



History
of

3513

Livingston Street



Historical Research
of

3513 Livingston Street, N.W.



Kelsey & Associates

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June 2004



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The Construction of 3513 Livingston Street

Form 540 D.C.—22—12-12-25

Bank required *100%* X.I. *100%*
 County required *100%* Yds.
 CURB CONTENTS *100%* Co. Ft. Permit No. *5212*

FILL OUT APPLICATION IN INK

APPLICATION FOR PERMIT TO BUILD

Fee \$ *7.00* Washington, D. C. *Nov 29* 192*6*

To the INSPECTOR OF BUILDINGS:

The undersigned hereby applies for a permit to build according to the following specifications:

- Name of owner *I. T. Hopkinson*
- Name of architect *Albert J. Meurer*
- Name of builder *Paul A. Griggs* Address *811-10th St. N.W.*
- Has a building plat been obtained from the office of the Surveyor? *yes*
 - Has there been shown thereon all buildings (including covered porches)? *yes*
 - Have the dimensions of all buildings been properly indicated? *yes*
 - Have the dimensions of all side yards been properly indicated? *yes*
- What is the house number? *3509* *down gate 121 7th St.*
- What is the number of the lot? *# 17 & 18* Square? *1928*
- State how many buildings to be erected *one*
- Number of stories in height *two*
- How many apartments? *two* How many rooms? *two*
- State purpose of the building *dwelling*
- Will there be a store in the lower floor? *no*
- Has an occupancy permit been applied for? *no*
- Give size of lot: Frontage *40'* Depth *132' 100'*
- Size of main building: Width *25' 10"* Depth *25'*
- Size of back building: Width *13'* Depth *9'*
- Height of building from sidewalk to highest point of roof at front *30'*
- Height from level of yard to eaves at back *28' 10"*
- What is the height of first floor above sidewalk? *3 ft*
- Will the building be erected on solid ground? *yes* On filled ground? *no*
- Give width of footings *24"* Thickness of footings *12"* Material of footings *concrete*
- Thickness and material of external walls: To first floor level *8" hollow tile*
 - 1st story *6" frame* 2d story *6" frame* 3d story *6" frame* 4th story *6" frame*
 - 5th story *2 1/2" 16"* 6th story *2 1/2" 16"* 7th story *2 1/2" 16"* 8th story *2 1/2" 16"*
- Thickness and material of party walls: To 1st floor level *8" hollow tile*
 - 1st story *6" frame* 2d story *6" frame* 3d story *6" frame* 4th story *6" frame*
 - 5th story *2 1/2" 16"* 6th story *2 1/2" 16"* 7th story *2 1/2" 16"* 8th story *2 1/2" 16"*
- Will the roof be pitch, mansard or flat? *mansard* Roof covering *slate surface shingle*
- Has scuttle been provided for access to roof? *no*
- Will the front wall project beyond the front walls of other buildings in block? *no*
- Will there be any projections beyond the building line? *no* Has application for same been filed? *no*
 - Main steps
 - Cellar or area steps
 - Bay windows
 - Show windows
 - Oriels
 - Towers
 - Vaults
 - Arces
 - Marquises
- Number and type of elevators *no* Have elevator plans been filed? *no*
- Will building be wired for electric light? *yes* Electric power? *yes*
- How will building be heated? *hot water heat*
- Has grade been obtained from Engineer of Highways for curb? *yes* for alley? *no*
- Is there a sidewalk, curbing or improved roadway in front of proposed structure? *yes*
- Has a certificate of parking been obtained from the Superintendent of Parking? *yes*
- What is the estimated cost of building the structure? \$ *7,950.00*

Approval of plumbing plan must be obtained from the Plumbing Inspector before application will be considered by the Inspector of Buildings. Application must be signed by owner of property.

Received in Office of Insp. of Bldgs. Signature of Owner *I. T. Hopkinson*
 Address of Owner *Colonial Hotel 15th St. N.W.*
 Name of Applicant *Paul A. Griggs*

TO BE FILLED IN BY CLERK
 USP DISTRICT *DC*
 HEIGHT DISTRICT *40*
 AREA DISTRICT *13*
 Initials *GB*

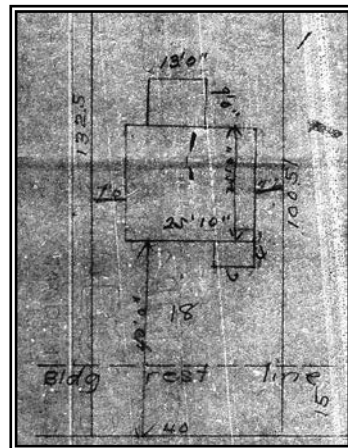
RECOMMENDED FOR PERMIT DEC 8 1926
 A. R. MCCOONE
 Inspector of Buildings

OWNER Lawrence T. Hopkinson applied for and was granted an Application for Permit to Build numbered 5212 for the construction of the house at 3513 Livingston Street on November 29, 1926. At the time, the house was numbered 3509, however, a numerical designation that would remain until a house was constructed to the east in the early 1960s. In any event, Hopkinson listed an architect named Albert J. T. Meurer as responsible for its design, and builder Paul A. Griggs as the individual responsible for constructing the house.

