Survey District is located in Montgomery County, Maryland. It is situated to the north of the town of Chevy Chase and south of the town of Kensington. The survey district is bisected by Connecticut Avenue (MD 185), with Chevy Chase View laying to its east and west. The district is defined as the area along Connecticut Avenue between Saul Road, which serves as the southern boundary and Washington Street, which serves as the northern boundary. However, no properties fronting Washington Street are included in the district, because they were not part of the original plat and are within the Kensington Historic District. The western boundary is formed by Cedar Lane, extending north from Saul Road to the intersection of Cedar Lane and Summit Avenue. A section of the Cedarbrook Pool Club in the northwest corner of the district is included within the boundaries. The eastern boundary follows the rear property lines of all properties fronting Connecticut Avenue as well as Everett Street and Dresden Avenue. The eastern boundary includes four properties on the west side of Kensington Parkway between Franklin Street and Everett Street.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

CAPSULE SUMMARY

M: 31-42

Chevy Chase View Survey District

MD 185: Washington Street to Saul Road

Chevy Chase View, Montgomery County, Maryland

1910- 1957

Private

The Chevy Chase View Survey District is an example of a suburban development that was developed largely in the mid-twentieth century. The survey district is bisected by Connecticut Avenue (MD 185), which runs from Washington, D.C., north through Montgomery County. The period of significance for Chevy Chase View Survey District is 1910 to 1957, based on the first platting of the development in 1910 through to the expansion of Connecticut Avenue in 1957. The integrity of design, workmanship, feeling, association, and setting of the suburb, platted in 1910 as an automobile suburb, has been compromised by the minimal development undertaken during that period. As a result, the Chevy Chase View Survey District is not recommended eligible for listing in the Maryland Register of Historical Places or the National Register of Historic Places.

Chevy Chase View represents the subdivision and eventual suburbanization that was common in the Washington metropolitan area in the late nineteenth and twentieth centuries. Although the growth of the neighborhood reflects regional and nationwide development patterns, little construction occurred directly as a result of its design and subdivision in 1910. Development did not progress in a cohesive plan or pattern as a result, but instead occurred intermittently over the course of many decades. The lack of an organized, continuous period of development resulted in an irregular pattern of growth. Each block is composed of a mixture of residences from the 1920s through the 1960s, with a considerable amount of construction from outside the period of significance, including a substantial number of buildings constructed within the past decade. The result is a suburban community lacking a recognizable pattern of development or architectural cohesiveness.

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Maryland Inventory of Historic Properties Form

Inventory No. M: 31-42

1. Name of Property (indicate preferred name)

historic n/a
 other Chevy Chase View Survey District

2. Location

street and number Roughly bound by Washington Street, Saul Road, Connecticut Avenue, Cedar Lane not for publication
 city, town Chevy Chase View vicinity
 county Montgomery

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

name Multiple owners
 street and number _____ telephone _____
 city, town _____ state _____ zip code _____

4. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Judicial Center liber folio _____
 city, town Rockville tax map HP33 tax parcel _____ tax ID number _____

5. Primary Location of Additional Data

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

6. Classification

Category	Ownership	Current Function	Resource Count	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<u>202</u>	<u>109</u> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	_____	_____ sites
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	_____	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	_____	_____ objects
		<input type="checkbox"/> funerary	<u>202</u>	<u>109</u> Total
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input checked="" type="checkbox"/> religion		
		<input checked="" type="checkbox"/> social		
		<input type="checkbox"/> transportation		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			<u>0</u>	

7. Description

Inventory No. M: 31-42

Condition

excellent deteriorated
 good ruins
 fair altered

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

The Chevy Chase View Survey District is located in the town of Chevy Chase View in Montgomery County, Maryland. Chevy Chase View is situated to the north of Chevy Chase and to the south of Kensington, from which it was created as an independent municipality in 1993. The borders of the town itself and those of the survey district align. The survey district is bisected by Connecticut Avenue (MD 185), which runs from Washington, D.C., north through Montgomery County. Platted in 1910 as an automobile suburb, Chevy Chase View developed more consistently in the post-World War II years and, thus, most of its architecture reflects elements common to early freeway suburbs.

Site Description

The Chevy Chase View Survey District is located in Montgomery County, Maryland. It is situated to the north of the town of Chevy Chase and south of the town of Kensington. The survey district is bisected by Connecticut Avenue (MD 185), with Chevy Chase View laying to its east and west. The district is defined as the area along Connecticut Avenue between Saul Road, which serves as the southern boundary and Washington Street, which serves as the northern boundary. However, no properties fronting Washington Street are included in the district, because they were not part of the original plat and are within the Kensington Historic District. The western boundary is formed by Cedar Lane, extending north from Saul Road to the intersection of Cedar Lane and Summit Avenue. A section of the Cedarbrook Pool Club in the northwest corner of the district is included within the survey district and town boundaries. The eastern boundary follows the rear property lines of all properties fronting Connecticut Avenue as well as Everett Street and Dresden Avenue. The eastern boundary includes four properties on the west side of Kensington Parkway between Franklin Street and Everett Street.

An early automobile suburb, Chevy Chase View was designed with linear streets forming nineteen long, narrow blocks. The rectangular- and triangular-shaped lots uniformly extend 100 feet wide and range from 190 to 450 feet deep depending on their distance from the primary transportation corridors that travel the perimeter of the neighborhood. The lots fronting both sides of Connecticut Avenue, which has since been widened considerably, originally were 66 to 205 feet wide and 200 to 273 feet deep. Connecticut Avenue runs through the eastern side of the suburb, providing an automobile commuting route to Washington, D.C.

The deepness of the individual building lots allows the houses to be set back from the roads, with substantial front and rear yards. Several of the houses are reached by paved walkways that lead from the streets, which are not framed by sidewalks and, in most cases, lack curbs. This is typical of the garden- or park-like setting of the first automobile suburbs, as well as a common measure used in the early twentieth century to cut the cost of street construction and maintenance. It was, however, in juxtaposition to the desired intent to provide pedestrian safety, which favored the elimination of cross streets, use of longer blocks of houses, and a hierarchy of roads of varying widths and purposes intended to keep commuter traffic on the periphery of the neighborhood. With the rising popularity of automobiles, driveways were laid to the sides of the lots, running just beyond the primary dwelling to a secondary garage. Secondary side entries, reached by short paved walkways, lead from the drive to the houses. New construction in the late twentieth and early twenty-first centuries, the result of replacement housing, has respected the spaciousness of the original landscape plan of Chevy Chase View, most likely as a result of zoning restrictions. These non-historic buildings, although larger and more imposing than their historic neighbors, present the same setbacks and similar walkways, with driveways leading automobiles toward the integrated

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Chevy Chase View Survey District
Continuation Sheet

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garages on the side or rear of the houses. Trees, enhancing the natural beauty of the area's natural topography, were planted by the subdividers to provide shade. These mature trees line the streets and encircle the houses. Construction in the 1950s of Cedarbrook Pool Club, the Baptist and Episcopal Churches, and Temple Emanuel required the union of numerous building lots laid out in 1910. The churches and temple all front Connecticut Avenue. The pool club is located in the northwestern corner of the neighborhood, overlapping into Kensington.

Connecticut Avenue was substantially widened in 1957-1960. As a result, the housing lots fronting this primary north-south transportation corridor have been notably reduced in depth. Moreover, the widening of the busy street has physically and visually divided the suburb. Additionally, sometime between 1964 and 1970, Glenrose Street was extended to intersect with Connecticut Avenue. A cul-de-sac was created at the end of Cleveland Street in 1979, changing the original open street design laid out in the 1910 plat.

Architectural Description

The Chevy Chase View Survey District is a residential neighborhood composed primarily of freestanding single-family dwellings. There are no multi-family or attached dwellings. Chevy Chase View is also home to several social amenities and religious institutions: the Cedarbrook Pool Club at 10150 Cedar Lane, the Kensington Baptist Church, Temple Emanuel, and the Christ Episcopal Church. Chevy Chase View does not include commercial buildings, requiring residents to drive to the nearby commercial corridor in Kensington to shop or for other services.

For over a decade after the Chevy Chase View subdivision was first platted in 1910, building construction remained sparse. A small number of residences were constructed between 1913 and 1921, all on Dresden and Everett Streets between Summit Avenue and Connecticut Avenue. These houses are generally modest, wood frame homes, two stories tall and three bays wide with side gable roofs. Their facades, with central entries and symmetrical fenestration, represent the early phases of the Colonial Revival style, which would become popular throughout the district in later decades.