The house was built on lot 18, and a small, five foot wide portion of lot 17 (the alley) on Square 1995. It was to be two stories in height, and measure just over 25 feet wide by 25 feet deep, with an

adjoining back portion measuring 13 by 9 feet. It would stand 30 feet tall on the front façade, and be built upon a foundation of concrete laid on solid ground. Eight inch hollow tile would be utilized on the foundation and basement, with 6 inch thick walls of frame for the upper stories. The roof was to be composed of slate surface shingles. The house was wired for electricity, and would be heated by a hot water system. Hopkinson estimated its total construction cost as \$7,950.00.

A crude drawing of the footprint accompanied the building permit, illustrated here. Little is known about architect Albert J.T. Meurer, as he was never listed in the



City Directory as an architect. At the time of the construction of 3513 Livingston Street, he resided at 1841 Columbia Road, N.W. Interestingly, by 1940, he had changed occupations, and worked at the same government office as Hopkinson, the Tariff

Commission, indicating that he was "chief of section," while indicating that he and his wife Marjorie resided at 2124 I Street, N.W., in apartment 209. It's likely that the Great Depression led to his change in vocation, and probable that Hopkinson recommended him for a job at the Commission.

FILL OUT IN INK
Application for Permit to Construct Private Garage

Washington, D. C. *Jan 26 1927*

To the INSPECTOR OF BUILDINGS:

- Owner's name? *L. S. Hopkinson*
- No. to be erected? *1* Material? *Frame* Roof? *Composition*
- No. car doors? *18' 0"* No. car width? *12' 0"* No. car high? *7' 0"*
- How many cars will such garage house? *One*
- Will such garage be a direct garage establishment, having no more than four square feet of the property of one owner? *No*
- Are there any other garages on the lot? *No*
- To garage approximately a building? *No*
- Will the garage be located more than fifty feet from the front building line of the lot? *Yes*
- Will the rear of garage pitch or fall toward building property? *No*
- Will the front of the building and of these construction, will ground be within fifty feet of any street, school, fire or fire-alarm building?
- If built of stone, will garage be located within three feet of party line? *Yes*
- If located in a basement compartment of a building less than fifty feet from front building line of the lot, is it understood that such building may be a dwelling only? *No*
- What will be the thickness of party walls? *Extreme walls 6"*
- How much space will be reserved between the house and garage for light and ventilation? *Approx 4 x 2 ft*
- Will extra space be reserved for light and ventilation? *No*
- Will garage be used for electric light? *No*
- Will garage combine in any respect with the building and zoning regulations? *No*
- Give the number and portion of the rear of such garage will be located? *3507 Livingston St NW*
- Number of cars? *17 x 18* (1915) (1915)
- What is the contractor's name? *Paul Griggs*
- What is the estimated cost of the improvement? *400.*
- Has permit been granted by the Office of the Engineer or Highway for an driveway request?

IF THIS APPLICATION IS GRANTED, THE OWNER SHALL BE RESPONSIBLE FOR THE COST OF THE PERMIT TO BE ISSUED TO ANY LOT LESS THAN 2 FEET

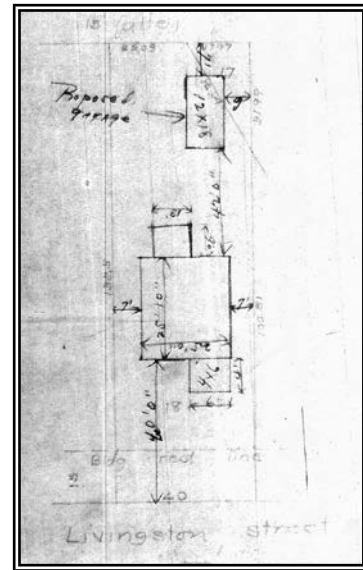
RECOMMENDED FOR PERMIT
JAN 26 1927
A. R. McCONSO
INSPECTOR OF BUILDINGS

By 40 APR

Builder Paul A. Griggs was also not listed in the Washington City Directory, suggesting he came from Maryland or Virginia to complete the job. His middle initial was listed on various permits as A, W, and D., suggesting that he might have possibly been in business with other family members.

A building permit numbered 6148 was issued to

Lawrence Hopkinson on January 26, 1927 for the construction of a private garage on the rear portion of the property. The frame garage was to measure 12 by 18 feet, and be topped with a shingle roof. Paul Griggs was retained to build the structure at a cost of approximately \$400. Griggs then listed an address of 817 10th Street, N.W.



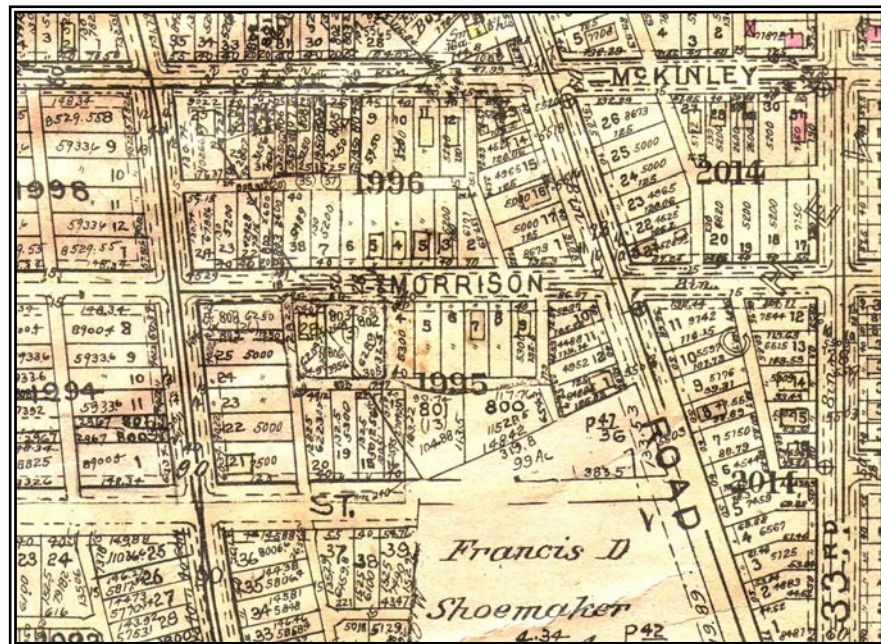


The Development of the 3500 Block of Livingston Street

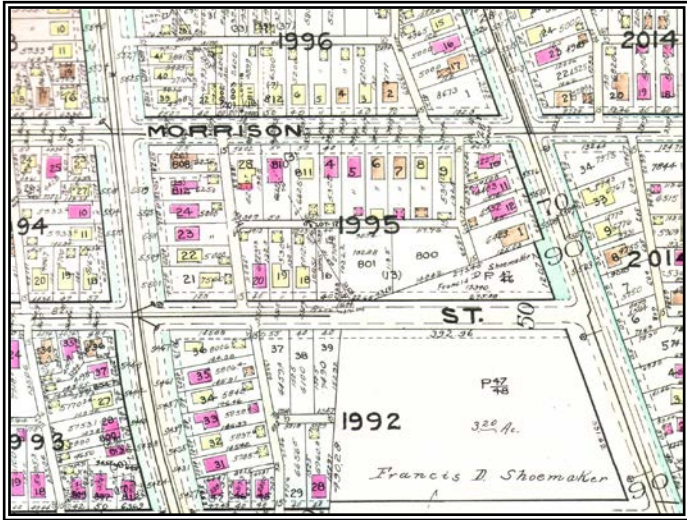
An 1888 “Act to Regulate the Subdivision of Land Within the District of Columbia” mandated that newly plotted lots maintain the grid and alphabetic system found within the original boundaries of Washington, which then lay south of Florida Avenue.

In 1893, an Act of Congress officially extended the street plan of old Washington City, as designed by L’Enfant, to what is today the entire District of Columbia. A straight grid pattern was imposed on the community, and older roads were shifted, straightened, and widened, erasing much of the early physical identity of Chevy Chase DC. However, it is still possible to find remnants of the older roads in several blocks and alleys, including the older lot line found in the middle of Block 1995 which was once owned by Francis D. Shoemaker, seen in the 1925 Baist map, illustrated below. Most of the 3500 block of Livingston Street was then just a one lane road over the portion owned by Shoemaker.

In 1930, the block was part of census tract number 14, which was bounded on the north by Broad Branch Road and Northhampton Street, the south by Broad Branch Road and 36th Street, the east by Rock Creek, and on the west by Connecticut Avenue and the city limits. It contained a total of



811 families and a total of 3,119 individual people. 3,029 of these were white, 83 black, and 7 determined by the census taker to be of mixed race.

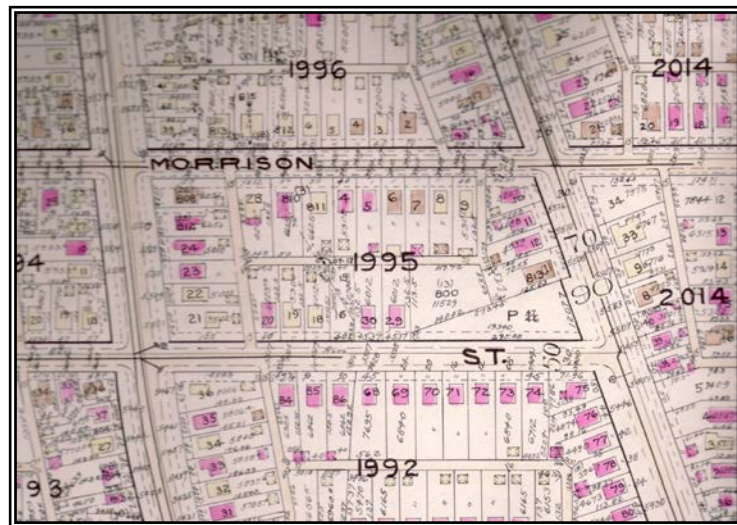


By the time a 1937 Baist map was delineated, shown at left, Livingston Street had widened, and several houses had been built along the 3500 and 3600 blocks. Those illustrated in yellow were made of frame, pink composed of brick, and brown constructed in stone. Much of the land had been owned by the Chevy Chase Land Company and sold to individuals beginning about 1910.

According to the building permit index for Square 1995 and the surrounding area, the house at 3608 Livingston Street seems to be the first constructed, having received its building permit in 1919, followed just a year later by the construction of 3602 in 1920. Three houses were built in 1927 in addition to 3513 Livingston Street, including those at 3600, 3604, and 3610 Livingston.