In 1923, real estate development in the neighborhood advanced with the construction of twelve houses along Connecticut Avenue, as advertised by real estate dealer H.M. Martin in that year. These houses represent the Craftsman style as applied to the bungalow form, perhaps the most popular architectural style and domestic form in the nation from the early twentieth century through the 1920s. Characteristics of the style exhibited in Chevy Chase View include the indicative low pitched-gable roofs with wide, overhanging eaves and a large front dormer, and a full-width inset porch supported by columns set on wide bases. These dwellings architecturally favor the mail-order and catalog houses popular in Washington's growing suburbs in the second quarter of the twentieth century. The materials would have been delivered by train with ease to the nearby station in Kensington. The twelve Craftsman-style houses were advertised to have a "large living room with attractive fireplace, dining room, reception hall, den, large kitchen with built-in cabinet, electric range and enameled sink. The second floor contains four large bedrooms, each room has a closet, all floors are hardwood, there is a tiled bath, a colonial

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Chevy Chase View Survey District
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stairway from the first to the second floor. There is an attic and cellar, also garage."¹ While the exterior design and interior plan were designed by the real estate developer and builder, the purchaser was to select the electric fixtures and wallpaper themselves. The dealer advertised the proximity of the houses to transportation, churches, and stores. Eleven of these houses remain along Connecticut Avenue, between Dresden and Franklin Streets.

With the exception of the dwellings believed to have been erected by suburban home builders, most houses in Chevy Chase View were constructed individually for their respective property owners in the mid-1920s to the early 1930s. Most likely designed by an architect or experienced suburban builder, these houses were primarily constructed in the Colonial Revival style, with a few expressions of the Tudor Revival style interspersed. The buildings from the period are typically larger than those of the preceding years, but present the same massing and materials.

While little construction occurred during the Depression years of the early- to mid-1930s, it picked up slightly by the end of the decade. A few buildings were constructed between 1941 and 1947, the result of World War II when new residential building starts decreased across the country despite the burgeoning population overwhelming the Washington metropolitan area. The buildings from this period presented the suburbanization of the Colonial Revival style as it was applied to rectangular, two- and two-and-a-half-story masonry buildings veneered in brick. The dwellings are symmetrically fenestrated with stylistic ornamentation restricted to the centrally placed main entry and cornice line. Features typical of these Colonial Revival-style houses include a side gable roof with dormers, double-hung sash, and prominent one-story, open entry porch. Most examples are three bays wide, with entries varying between central and side. One-story wings compliment many of the dwellings.

In the 1940s, the Cape Cod form with its Colonial Revival-style detailing also gained popularity, and several examples of simple, one-and-one-half-story houses with steep, side gable roofs (some with dormers), and expansive windows on the façade are found within the district. The Cape Cod form, larger than its preceding counterpart of the colonial era and even pre-World War II years, was augmented by projecting bays, wings, imposing dormers, and rear ells. In most cases, this traditional form with its revival ornamentation incorporated elements of the Modern Movement era, especially picture windows that unites the interior living spaces with the naturally landscaped exterior. Despite siting on expansive lots that allowed imposing dwellings, the houses constructed in Chevy Chase View in the post-war years reflect the need for and mass production of housing and, thus, are modest in size and massing. Fewer than thirty houses from the late 1940s remain in Chevy Chase View.

Steady residential construction continued in the survey district through the 1950s and 1960s as the neighborhood was transformed from an early automobile suburb to an early freeway suburb. Although the Colonial Revival style remained popular, domestic forms indicative of the Modern Movement became predominant. The minimal traditional houses, slightly larger than those populating area subdivisions created in the mid-twentieth century, feature front-facing gable roofs, often with a prominent front chimney, and little decorative detail. Ranch houses in Chevy Chase View are characterized by features such as low pitched roofs with a moderate overhang along the facades, large picture windows balanced by smaller double-hung sash, asymmetrically placed entry openings

¹ "Display Ad 27" – No Title, *The Washington Post* (1923-1954), July 29, 1923, pg 37. ProQuest Historical Newspapers The Washington Post (1877-1994).

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largely hidden from public view, and decorative iron supports at integrated entry porches. Between 1950 and 1969, nearly one hundred single-family dwellings were constructed in Chevy Chase View, most likely all by merchant builders selling a "home and a lifestyle."² This is clearly seen on the 4000 block of Glenrose Street, where the similarity of the houses suggests they were constructed by the same builder.

The 1950s also saw the construction of a pool club, two churches, a temple to serve the social and religious needs of the growing Chevy Chase View community. The Cedarbrook Pool Club was constructed in 1955 at 10150 Cedar Lane. The boundary line of the survey district includes only a portion of the property, which does not include its associated buildings. Construction of the Kensington Baptist Church, located at the northwest corner of Connecticut Avenue and Dresden Street, began in 1956. The masonry church was designed in the Colonial Revival style. The nave features a symmetrical brick façade with round-arched, multi-light windows. The narthex is set within a stone tower topped with a wood spire. Temple Emanuel completed construction of its present building in 1958 at the northeast corner of Connecticut Avenue and Dresden Street. Expansions were made in 1974 and 2002. The modern, octagonal-shaped, brick sanctuary constructed in 2002 is now the most prominent visual portion of Temple Emanuel, but the original building remains intact and visible today. Located at 4001 Franklin Street, construction of Christ Episcopal Church was completed in 1958 in the style of traditional English Anglican churches, in this case modeled roughly after Holy Trinity Church in Stratford-on-Avon. The brick church's prominent features include stained glass windows and a large, crenellated tower with spire. Although an addition was added to its north side in 1998, it is complementary to the original architecture and the church retains its prominent visual features from Connecticut Avenue and Franklin Street.

Construction of these imposing religious edifices required the union of single-family house lots along Connecticut Avenue that had not yet been improved. Additionally, sometime between 1964 and 1970, Glenrose Street was extended through Block 3 to Connecticut Avenue, making the residential street more easily accessible to commuting motorists. A cul-de-sac, a common feature of mid-twentieth-century automobile suburbs not previously presented in Chevy Chase View, was created at the end of Cleveland Street in 1979.

By the last quarter of the twentieth century, development in Chevy Chase View was stymied due to the fact that the neighborhood was, for the most part, fully developed. Construction in the 1970s and 1980s was limited to less than twenty new houses, the majority located on lots that had not yet been improved or were subdivided. Again, the similarities in the dwellings suggest they were constructed by the same builder. These houses predominately reference the Colonial Revival style, although built to a larger scale than their earlier counterparts in Chevy Chase View. These houses are generally two stories high and five bays wide, with prominent side wings.

Around the turn of the twenty-first century, when housing values had reached an all-time high, historic houses in Chevy Chase View were commonly razed and replaced with new structures. These new dwellings, interspersed

² National Register of Historic Places, Multiple Property Listing, Historic Residential Suburbs in the United States, 1830-1960, E-9.

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throughout the neighborhood, are representative of neo-classical styles with emboldened proportions and forms. Of the 311 properties making up Chevy Chase View, 35 new houses were constructed in the 1990s and 2000s.

Integrity

Chevy Chase View has minimal integrity as an early automobile suburb, popular from 1908 to 1945, and as an early freeway suburb, dating from 1945 to 1960. The integrity of design, workmanship, feeling, association, and setting of the suburb, platted in 1910 as an automobile suburb, has been compromised by the minimal development undertaken during that period. Rather, the neighborhood developed more substantially in the mid-twentieth century, with more construction occurring after World War II than in the forty years before. Therefore, it is more in keeping with the early freeway suburbs of 1945 to 1965. Yet, because of the variety of domestic buildings dating from 1910 to the early twenty-first century, the neighborhood lacks cohesion of design and planning.

In 1923, the original community plan was resubdivided (actually enlarged) with the addition of four blocks on the southern edge. This "resubdivision," as it was called on the plat, was undertaken by Charles E. Wire, Inc. and not the original subdividers of Chevy Chase View. More significantly, the suburb was physically altered by the widening of Connecticut Avenue from Chevy Chase to Kensington between 1957 and 1960 by the State Roads Commission. This work resulted in the demolition of several buildings on the west side of Connecticut Avenue and diminished the depth of the remaining building lots fronting Connecticut Avenue. The widening of the street to four lanes of commuting traffic has served to physically and visually divide the suburb.