The following year, 1928, two homes were built; one at 3517 by J. C. Phillips, and one at 3521 by the Garden Realty Company. The house at 3614 was built in 1931 by Ansell M. Sheppard, while the house at 3618 was built in 1936 by J. L. Jones. Edward McCary constructed the two houses located at 3505 and 3507 Livingston Street in 1939. In 1941, the Barkley Brothers development company built those houses located at 3400, 3404, 3408, 3412, 3416, 3420, and 3424 Livingston Street. An individual by the name of Charles Sturbitte built the homes located at 3506, 3510, and 3514 Livingston in 1947.

By the time a 1954 Sanborn map was printed, seen at right, the area had nearly reached its current configuration, with the only portion undeveloped being the old Shoemaker property on the eastern edge of Square 1995.





Residents of 3513 Livingston Street

Following its completion in the spring of 1927, new owner Lawrence Hopkinson and his wife Bessie moved into the house which is today known as 3513 Livingston Street. However, when completed, it carried the numerical designation of 3509 Livingston Street, which would remain until the construction of a house to the east in the 1960s required a renumbering of the street addresses.

The 1925 City Directory reveals that the Hopkinson's then resided at 2411 10th Street, N.E. They resided at the Colonial Hotel at 15th and M Street during the construction phase of the house.

The 1930 census is the only census available for research for 3513 Livingston, as subsequent censuses will remain closed for a period of 72 years following their enumeration. It listed Lawrence T. Hopkinson as the head of household, then age 31. He was a native of Wisconsin, and both of his parents had been born in England. He indicated to the census taker that he was an expert on fisheries for the U.S. Government. His City Directory listing that year revealed that he worked at the U. S. Tariff Commission. His wife Bessie was the only other individual listed at the house, then age 30. She had been born in Illinois, but both of her parents had been born in Sweden.

PLACE OF ABODE				NAME of each person whose place of abode on April 1, 1930, was in this family <small>Enter surname first, then the given name and middle initial, if any. Include every person living on April 1, 1930. Omit children born after April 1, 1930.</small>	RELATION Relationship of this person to the head of the family	HOME DATA				PERSONAL DESCRIPTION				EDUCATION		Place of birth of each, and the United States, plus which indicates in which French from Canada is born PERSON	
1	2	3	4			5	6	7	8	9	10	11	12	13	14		15
1	3509	3513	3509	Hopkinson Lawrence T	Head	0	13500	R	No	W	W	31	M	2	W	No	Wisconsin
2				Bessie H	Wife - H					F	W	30	M	2	W	No	Illinois
3	3513	3513	3513	Baranette Bern H	Head	2	10000	R	No	W	W	38	M	2	W	No	Illinois

Lawrence and Bessie had married in 1920. He indicated that the house was worth an estimated \$13,500 that year, and listed the fact that the couple owned a radio. Their neighbors that year included Byron Carpenter and his wife Margaret at 3517 Livingston, he a 38 year old patent examiner for the U.S. Government.

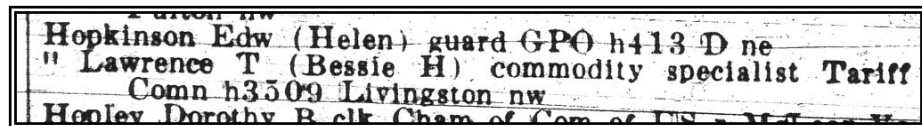


Hopkinson's place of work, the Tariff Commission, is now known as the U. S. International Trade Commission, an independent agency of the U.S. government established in 1916. It is charged with serving the President and Congress as an advisory, fact-finding agency on tariff, commercial-policy, and foreign-trade problems. Earlier tariff agencies had a definite policy of protection; the 1916 commission was considered the first truly

unbiased agency. Today, the Commission consists of six members appointed by the President and confirmed by the Senate for nine-year terms, not more than three to be of the same political party and the chairman and vice chairman to be of different parties. From 1921 to 1989, it was located in the old Post Office Building at 7th and F Streets, which has recently been transformed into the Hotel Monaco, across the street from the MCI Center.

The house at 3513 Livingston Street was assessed in 1928 as being valued at \$7,855; \$1,755 for the ground (lot 18), and \$5,800 for the house, plus an additional amount of \$300 for the narrow strip of lot 17. Their phone number was "Cleveland 5509."

The 1940 City Directory listing for



Hopkinson is shown here, indicating that he then worked as a commodity specialist for the Tariff Commission. They would remain at the house until the middle of World War



II. By 1948, 3513 Livingston Street was owned and occupied by Sumner A. Tannen and his wife Dorothy. He indicated that he was employed as an insurance agent at the Acacia Life Insurance Company, which then had its offices at 51 Louisiana Avenue, N.W. It had been chartered by Congress in 1869 as a not for profit entity. Their 1948 advertisement from the City Directory appears at left.

The Tannen tenure at 3513 Livingston did not last long, however, as the house was owned and occupied beginning in

1954 by Grant W. Wiprud and his wife Helen, and Alice V. Wiprud. Grant was an associate at the legal firm coined “Douglas, Obear, & Campbell,” whose principals included Benjamin Douglas, Hugh Obear, and Edward Campbell. They maintained offices at 1425 H Street, N.W.

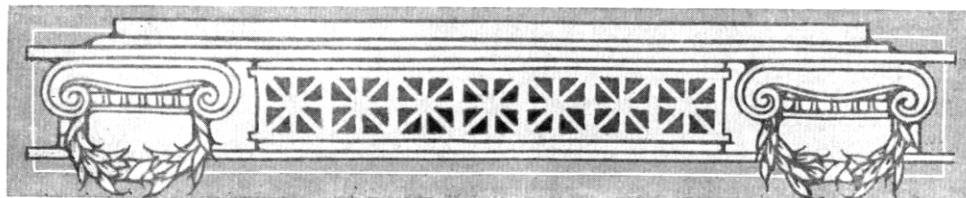
They would remain at 3513 Livingston Street until 1960, when the house was purchased by Frank Sartwell and his wife Joyce. He listed his occupation as a writer at the National Geographic Society. One of his articles completed while living at 3513 Livingston included “Robots to the Moon” for the October 1962 edition of National Geographic magazine (pg 557-571). Sartwell would remain at the house until the mid 1970s. He later became an editor of the *Defenders of Wildlife* magazine, and resided in Hyattsville, Maryland. His son Glen G. Sartwell moved into the house beginning in 1977, with Richard and Joyce Abell. Sartwell listed his occupation as an employee of the Federal Power Commission.



On August 10, 1984, Richard and Joyce Abell sold the house to Cora Yamamoto and Jeffery M. Lepon.

Since July 5, 1988, however, the house at 3513 Livingston Street has been the home of Thomas Merritt Suber and Cary Brandon Griffin, and their two sons, Griffin Stern Suber (currently 12) and Jordan Dain Suber (7).

They did some modest additions and improvements during the 1990's. However, in the fall of 2002, Stuber and Griffin purchased the adjoining lot numbered 16 from the estate of Gloria Gaston - Shapiro, administered by Robert Stein on behalf of the primary heir, the United Negro College Fund. They razed the 1960s era structure to create a large side garden, including a swimming pool, for their home at 3513 Livingston.





Chevy Chase DC: A Short History

The land that would eventually become present day Chevy Chase and the neighborhood of Chevy Chase DC originally belonged to Colonel Joseph Belt, who was a member of the

Maryland House Burgesses. A patent for 560 acres of land named Cheivy Chase, exists with Belt listed as its owner. Dated July 10, 1725, “Charles Absolute Lord and Prop’y of the Provinces of Maryland, etc.,” is listed as granting the land to Belt. The name Chevy Chase (Cheivy Chase) commemorates the battle of Chevait Chays in 1388. On September 29, 1768, Thomas Belt, son of Joseph Belt, publicized in Georgetown’s newspaper, *The Gazette*, the sale of “part of a tract of land, called Chevy Chase, containing 200 and 300 acres, about five miles from said Town [Georgetown].”

In January 23, 1815 the Bradley family came into the possession of this land and created the Bradley farm with a farmhouse located just east of what is now Connecticut Avenue, later incorporated into the Chevy Chase Country Club. As late as 1894, when the above picture was taken of Chevy Chase Circle, the area remained largely undeveloped.

In 1890, the area that was to become the new subdivision of Chevy Chase was well settled farmland, crossed by several country roads. Brookville Road ran from Tenlytown to Brookville, Maryland. Broad Branch Road, Jones Mill Road, and Milk House Ford Road wound through the farms, and the only crossroad leading from Brookville Road to Old Georgetown Road was Jackson Road, now Bradley Boulevard.

Conceived in the 1890’s, the formation of Chevy Chase required the completion of several feats: the initial purchase of 1,712 acres of farmland situated north-west of Washington, D.C.; the creation of the Chevy Chase Land Company which had a capitol stock of one million dollars; extending Connecticut Avenue five miles above its then present endpoint at Calvert St.; building an electric railway line; and building the infrastructure (schools, churches, commercial districts) for future residents.

J.H. Bradley’s large tract of farmland was a key purchase of the Chevy Chase Land Company, as it straddled the line between Maryland and the District of Columbia, and along with a handful of other farms and houses that dotted the countryside, its name was used for Bradley Road, as were several other family names in the area.

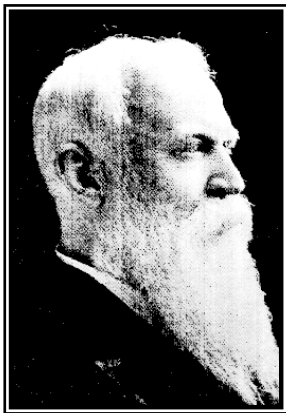
The transformation of this farmland into suburbs was initiated by the Chevy Chase Land Company, which was incorporated on June 5, 1890, by Francis G.

Newlands, illustrated at right, and Senator William M. Stewart, two powerful and wealthy Westerners known to residents of the District of Columbia as the "California Syndicate," and Colonel George Augustus Armes, a reared Army colonel involved in real estate.

When Newlands registered the Company in 1890, he indicated its purpose was for "the buying, selling, mortgaging, leasing, improving ...lands in...Maryland and lands partly with in the District of Columbia..." The Chevy Chase Land Company hired W. Kelsey Schaeff, the former D.C. assistant engineer and Nathan F. Barrett, a landscaping expert. It was Barrett, who imparted many English and Scottish names to Chevy Chase and gave the area its wide streets. Lindley Johnson (1854-1937), an accomplished architect and designer of many country homes in and around Philadelphia and along the Atlantic Coast, developed designs for many of Chevy Chase's early residences. The bridge they eventually built across Rock Creek at Calvert Street opened the entire northwest section to new real estate ventures.