To meet the needs of the growing neighborhood population, as well as that of the surrounding suburbs, the Cedarbrook Pool Club (1955) was opened and two churches and Temple Emanuel were constructed. These larger structures required the joining of several of the lots originally laid out in 1910, thus altering the suburb plan. Additionally, Clifton Place, which branched off Connecticut Avenue in the 1910 plat to create a curvilinear drive indicative of streetcar and early automobile suburbs, is no longer extant because of the union of building lots and the alterations made to Connecticut Avenue. Sometime between 1964 and 1970, Glenrose Street was extended through Block 3 to Connecticut Avenue. A cul-de-sac, a common feature of mid-twentieth-century automobile suburbs not previously presented in Chevy Chase View, was created at the end of Cleveland Street in 1979, allowing for non-historic new construction on undeveloped parcels.

The non-historic buildings erected in the second half of the twentieth century and beyond, for the most part, do not reflect the same architectural styles, materials, forms, massing, and fenestration as those constructed between 1910 and 1957. New construction continues throughout the neighborhood, with contemporary houses replacing historic dwellings. This has also sparked an increase in alterations and non-conforming additions to historic structures, which therefore no longer reflect their original style or form. This has affected the integrity of material, design, and workmanship of Chevy Chase View.

Integrity of location remains intact, as the suburb was platted within close proximity to the Kensington railroad station, the Chevy Chase Lake and Kensington Railway line, and the highly traveled automobile corridor of

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Connecticut Avenue. It has grown as an early freeway suburb with the continuing construction of I-495 (Capital Beltway), which began in 1958 to the immediate south of Chevy Chase View.

Chevy Chase View consists of 311 primary resources, including three houses of worship, the Cedarbrook Pool Club, and 307 single-family residences. Each of the non-residential buildings is considered contributing. Of the 311 buildings, 202 were identified which contribute to the period of significance from 1910 to 1957, and retain sufficient integrity to reflect the historic context. Of the 109 residences identified as non-contributing resources, eighteen of those fall within the period of significance but lack sufficient physical integrity due to substantial alterations and additions.

	Address	Date Constructed	Recommendation
1.	9909 Cedar Lane	ca. 1951	Contributing
2.	10019 Cedar Lane	ca. 1959	Non-Contributing
3.	10111 Cedar Lane	ca. 1957	Contributing
4.	10123 Cedar Lane	ca. 1952	Contributing
5.	10127 Cedar Lane	ca. 1954	Contributing
6.	10131 Cedar Lane	ca. 1954	Contributing
7.	10135 Cedar Lane	ca. 1936	Contributing
8.	10139 Cedar Lane	ca. 1940	Non-Contributing (altered)
9.	10145 Cedar Lane	ca. 1952	Contributing
10.	10149 Cedar Lane	ca. 1962	Non-Contributing
11.	10150 Cedar Lane	ca. 1955	Contributing
12.	3900 Cleveland Street	ca. 1981	Non-Contributing
13.	3901 Cleveland Street	ca. 1981	Non-Contributing
14.	3904 Cleveland Street	ca. 1981	Non-Contributing
15.	3905 Cleveland Street	ca. 1979	Non-Contributing
16.	3908 Cleveland Street	ca. 1980	Non-Contributing
17.	3909 Cleveland Street	ca. 1979	Non-Contributing
18.	4000 Cleveland Street	ca. 1938	Contributing
19.	4001 Cleveland Street	ca. 1981	Non-Contributing
20.	4004 Cleveland Street	ca. 1938	Contributing
21.	4005 Cleveland Street	ca. 1925	Contributing
22.	4008 Cleveland Street	ca. 1938	Non-Contributing (altered)
23.	4009 Cleveland Street	ca. 1927	Contributing
24.	4012 Cleveland Street	ca. 2005	Non-Contributing
25.	4013 Cleveland Street	ca. 1951	Contributing
26.	4016 Cleveland Street	ca. 1935	Contributing
27.	4017 Cleveland Street	ca. 1941	Contributing
28.	4021 Cleveland Street	ca. 1936	Contributing

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	Address	Date Constructed	Recommendation
29.	9803 Connecticut Avenue	ca. 1989	Non-Contributing
30.	9805 Connecticut Avenue	ca. 1955	Contributing
31.	9806 Connecticut Avenue	ca. 1938	Contributing
32.	9807 Connecticut Avenue	ca. 1938	Contributing
33.	9809 Connecticut Avenue	ca. 1934	Contributing
34.	9811 Connecticut Avenue	ca. 1950	Contributing
35.	9813 Connecticut Avenue	ca. 1933	Non-Contributing (altered)
36.	9814 Connecticut Avenue	ca. 1965	Non-Contributing
37.	9815 Connecticut Avenue	ca. 1938	Contributing
38.	9817 Connecticut Avenue	ca. 1941	Contributing
39.	9819 Connecticut Avenue	ca. 1937	Non-Contributing (altered)
40.	9821 Connecticut Avenue	ca. 1940	Contributing
41.	9823 Connecticut Avenue	ca. 1939	Contributing
42.	9826 Connecticut Avenue	ca. 1932	Non-Contributing (altered)
43.	9901 Connecticut Avenue	ca. 1923	Contributing
44.	9904 Connecticut Avenue	ca. 1938	Contributing
45.	9905 Connecticut Avenue	ca. 1923	Contributing
46.	9909 Connecticut Avenue	ca. 1928	Contributing
47.	9913 Connecticut Avenue	ca. 1923	Contributing
48.	9915 Connecticut Avenue	ca. 1923	Contributing
49.	10001 Connecticut Avenue	ca. 1923	Contributing
50.	10003 Connecticut Avenue	ca. 1923	Contributing
51.	10004 Connecticut Avenue	ca. 1948	Contributing
52.	10007 Connecticut Avenue	ca. 1923	Contributing
53.	10008 Connecticut Avenue	ca. 1950	Contributing
54.	10009 Connecticut Avenue	ca. 1923	Contributing
55.	10011 Connecticut Avenue	ca. 1923	Contributing
56.	10013 Connecticut Avenue	ca. 1923	Contributing
57.	10100 Connecticut Avenue	ca. 1956	Contributing
58.	10101 Connecticut Avenue	ca. 1957	Contributing
59.	3800 Dresden Street	ca. 1987	Non-Contributing
60.	3802 Dresden Street	ca. 1987	Non-Contributing
61.	3804 Dresden Street	ca. 1987	Non-Contributing
62.	3806 Dresden Street	ca. 1987	Non-Contributing
63.	3810 Dresden Street	ca. 1923	Contributing
64.	3900 Dresden Street	ca. 1947	Contributing
65.	3904 Dresden Street	ca. 1923	Contributing
66.	3906 Dresden Street	ca. 1952	Non-Contributing (altered)
67.	3908 Dresden Street	ca. 1952	Non-Contributing (altered)

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	Address	Date Constructed	Recommendation
68.	3910 Dresden Street	ca. 1928	Non-Contributing (altered)
69.	3911 Dresden Street	ca. 1926	Contributing
70.	4000 Dresden Street	ca. 1929	Contributing
71.	4001 Dresden Street	ca. 1921	Contributing
72.	4004 Dresden Street	ca. 1933	Contributing
73.	4007 Dresden Street	ca. 2010	Non-Contributing
74.	4011 Dresden Street	ca. 1913	Contributing
75.	4012 Dresden Street	ca. 1926	Contributing
76.	4015 Dresden Street	ca. 2005	Non-Contributing
77.	4016 Dresden Street	ca. 1921	Contributing
78.	4100 Dresden Street	ca. 1933	Contributing
79.	4101 Dresden Street	ca. 1923	Contributing
80.	4104 Dresden Street	ca. 1949	Contributing
81.	4108 Dresden Street	ca. 1937	Contributing
82.	4109 Dresden Street	ca. 2000	Non-Contributing
83.	4112 Dresden Street	ca. 1938	Non-Contributing (altered)
84.	4200 Dresden Street	ca. 1939	Contributing
85.	4201 Dresden Street	ca. 2008	Non-Contributing
86.	4204 Dresden Street	ca. 2010	Non-Contributing
87.	4205 Dresden Street	ca. 1935	Contributing
88.	4208 Dresden Street	ca. 2005	Non-Contributing
89.	4209 Dresden Street	ca. 2007	Non-Contributing
90.	4212 Dresden Street	ca. 1998	Non-Contributing
91.	4213 Dresden Street	ca. 1936	Contributing
92.	4216 Dresden Street	ca. 2005	Non-Contributing
93.	4217 Dresden Street	ca. 1979	Non-Contributing
94.	4220 Dresden Street	ca. 1951	Contributing
95.	4221 Dresden Street	ca. 1952	Contributing
96.	4224 Dresden Street	ca. 1956	Contributing
97.	4225 Dresden Street	ca. 1955	Contributing
98.	3803 Everett Street	ca. 1951	Contributing
99.	3806 Everett Street	ca. 1938	Contributing
100.	3807 Everett Street	ca. 1951	Contributing
101.	3810 Everett Street	ca. 1939	Contributing
102.	3811 Everett Street	ca. 2008	Non-Contributing
103.	3814 Everett Street	ca. 2003	Non-Contributing
104.	3815 Everett Street	ca. 2010	Non-Contributing
105.	3819 Everett Street	ca. 1936	Contributing
106.	3902 Everett Street	ca. 1949	Contributing