At the time of incorporation, Francis G. Newlands (1848-1917) was a young San Francisco lawyer. Early in his practice he had become an attorney for William Sharon, a senator from Nevada from 1875 to 1882, who made a tremendous fortune revitalizing and managing the rich Nevada Comstock Lode. In 1874 Newlands married Sharon's daughter. Following her death in 1882 and William Sharon's death in 1885, Newlands became trustee of Sharon's wealthy estate, and became heir to major land holdings in California and Nevada.

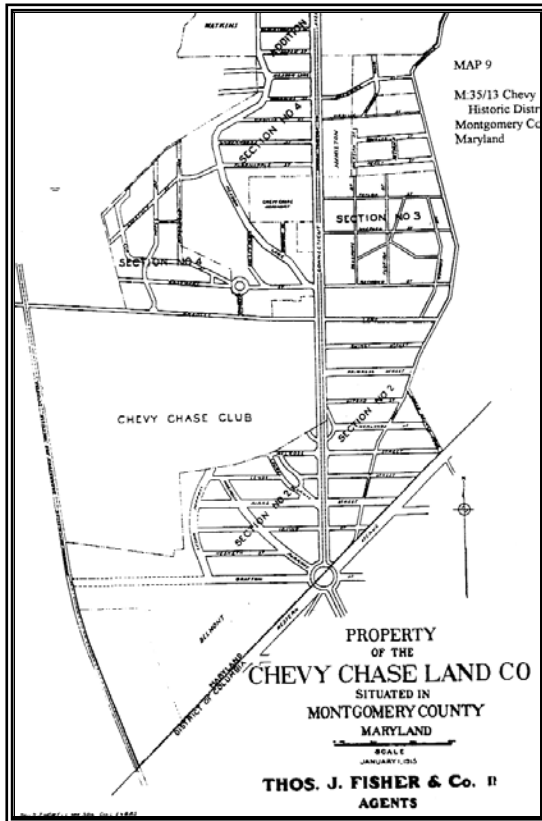


Newlands quickly moved his share of the assets to Washington. In 1892 he was elected to Congress, where he was a great proponent of irrigation and land reclamation in the West. He served as a congressman from Nevada for 10 years and then as a senator for 14 years.

William M. Stewart (1827-1909), illustrated at left, was a lawyer and two-time senator from Nevada (1862- 1875, 1887-1905), made his fortune prospecting for gold in California and representing the legal interests of the original miners of the Comstock Lode. He was a leading political figure in the West, among other things carving out the Nevada Territory and representing Western mining interests and railroads in Congress over a 29 year period.

Newlands and Stewart had experience with large scale real estate ventures and a shared confidence in the future growth of Washington. They had been involved in other speculative land ventures in the city-at Du Pont Circle, for example-albeit on a smaller scale than Chevy Chase. Newlands is most often credited with being the

primary catalyst for the development of Chevy Chase, although some sources credit Colonel Ames with the original concept. Whether or not Newlands first thought of the idea, it was he who was the driving force behind Chevy Chase in its formative years. He attracted a powerful and talented group of men to his new Chevy Chase Land Company. Stewart was a partner, purchasing \$300,000 of the first issue of Land Company stock. Perhaps more important, he was its strong legislative supporter in Congress, backing both the creation of Rock Creek Park and the charter of the streetcar line.



In the years just preceding 1890, Newlands had launched an ambitious campaign of land purchases. His goal was to buy any parcel that touched on his projected length of Connecticut Avenue. Through straw purchases made secretly by his agents under a variety of names, he quietly bought up farmland amounting to more than 1,700 acres along the entire proposed length of Connecticut Avenue from Boundary Street (now Florida Avenue) to what is now Jones Bridge Road. Edward J. Stellwagen and Armes acted as principal agents and/or brokers for the acquisitions, and all holdings of the agents and trustees were transferred to the new Chevy Chase Land Company in 1890.

Newlands was a farsighted businessman, intent on the finest quality of development. His goals are captured by a 1916 brochure, titled “Chevy Chase for Homes,” which was produced by the Land

Company's exclusive leasing agent, Thos. J. Fisher & Co.:

“In the ordinary real estate development too frequently everything is sacrificed for quick financial returns, but this has not been done in Chevy Chase. Back of the development, so far as it has progressed today, is a big, comprehensive plan, and the men who formulated that plan believed that the best results could be obtained only where things were done right ... Instead of developing one small tract without regard to the surroundings, the owners acquired more than two thousand acres of land and have spent hundreds of thousands of dollars in street improvements and the installation of every municipal convenience. The fixed purpose of The Chevy Chase Land Company was to provide for the National Capital a home suburb, a community where each home would bear a touch of the individuality of the owner, where each home would possess an added value by virtue of the beauty and charm of the surrounding homes.”

Newlands vast share of his father-in-law's estate was the cornerstone of the plan. However, two other important financial and real estate alliances were also crucial: The Union Trust Company, organized in 1899, was integral to the long term financing necessary for large-scale development, and the real estate mortgage investment banking firm of Thos. J. Fisher & Co., organized in 1872, which became the real estate department of the Union Trust Company and the exclusive leasing agent for the Land Company. For a number of years the Fisher Company also handled all of the Land Company business from their offices. Stellwagen, vice president of the Land Company, was a link to both organizations-as president of Union Trust and president of Thos. J. Fisher & Co.

The Land Company's first task was to connect the new subdivision with Washington. Newlands privately launched the construction of Connecticut Avenue far beyond the improved streets of the city into the rugged countryside to the north, following the route of land Newlands had purchased. Workers excavated more than five miles of roadbed and bridged ravines, and constructed a series of deep cuts and fills. Much of this was done using pick-and-shovel and horse-drawn carts. Trestle bridges were constructed over Rock Creek at Calvert Street and at Klinge Valley (Klinge Street) in 1891.

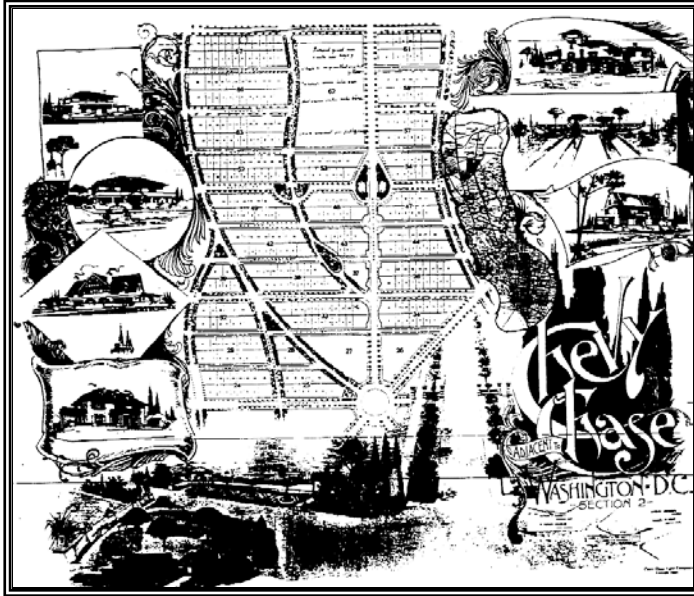
At the same time, the company constructed an electric railway at an initial cost of \$1.5 million. The Chevy Chase Land Company allied itself with the fledgling Rock Creek Railway Company, with Newlands as its president and principal stockholder. Officers of this new corporation were identical to those of the Land Company. The first segment of the line opened in 1892, and the rest soon thereafter. On May 31, 1903, the *Washington Post* reported that streetcars made the six-mile run from the Treasury at 15th Street and Pennsylvania Avenue to Chevy Chase in exactly 35 minutes, leaving every 15 minutes.

At the northern terminus of the line, two miles beyond Chevy Chase Circle, the Land Company built a small lake and an amusement park to lure prospective buyers. Pleasure-seekers flocked to Chevy Chase Lake on the trolley for concerts at the bandstand, which was a giant blue seashell covered with hundreds of twinkling lights. They rowed on the lake for five cents a half hour, bowled, rode the carousel and live ponies, tested their skills at the shooting gallery, and danced the two-step at the dance pavilion.

Starting in Maryland, and with the help of Frederic Law Olmsted's urban design firm for the DC portion, they laid out plans for an impressive, multi-neighborhood "streetcar suburb." The first section of the new suburb to be laid out was just north of Chevy Chase Circle in Maryland, a section that is known today as Chevy Chase Village. Plans included broad streets, large lots, and open parkland. Strict building regulations and covenants governed what future residents' could build. Houses fronting upon Connecticut Avenue were to cost not less than \$5,000 each, and on other streets not less than \$3,000. Houses constructed on Connecticut required a setback of 35 feet; and on side streets, 25 feet. No lot could be less than 60 feet wide. Alleys, apartments, and rowhouses were forbidden, and no business was to be conducted in the section; other areas were set apart for that purpose. Stables and carriage houses were not to be

erected within 25 feet of the front line of any lot. Similar restrictions were enacted in other sections developed later by the Land Company.

Research to date suggests that the first houses in the Village were built by or for officers of the Chevy Chase Land Company. An article in the November 1920 issue of the *Chevy Chase News*, written by Chevy Chase's first school mistress, Ella Given, names the first houses and their residents. According to her account, the four original homes, all in the vicinity of Connecticut Avenue and Irving Street were designed by Lindley Johnson of Philadelphia, with Washington architect Leon E. Dessez as his associate.



Dessez was the first resident, moving into the house known today as the Lodge, just northwest of the Circle, in May 1893. Senator Newlands was the resident of a grand house originally built for Senator Stewart on the northeast side of the Circle; this house later became known as the Corby mansion for its owner, William S. Corby, who patented the first dough-molding machine. Howard Nyman, Secretary of the land Company, moved into the residence at the northeast corner of Connecticut and

Irving, and Herbert Claude moved into the house at the northwest corner of Connecticut and Irving. As described in Ella Given's article, "These four houses, artistic and homelike, struck the keynote for the community which was to grow up around them."

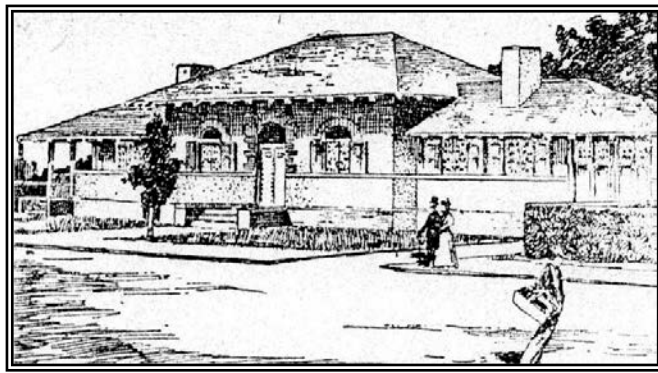
Newlands and the Land Company provided every comfort and convenience within their control, including water from artesian wells and attractive surroundings. Under landscape architect Nathan Barrett's direction, a gracious landscape plan with shade trees and ornamental shrubbery was devised and partially executed. In addition to native trees such as the tulip, poplar, oak, and locust, he specified many imports such as English elms, Japanese boxwood, pin oak, linden, and sycamore. Distinctive double rows of trees lined major streets.