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	Address	Date Constructed	Recommendation
107.	3905 Everett Street	ca. 1935	Contributing
108.	3909 Everett Street	ca. 1923	Contributing
109.	4001 Everett Street	ca. 1951	Contributing
110.	4003 Everett Street	ca. 1918	Contributing
111.	4004 Everett Street	ca. 1940	Contributing
112.	4005 Everett Street	ca. 1933	Contributing
113.	4008 Everett Street	ca. 1936	Contributing
114.	4009 Everett Street	ca. 2007	Non-Contributing
115.	4012 Everett Street	ca. 1936	Contributing
116.	4013 Everett Street	ca. 1936	Contributing
117.	4016 Everett Street	ca. 1952	Contributing
118.	4017 Everett Street	ca. 1938	Contributing
119.	4020 Everett Street	ca. 1949	Contributing
120.	4021 Everett Street	ca. 1935	Contributing
121.	4100 Everett Street	ca. 1993	Non-Contributing
122.	4101 Everett Street	ca. 1950	Contributing
123.	4104 Everett Street	ca. 1913	Contributing
124.	4105 Everett Street	ca. 1940	Non-Contributing (altered)
125.	4108 Everett Street	ca. 1940	Contributing
126.	4109 Everett Street	ca. 1951	Contributing
127.	4112 Everett Street	ca. 1992	Non-Contributing
128.	4113 Everett Street	ca. 1925	Contributing
129.	4115 Everett Street	ca. 1961	Non-Contributing
130.	4120 Everett Street	ca. 1940	Contributing
131.	4200 Everett Street	ca. 1970	Non-Contributing
132.	4205 Everett Street	ca. 1936	Contributing
133.	4208 Everett Street	ca. 1940	Contributing
134.	4209 Everett Street	ca. 1948	Contributing
135.	4212 Everett Street	ca. 2006	Non-Contributing
136.	4213 Everett Street	ca. 1940	Contributing
137.	4216 Everett Street	ca. 1940	Contributing
138.	4217 Everett Street	ca. 1953	Contributing
139.	4220 Everett Street	ca. 2006	Non-Contributing
140.	4221 Everett Street	ca. 2007	Non-Contributing
141.	4223 Everett Street	ca. 1940	Contributing
142.	4224 Everett Street	ca. 1938	Contributing
143.	4229 Everett Street	ca. 1940	Contributing
144.	4230 Everett Street	ca. 1938	Contributing
145.	4234 Everett Street	ca. 2010	Non-Contributing

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	Address	Date Constructed	Recommendation
146.	4001 Franklin Street	ca. 1958	Non-Contributing
147.	4009 Franklin Street	ca. 1932	Contributing
148.	4012 Franklin Street	ca. 1939	Contributing
149.	4013 Franklin Street	ca. 1949	Contributing
150.	4016 Franklin Street	ca. 1938	Non-Contributing (altered)
151.	4017 Franklin Street	ca. 1957	Non-Contributing (altered)
152.	4020 Franklin Street	ca. 1935	Contributing
153.	4021 Franklin Street	ca. 1940	Contributing
154.	4024 Franklin Street	ca. 1939	Contributing
155.	4025 Franklin Street	ca. 2007	Non-Contributing
156.	4028 Franklin Street	ca. 2010	Non-Contributing
157.	4029 Franklin Street	ca. 1940	Contributing
158.	4032 Franklin Street	ca. 1938	Contributing
159.	4100 Franklin Street	ca. 1942	Contributing
160.	4101 Franklin Street	ca. 1939	Contributing
161.	4104 Franklin Street	ca. 1941	Contributing
162.	4105 Franklin Street	ca. 1937	Contributing
163.	4108 Franklin Street	ca. 1942	Non-Contributing (altered)
164.	4109 Franklin Street	ca. 1941	Contributing
165.	4112 Franklin Street	ca. 1949	Contributing
166.	4113 Franklin Street	ca. 1937	Contributing
167.	4117 Franklin Street	ca. 1936	Contributing
168.	4201 Franklin Street	ca. 1951	Contributing
169.	4204 Franklin Street	ca. 2006	Non-Contributing
170.	4205 Franklin Street	ca. 1952	Non-Contributing (altered)
171.	4208 Franklin Street	ca. 2009	Non-Contributing
172.	4209 Franklin Street	ca. 1936	Contributing
173.	4212 Franklin Street	ca. 1938	Contributing
174.	4213 Franklin Street	ca. 1945	Contributing
175.	4216 Franklin Street	ca. 1939	Contributing
176.	4217 Franklin Street	ca. 1950	Non-Contributing (altered)
177.	4220 Franklin Street	ca. 1929	Contributing
178.	4221 Franklin Street	ca. 1938	Contributing
179.	4224 Franklin Street	ca. 1940	Contributing
180.	4225 Franklin Street	ca. 2006	Non-Contributing
181.	4228 Franklin Street	ca. 1995	Non-Contributing
182.	4229 Franklin Street	ca. 1936	Contributing
183.	9813 Gartrell Place	ca. 1965	Non-Contributing
184.	9809 Gartrell Place	ca. 1964	Non-Contributing

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	Address	Date Constructed	Recommendation
185.	9817 Gartrell Place	ca. 1965	Non-Contributing
186.	4001 Glenridge Street	ca. 1959	Non-Contributing
187.	4005 Glenridge Street	ca. 1933	Contributing
188.	4006 Glenridge Street	ca. 1938	Contributing
189.	4010 Glenridge Street	ca. 1938	Contributing
190.	4011 Glenridge Street	ca. 1966	Non-Contributing
191.	4013 Glenridge Street	ca. 1932	Contributing
192.	4014 Glenridge Street	ca. 1938	Contributing
193.	4017 Glenridge Street	ca. 1964	Non-Contributing
194.	4018 Glenridge Street	ca. 1938	Contributing
195.	4021 Glenridge Street	ca. 1966	Non-Contributing
196.	4022 Glenridge Street	ca. 1938	Contributing
197.	4025 Glenridge Street	ca. 1923	Contributing
198.	4026 Glenridge Street	ca. 1938	Contributing
199.	4030 Glenridge Street	ca. 1949	Contributing
200.	4034 Glenridge Street	ca. 1949	Contributing
201.	4100 Glenridge Street	ca. 1949	Contributing
202.	4101 Glenridge Street	ca. 1940	Contributing
203.	4104 Glenridge Street	ca. 1962	Non-Contributing
204.	4105 Glenridge Street	ca. 1961	Non-Contributing
205.	4106 Glenridge Street	ca. 1962	Non-Contributing
206.	4109 Glenridge Street	ca. 2008	Non-Contributing
207.	4113 Glenridge Street	ca. 1952	Non-Contributing (altered)
208.	4200 Glenridge Street	ca. 1960	Non-Contributing
209.	4204 Glenridge Street	ca. 1961	Non-Contributing
210.	4205 Glenridge Street	ca. 1948	Contributing
211.	4208 Glenridge Street	ca. 1952	Contributing
212.	4209 Glenridge Street	ca. 1949	Contributing
213.	4212 Glenridge Street	ca. 1928	Contributing
214.	4213 Glenridge Street	ca. 1996	Non-Contributing
215.	4217 Glenridge Street	ca. 1940	Contributing
216.	4218 Glenridge Street	ca. 1991	Non-Contributing
217.	4300 Glenridge Street	ca. 1951	Contributing
218.	4301 Glenridge Street	ca. 1948	Contributing
219.	4304 Glenridge Street	ca. 1950	Contributing
220.	4305 Glenridge Street	ca. 1950	Contributing
221.	4308 Glenridge Street	ca. 1949	Contributing
222.	4309 Glenridge Street	ca. 1950	Contributing
223.	4312 Glenridge Street	ca. 1947	Contributing

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	Address	Date Constructed	Recommendation
224.	4313 Glenridge Street	ca. 1948	Contributing
225.	4316 Glenridge Street	ca. 1951	Contributing
226.	4317 Glenridge Street	ca. 2006	Non-Contributing
227.	4001 Glenrose Street	ca. 1965	Non-Contributing
228.	4004 Glenrose Street	ca. 1965	Non-Contributing
229.	4005 Glenrose Street	ca. 1965	Non-Contributing
230.	4008 Glenrose Street	ca. 1965	Non-Contributing
231.	4009 Glenrose Street	ca. 1968	Non-Contributing
232.	4012 Glenrose Street	ca. 1965	Non-Contributing
233.	4013 Glenrose Street	ca. 1965	Non-Contributing
234.	4016 Glenrose Street	ca. 1965	Non-Contributing
235.	4017 Glenrose Street	ca. 1965	Non-Contributing
236.	4020 Glenrose Street	ca. 1965	Non-Contributing
237.	4021 Glenrose Street	ca. 1965	Non-Contributing
238.	4024 Glenrose Street	ca. 1966	Non-Contributing
239.	4025 Glenrose Street	ca. 1965	Non-Contributing
240.	4028 Glenrose Street	ca. 1965	Non-Contributing
241.	4029 Glenrose Street	ca. 2011	Non-Contributing
242.	4101 Glenrose Street	ca. 1941	Contributing
243.	4104 Glenrose Street	ca. 1950	Contributing
244.	4105 Glenrose Street	ca. 1940	Contributing
245.	4108 Glenrose Street	ca. 1950	Contributing
246.	4109 Glenrose Street	ca. 1940	Contributing
247.	4112 Glenrose Street	ca. 1949	Contributing
248.	4113 Glenrose Street	ca. 1965	Non-Contributing
249.	4204 Glenrose Street	ca. 1950	Contributing
250.	4205 Glenrose Street	ca. 1955	Contributing
251.	4208 Glenrose Street	ca. 2009	Non-Contributing
252.	4209 Glenrose Street	ca. 1941	Contributing
253.	4212 Glenrose Street	ca. 1947	Contributing
254.	4213 Glenrose Street	ca. 1941	Contributing
255.	4216 Glenrose Street	ca. 1950	Contributing
256.	4217 Glenrose Street	ca. 1936	Contributing
257.	4300 Glenrose Street	ca. 1938	Contributing
258.	4301 Glenrose Street	ca. 1935	Contributing
259.	4304 Glenrose Street	ca. 1951	Contributing
260.	4305 Glenrose Street	ca. 1940	Contributing
261.	4308 Glenrose Street	ca. 1951	Contributing
262.	4309 Glenrose Street	ca. 1935	Contributing

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	Address	Date Constructed	Recommendation
263.	4312 Glenrose Street	ca. 1953	Contributing
264.	4313 Glenrose Street	ca. 1935	Contributing
265.	4314 Glenrose Street	ca. 1989	Non-Contributing
266.	9908 Kensington Parkway	ca. 1964	Non-Contributing
267.	9910 Kensington Parkway	ca. 1957	Contributing
268.	9912 Kensington Parkway	ca. 1957	Contributing
269.	9918 Kensington Parkway	ca. 1954	Contributing
270.	3901 Saul Road	ca. 1938	Contributing
271.	3905 Saul Road	ca. 1938	Contributing
272.	3909 Saul Road	ca. 1937	Contributing
273.	4001 Saul Road	ca. 1935	Contributing
274.	4005 Saul Road	ca. 1935	Contributing
275.	4009 Saul Road	ca. 1935	Contributing
276.	4013 Saul Road	ca. 1951	Contributing
277.	4017 Saul Road	ca. 1951	Contributing
278.	4019 Saul Road	ca. 1949	Contributing
279.	4111 Saul Road	ca. 1949	Contributing
280.	4117 Saul Road	ca. 1937	Contributing
281.	4205 Saul Road	ca. 1923	Contributing
282.	4209 Saul Road	ca. 1962	Non-Contributing
283.	4213 Saul Road	ca. 1962	Non-Contributing
284.	4305 Saul Road	ca. 1928	Non-Contributing (altered)
285.	4309 Saul Road	ca. 1961	Non-Contributing
286.	4313 Saul Road	ca. 1930	Contributing
287.	4317 Saul Road	ca. 1935	Contributing
288.	4401 Saul Road	ca. 1939	Contributing
289.	4405 Saul Road	ca. 1933	Contributing
290.	4409 Saul Road	ca. 1964	Non-Contributing
291.	4413 Saul Road	ca. 1949	Contributing
292.	4417 Saul Road	ca. 2008	Non-Contributing
293.	9800 Summit Avenue	ca. 1961	Non-Contributing
294.	9808 Summit Avenue	ca. 1961	Non-Contributing
295.	9809 Summit Avenue	ca. 1928	Contributing
296.	9810 Summit Avenue	ca. 1948	Contributing
297.	9811 Summit Avenue	ca. 1953	Contributing
298.	9814 Summit Avenue	ca. 1948	Contributing
299.	9815 Summit Avenue	ca. 1951	Contributing
300.	9900 Summit Avenue	ca. 1952	Contributing
301.	9901 Summit Avenue	ca. 1949	Contributing

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	Address	Date Constructed	Recommendation
302.	9905 Summit Avenue	ca. 2005	Non-Contributing
303.	9909 Summit Avenue	ca. 1952	Contributing
304.	9910 Summit Avenue	ca. 1943	Contributing
305.	10002 Summit Avenue	ca. 2006	Non-Contributing
306.	10010 Summit Avenue	ca. 1938	Non-Contributing (altered)
307.	10011 Summit Avenue	ca. 1961	Non-Contributing
308.	10105 Summit Avenue	ca. 1954	Contributing
309.	10106 Summit Avenue	ca. 1942	Contributing
310.	10110 Summit Avenue	ca. 1930	Contributing
311.	10114 Summit Avenue	ca. 1949	Contributing

8. Significance

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

Specific dates 1910 **Architect/Builder** n/a

Construction dates 1910, 1910-1957

Evaluation for:

National Register Maryland Register not evaluated

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

Statement of Significance

The development of suburban communities like Chevy Chase View in Montgomery County was due in part to the growth of transportation networks and to the efforts of real estate developers who had the foresight to capitalize on the growing population of Washington, D.C. in the early to late twentieth century. This period was one of rapid subdivision of former farmland throughout the county, as real estate developers quickly acted to purchase and then subdivide their land. A still fairly limited population and market for homeownership resulted in relatively slow development of Chevy Chase View, which was subdivided and platted in 1910. With the exception of a few scattered houses, building construction did not begin in earnest until the construction of a row of Craftsman-style bungalow houses on Connecticut Avenue in 1923. Construction remained concentrated on this main route until the 1930s and 1940s, when Colonial Revival-style houses built by developers operating as home builders began to improve the cross streets. The 1950s and 1960s saw an increase in development with the construction of modern ranch houses, expressing the Modern Movement. The growth of the suburb, joined by that of surrounding neighborhoods, prompted the addition of several churches and a temple, as well as the widening of Connecticut Avenue. Designed as an early automobile suburb supported by the railroad and streetcar, Chevy Chase View eventually flourished as an early freeway suburb following the completion of the Capitol Beltway in 1964. Because of its location within miles of the Beltway, new construction continues throughout the neighborhood, with contemporary houses replacing historic dwellings. With a variety of domestic buildings dating from 1910 to the early twenty-first century, the neighborhood of Chevy Chase View lacks cohesion of design and planning.

Historic Context

The area encompassing what is today the municipality of Chevy Chase View was initially developed as part of the town of Kensington in Montgomery County. From the founding of Montgomery County in the late eighteenth century through to the early twentieth century, this region remained largely agricultural. The area's transformation from rural landscape to a developed suburb of nearby Washington, D.C. is credited to a combination of transportation enhancements and the initiative of developers keen to capitalize on such improvements.

The attention of such developers was initially attracted by the establishment of the first railroad here in 1865. In that year the Metropolitan Branch of the Baltimore & Ohio Railroad (B&O) was chartered. The first train to traverse the county on this rail line set out on May 25, 1873. Originating in Washington, the line ran through the

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county to Frederick Junction in Frederick County, where it met the main line of the B&O from Baltimore. With twenty station stops in the county, the B&O acted as the major link to nearby Washington and served as a catalyst for development around each stop.³

As part of its route, the B&O laid tracks through farmland owned by George Knowles in what is known today as Kensington. Chevy Chase View was officially included as part of Kensington until the late twentieth century. The railroad line, running north-south, intersected with the east-west market road known as the Bladensburg Turnpike (today, Cedar Lane in Chevy Chase View). A station was established at the crossroads, and the surrounding area soon became known as Knowles Station. The remainder of the Knowles' property was sold for development in 1880, with the land north of the railroad recorded for development in 1888. The area to the south of the railroad, which would one day include Chevy Chase View, remained largely undeveloped.

Following the establishment of the railroad system was that of streetcar lines. The first streetcar line to run through the county was the Tennallytown and Rockville Railroad in 1890, followed by the Rock Creek Railway, which opened in 1892. Chartered by the owners of the Chevy Chase Land Company, the Rock Creek Railway ran from Washington to Chevy Chase Lake (just south of Chevy Chase View) along Connecticut Avenue. The construction of this railway encouraged increased residential construction in Montgomery County, but its termination at Chevy Chase Lake essentially created a boundary to any significant development beyond that point. Development was eventually opened through Kensington in 1895 when the Chevy Chase Lake and Kensington Railway completed construction of their new streetcar line.

These newly built railroad and streetcar lines provided access to and from Washington for the burgeoning middle-class population drawn to the metropolitan area by the growing number of positions within government offices created by the Civil Service Act of 1883. Thousands of workers required housing, and many desired more comfortable living conditions than provided for in the city center. With ample undeveloped acreage available for sale in nearby Montgomery County, real estate developers foresaw a significant opportunity for success.⁴ Beginning in the 1880s and extending into the 1890s, the number of developers who filed plats to subdivide large tracts of former farmland proliferated.

By 1890, nine subdivisions laid out in a grid pattern typical of railroad suburbs had been recorded in the Knowles Station area. That same year, Brainard H. Warner purchased 125 acres of what had previously been the Brown family farm, adjacent to the Knowles property. Warner also purchased additional parcels to the east and north in order to gain access to the railroad station. In November 1890, he filed a plat map titled "Kensington Park," providing Knowles Station and the newly subdivided tracts with a new name. Also in that year, the subdivision of North Kensington was platted and recorded. By the end of 1890, all of the area which would later be known as the Town of Kensington had been platted and suburbanization commenced, albeit slowly. In 1894, the municipal

³ Jane C. Sween, *Montgomery County: Two Centuries of Change*, (Woodland Hills, CA: Windsor Publications, Inc., 1984), 86 and 90.

⁴ Maryland-National Capital Park and Planning Commission, *Approved and Adopted Sector Plan for The Town of Kensington and Vicinity* (Montgomery County, MD: the author, May 1978), B-26.

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corporation of Kensington was created and, in 1898, a charter created the Town of Kensington, an area of less than one square mile lying to each side of the B&O railroad line.

At the turn of the twentieth century the area had about 200 residents, most living north of the railroad tracks. Despite the rapid subdivision of land in the final decades of the nineteenth century, construction of houses was slow. Although the metropolitan region was growing, real estate developers were competing to attract a relatively limited population. Throughout this period, wealthy homeowners were steadily attracted to Chevy Chase, just south of Kensington, "but this market was limited, and even those developers who aimed for the middle class when they opened such subdivisions as Kensington...had trouble attracting enough buyers to fill out a block for many years."⁵ Following World War I, though, Washington grew substantially, and between 1920 and 1930, Montgomery County's population grew by 43%.⁶ County commissioners created eleven special tax districts between 1914 and 1924 in order to localize the increasing cost of services created by the growing suburbs.

Chevy Chase View was incorporated as one such special tax district in 1924. Although the area was officially incorporated as a district within Kensington in that year, it had actually first gained its designation as "Chevy Chase View" over a decade earlier. Developed around Connecticut Avenue, the suburb was designed by real estate developer Claud Livingston and conveyed to investors Harry E. Smith and John L. Whitmore on October 14, 1909 (Liber 210, folio 42). On April 18, 1910, Smith and Whitmore filed a plat with the county for a subdivision they called "Chevy Chase View" (Plat Book No. 2, Plat Number 124). On March 26, 1923, a "Resubdivision of Blocks 1 and 2 in the Subdivision Called 'Chevy Chase View'" (Plat Book 3, Plat Number 246) was filed in the county land records, for a small area bounded by Glenrose and Saul Streets to the north and south, and Gartrell Place and Cedar Lane to the east and west. Undertaken by Charles E. Wire, Inc., this "resubdivision" enlarged the suburb to the south, on the west side of Connecticut Avenue.

Like many of the surrounding suburbs, very little development occurred in Chevy Chase View's first decade. Although fruitless, inspiring advertisements such as that published in *The Washington Post* on May 7, 1911, described Chevy Chase View as "In line of Washington's most rapid growth on Connecticut Avenue, and in the most beautiful section of this popular thoroughfare, between Chevy Chase Lake and Kensington, is located this ideal subdivision, where you can buy 1, 3, 5 or more acres for your suburban home. Rows of large cedar trees; fine view of Chevy Chase and Kensington. Take advantage of this offer at once, before the rapid progress of the National Capitol increases values and the price of a 50-foot lot will be greater than an acre at present."⁷

A limited number of houses were constructed in Chevy Chase View in the 1920s. The row of bungalows constructed along Connecticut Avenue between Franklin and Dresden Streets in 1923 was the most prominent construction in this decade. A July 29, 1923 advertisement in *The Washington Post* described the "twelve beautiful detached homes" as set within an "ideal" location, with direct access to the Capitol Traction trolley, and

⁵ Rebeck, *Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes*, "Chapter: Residential Subdivisions of the 1920s in Montgomery County" (Silver Spring, MD: the author, 1987), 2.

⁶ Rebeck, 3.

⁷ "Display Ad 24" - No Title, *The Washington Post* (1877-1922), May 7, 1911, pg C3. Available from ProQuest Historical Newspapers *The Washington Post* (1877-1994).

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water, sewer and electric services provided for.⁸ Despite small pockets of construction undertaken by developers working as home builders, overall development in Chevy Chase View remained relatively slow, forcing some developers to go to great lengths to attract buyers, including one ad which claimed that “we are giving away a new Chevrolet car to each purchaser of a home in Chevy Chase View – a comfortable price with comfortable terms and a comfortable car.”⁹ In 1928, C.H. Galliher Co. held an auction of 75 unimproved lots in Chevy Chase View. The real estate developer hoped to draw homeowners from the Chevy Chase market, declaring that “Suitable building sites in the heart of Chevy Chase are at a premium. Shrewd investors and home builders are buying a little farther out, where ground is more moderately priced. Occupying the highest elevation in this section is Chevy Chase View.” Accessibility was used as a draw, noting, “25-minute drive to White House straight down Connecticut Avenue. On Washington Electric Railway, with 15-minute schedule. Kensington Station of Metropolitan Branch of B. & O. is nearby.”¹⁰

In the 1920s and 1930s construction activity remained relatively slow in Chevy Chase View, despite developers’ attempts to promote the neighborhood as an early automobile suburb. Following World War II, a critical housing shortage significantly encouraged housing construction in Montgomery County.¹¹ The ensuing development boom continued into the 1950s and 1960s, spurred by an increasing reliance on automobile use.¹² It is said that in these decades Kensington grew “at a rate much faster than originally,” with a pattern of lot by lot construction of single-family houses.¹³ Although growth increased in Kensington as a whole, “the pace of development was slower in the Chevy Chase View,” and reminders of the area’s rural past remained in Chevy Chase View well into the 1950s.¹⁴

A significant sign of change within Chevy Chase View came with the widening of Connecticut Avenue in the late 1950s. The thoroughfare’s “transformation from country lane to commercial thoroughfare effected almost every aspect of Kensington. From being an integral part of the community, Connecticut Avenue became its defining landmark, both for town residents and for commuters, who sped or crawled along the concrete ribbon.”¹⁵ Although Connecticut Avenue’s presence within the Chevy Chase View community was recorded as early as

⁸ “Display Ad 27” – No Title, *The Washington Post* (1923-1954), July 29, 1923, pg. 37. Available from ProQuest Historical Newspapers The Washington Post (1877-1994).

⁹ “Display Ad 1” – No Title, *The Washington Post* (1923-1954), July 2, 1924, pg. 2. Available from ProQuest Historical Newspapers The Washington Post (1877-1994).

¹⁰ “Display Ad 16” – No Title, *The Washington Post* (1923-1954), August 22, 1928, pg. 11. “Display Ad 10” – No Title, *The Washington Post* (1923-1954), August 28, 1928, pg. 8. “Lots Auctioned Off In Chevy Chase View,” *The Washington Post* (1923-1954), September 2, 1928, pg. R1. Available from ProQuest Historical Newspapers The Washington Post (1877-1994).

¹¹ Sween, 135.

¹² Rebeck, 26.

¹³ National Register of Historic Places, Kensington Historic District, Kensington, Montgomery County, Maryland, National Register # 80001827; Tracerics and PMA Associates, *Vision of Kensington: A Long-Range Preservation Plan* (the authors: 1992), 19.

¹⁴ William M. Maury, editor, *Kensington: A Picture History* (Kensington, MD: Kensington Business District Association, 1994), 64.

¹⁵ Maury, 73.

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Chevy Chase View Survey District
Continuation Sheet

Number 8 Page 4

1910 on the subdivision plat, its influence increased along with its physical expansion in the mid-twentieth century. The stretch of Connecticut Avenue from Chevy Chase to Kensington was expanded into a divided highway between 1957 and 1960, and the designation MD 185 was extended to this stretch of road in the 1970s. The changes to Connecticut Avenue ensured Chevy Chase View's role as an automobile suburb.

Although it was created as an early automobile suburb, which benefited from the nearby railroad and streetcar lines, Chevy Chase View grew more steadily as an early freeway suburb with the construction of Interstate 495 (Capital Beltway). Construction of the Beltway began in 1958, encircling the nation's capitol and its suburbs. The Beltway was originally envisioned as a bypass for long-distance traffic wishing to avoid driving directly through Washington, D.C. The explosion of both housing and businesses in the suburbs following the 1964 completion of the freeway made it a primary transportation corridor for local traffic. The highly traveled Connecticut Avenue linked Chevy Chase View with the Beltway, which is less than three miles to the south of the neighborhood.

New construction, with more affordable housing, prospered and suburbs like Chevy Chase View grew with the building of Modern Movement-era housing like ranch houses. New houses, which continue to be constructed throughout the neighborhood, were built on undeveloped parcels as young families moved into Chevy Chase View. Along with the resulting housing construction that occurred through and after this period, the growing population was able to support the construction of several houses of worship and the Cedarbrook Pool Club in the late 1950s.

In 1993, Chevy Chase View was incorporated as an independent municipality of Montgomery County.

Designation Justification

Chevy Chase View represents the subdivision and eventual suburbanization that was common in the Washington metropolitan area in the late nineteenth and twentieth centuries. Although the growth of the neighborhood reflects regional and nationwide development patterns, little construction occurred directly as a result of its design and subdivision in 1910. Although Chevy Chase View was platted as a community and retains its original boundaries, development did not progress in a cohesive plan or pattern as a result, but instead occurred intermittently over the course of many decades. Therefore, the district is not recommended eligible under Criterion A of the National Register of Historic Places. The district is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Therefore, the district is not recommended eligible under Criterion B. Common architectural styles and forms of the twentieth century are represented throughout the district, including Craftsman-style bungalows, Colonial Revival, Cape Cod, and modern minimal traditional and ranch forms of the Modern Movement. The lack of an organized, continuous period of development resulted in an irregular pattern of growth. Each block is composed of a mixture of residences from the 1920s through the 1960s, with a considerable amount of construction from outside the period of significance, including a substantial number of buildings constructed within the past decade. The result is a suburban community lacking a recognizable pattern of development or architectural cohesiveness. Therefore, the district is not recommended eligible under Criterion C. The district was not evaluated under Criterion D. Therefore, the Chevy Chase View

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Survey District is not recommended eligible for listing in the National Register of Historic Places under A, B, or C.

Boundary Justification

The Chevy Chase View Survey District encompasses the areas platted as "Plat of Chevy Chase View," which was recorded in Plat Book 2, Plat Number 124 in April 1910, and "Plat Showing a Resubdivision of Blocks 1 and 2 in the Subdivision Called 'Chevy Chase View' Montgomery County, Maryland," recorded in Plat Book 3, Plat Number 246 in February 1923. These boundaries constitute the boundaries of the municipality of Chevy Chase View, as created by the Charter of the Town of Chevy Chase View, passed in September 1993.

9. Major Bibliographical References

Inventory No. M: 31-42

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Plat Showing A ReSubdivision of Blocks 1 and 2 in the Subdivision Called "Chevy Chase View" Montgomery County, Maryland. Filed March 26, 1923. Plat Book 3, Plat Number 246, Montgomery County, Maryland.

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10. Geographical Data

Acreage of surveyed property approximately 165
Acreage of historical setting approximately 165
Quadrangle name Kensington

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Chevy Chase View Survey District in Kensington, Maryland is located to the east and west of Connecticut Avenue (MD 185). The district is roughly defined as the area along Connecticut Avenue between Saul Road, which serves as the southern boundary and Washington Street, which serves as the northern boundary. However, no properties fronting Washington Street are included in the district. The western boundary is formed by Cedar Lane, extending north from Saul Road to the intersection of Cedar Lane and Summit Avenue. A section of the Cedarbrook Club Pool is included within the survey district. The eastern boundary follows the rear property lines of all properties fronting Connecticut Avenue as well as Everett Street and Dresden Avenue. The eastern boundary includes four properties on the west side of Kensington Parkway between Franklin Street and Everett Street.

11. Form Prepared by

name/title	Kate Ritson and Paul Weishar, Architectural Historians		
organization	EHT Tracerics, Inc.	date	June 2011
street & number	1121 Fifth Street, NW	telephone	(202) 393-1199
city or town	Washington	state	DC

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

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

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

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Chevy Chase View Survey District
Continuation Sheet

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410-514-7600

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"Barkley Bros. Open 3 Homes In Maryland." *The Washington Post (1923-1954)*, September 20, 1936, pg R10. ProQuest Historical Newspapers The Washington Post (1877-1994).

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"Display Ad 10" – No Title. *Washington Post (1923-1954)*, August 28, 1928, pg 8. ProQuest Historical Newspapers The Washington Post (1877-1994).

"Display Ad 16" – No Title. *Washington Post (1923-1954)*, August 22, 1928, pg 11. ProQuest Historical Newspapers The Washington Post (1877-1994).

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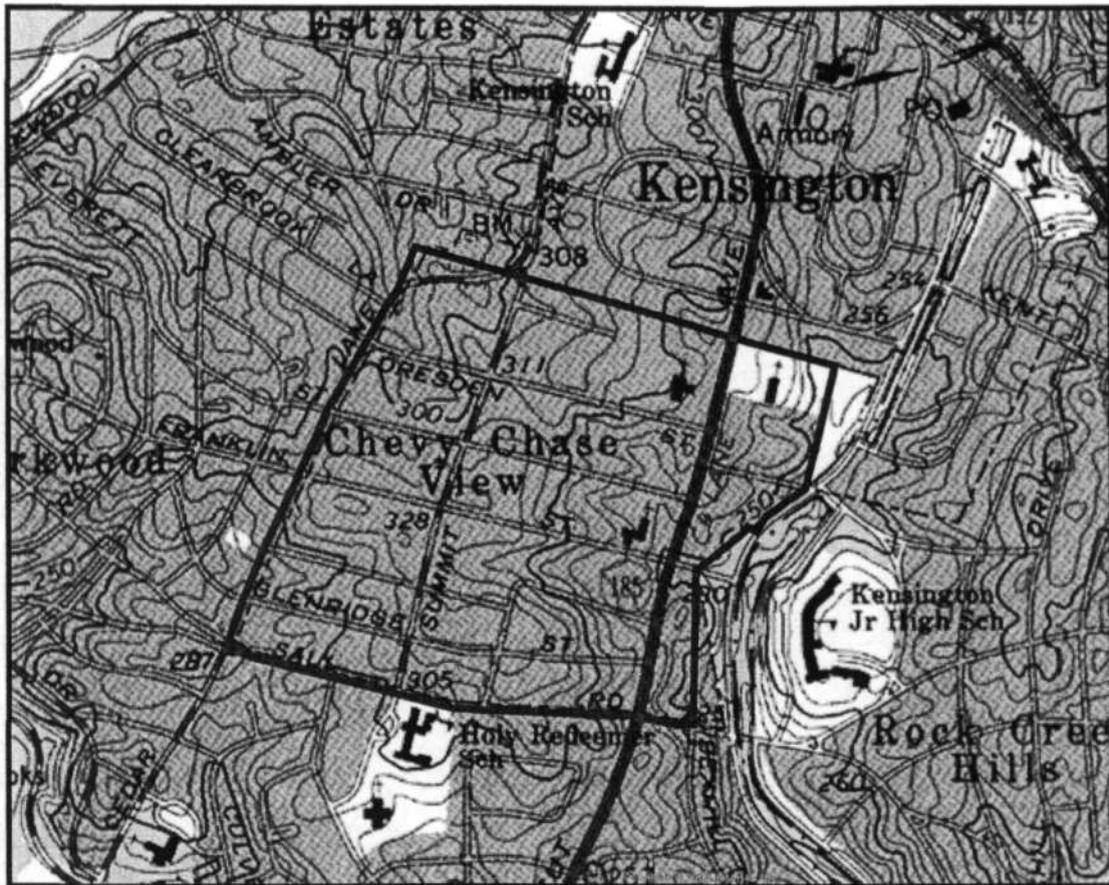
"Episcopal Church Breaking Ground." *The Washington Post and Times Herald (1954-1959)*, June 15, 1957, pg B9. ProQuest Historical Newspapers The Washington Post (1877-1994).

"Lots Auctioned Off In Chevy Chase View." *The Washington Post (1923-1954)*, September 2, 1928, pg R1. ProQuest Historical Newspapers The Washington Post (1877-1994).

Maps

Plat of Chevy Chase View, Montgomery County, Maryland. Recorded April 18, 1910. Plat Book No. 2, Plat No. 124, Montgomery County, Maryland.

Plat Showing A ReSubdivision of Blocks 1 and 2 in the Subdivision Called "Chevy Chase View" Montgomery County, Maryland. Filed March 26, 1923. Plat Book 3, Plat Number 246, Montgomery County, Maryland.

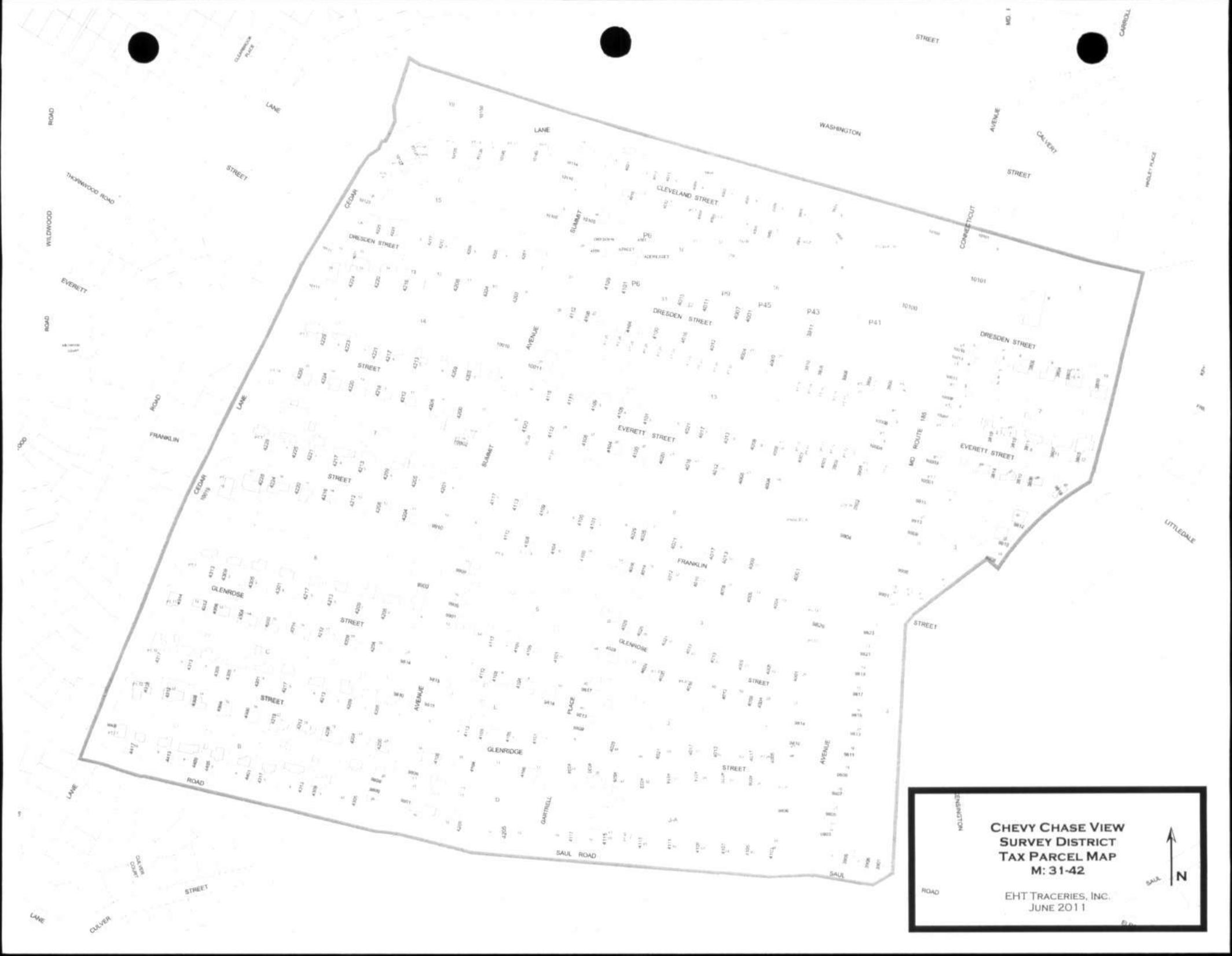


Chevy Chase View Survey District
Kensington, Montgomery County, Maryland

M: 31-42

Kensington Quad, USGS Topographic Map, 1964, Revised 1979





**CHEVY CHASE VIEW
SURVEY DISTRICT
TAX PARCEL MAP
M: 31-42**

EHT TRACERIES, INC.
JUNE 2011



ROAD



**CHEVY CHASE VIEW
SURVEY DISTRICT MAP
M: 31-42**

NON-CONTRIBUTING

CONTRIBUTING

PHOTOGRAPHIC VIEWS

↑ N

EHT TRACERIES, INC.
JUNE 2011



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Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

4208, 4212 and 4218 Glenridge Street, looking SW

1/18



M-31-42

Chevy Chase View Survey District

Montgomery County, Maryland

EHT Tracerics EHT Tracerics

May 12, 2011

MD SHPO . MONTGOMERY AND DISTRICT

4104, 4108 and 4112 Glenrose Street, looking SW

2/18



M=31-42

Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

4105 and 4109 Glenrose Street, looking NW

3/18



M-31-42

Chevy Chase View Survey District

Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

9910 Summit Avenue and 4204 Franklin Street, looking SW

4/18



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Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD S+PO

4220 and 4224 Franklin Street, looking SW

5/18



M:31-42

Chevy Chase View Survey District

Montgomery County, Maryland

EHT Tracerics

May 12, 2011

MD SHPO

4208, 4212 and 4216 Everett Street, looking NW

6/18



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Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

4008 and 4004 Everett Street, looking SE

7/18



M-31-42

Chevy Chase View Survey District

Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD STIPO

4205 and 4209 Dresden Street, looking NW

8/18



M:31-42

Chey Chase View Survey District

Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO.

4004 and 4008 Glenrose Street, looking SW

9/18



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Chevy Chase View Survey District

Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

4017 and 4019 Saul Roads, looking NW

10/18



M:31-42

Cherry Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

10007 Connecticut Avenue, looking NE

11/18



M:31-42

Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

3905 and 3909 Cleveland Street, looking NW

12/18



M:31-42

Chevy Chase View Survey District

Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

4009 and 4013 Cleveland Street, looking NW

13/18



M:31-42

Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

4001 Franklin Street, Christ Episcopal Church, looking West

14/18



M:31-42

Cleary Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

Connecticut Avenue and Glenridge Street, looking SW

15/18



M:31-42
Chevy Chase View Survey District
Montgomery County, Maryland
EHT Traceries
May 12, 2011
MD SHPO
4005 Glenridge Street, looking NW
16/18



M: 31-42

Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

9809, 9811 and 9813 Connecticut Avenue, looking NE

17/18



M: 31-42

Chevy Chase View Survey District
Montgomery County, Maryland

EHT Traceries

May 12, 2011

MD SHPO

9901 and 9905 Summit Avenue, looking NE

18/18