The belief that "the best suburban section is always surrounding or adjacent to the leading suburban clubs" was expressed by Thos. J. Fisher & Co.'s 1916 real estate brochure. Land Company officers organized the Chevy Chase Club in 1890 soon after the formation of the company itself, with Newlands as its first president. It was a country club devoted mainly to riding and the hunt, in the days when it was the custom to ride to the hounds two or three times a week in season. The club adopted golf when that sport became popular. The old Bradley farmhouse on Connecticut Avenue served

as the first clubhouse and was later remodeled into a guest house, incorporating portions of the old farmhouse.

The Land Company donated land for the first public school. Opening its doors in 1898, it was a small, four-room building surrounded by an expanse of mud, with a plank for a front stairway. In 1901 the land Company also gave land on Chevy Chase Circle for the first church in the Village, the All Saints Episcopal Church (organized in 1897), whose first rector, the Reverend Thomas S. Childs, owned a house in the Village. The Post Office building, now the Chevy Chase Village Hall at 5906 Connecticut Avenue, was a small, pebble-dashed structure that also accommodated the public library, an “artistically decorated room” with a collection of 1,000 books. Fire apparatus which included a fire engine, hose cart, and hook-and-ladder, as well as a fire bell, was located just south of the building. A library was also built, illustrated in a 1900 newspaper article at right.

The first residential section, Section II or Chevy Chase Village, located between Chevy Chase Circle and Bradley lane opened in 1893. The Land Company subsequently planned additional sections in both Maryland and the District of Columbia, which opened in the following order: Section III, east of Connecticut Avenue and north of Bradley Lane; Chevy Chase, D.C., located immediately southeast of the Circle; Section IV, west of Connecticut between the Chevy Chase and Columbia Country Clubs; Chevy Chase Heights, west of Connecticut about a half mile south of the Circle; and Section V, east of Connecticut above Section III. Curiously, there was originally no Section I, and although a portion of land added to Section II took this title on maps, it never gained widespread use.



The Chevy Chase Land Company was not solely responsible for developing the land. At times other developers were responsible for entire communities of homes. Otterborne Martin's Additions, and additional lands were folded into Chevy Chase's boundaries on all sides as time passed. M. and R.B. Warren planned and engineered Leland, a tract of 57 acres that was later added to Section IV. More often, however, the Land Company sold lots singly to individuals, or in small groups for development.

Despite all of the amenities, the sale of land in Chevy Chase went slowly. The first section, the Village, opened in the panic year of 1893. Only 27 houses were occupied by 1897, and it required all the long-term financial solidarity of Newlands and his company to withstand the collapse of the boom of the previous decade. In fact, disbursements exceeded receipts for years. The Land Company would pay no dividends to stockholders until 1922. Accounts of growth patterns in Chevy Chase are varied; however, one source states that Chevy Chase Village had only 49 families in 1903.

The first Chevy Chase, DC, home was built on Oliver Street in 1908. “Four square” designs were popular, as were bungalows and Dutch colonials. Many homes were mail ordered freight from the Sears catalog or from other Catalog Home Builders. The structures had to cost at least \$5,000 on a main street and \$3,000 on side streets. Because the homes were substantial and well built, most remain to this day. Today, as the original double lots are in-filled with more contemporary structures, the area retains its eclectic charm.

The Land Company was perfectly situated, however, to benefit from the expansionary period that followed World War I. Between 1918 and 1931, sales totaled more than \$7.5 million. By 1916, Thos. J. Fisher & Co. had reported that Section II, Section III, and Chevy Chase, D.C., were practically sold out, with sites still available in Section IV and Chevy Chase Heights.

Because Chevy Chase's commercial development was strictly limited and controlled, the Land Company arranged for goods to be delivered to early residents. The *Chevy Chase News* of November 1920 described the system:

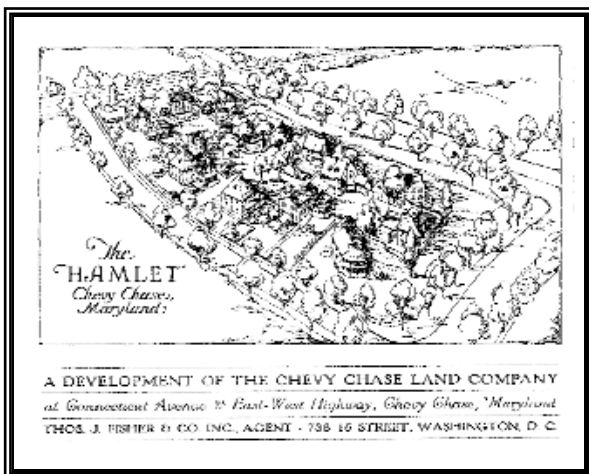
“Coal was ordered through the land Company, and during the summer months a wagon was sent into the city for ice several times a week. If medicine were needed it could be telephoned for and delivered to a car conductor at Fifteenth Street and New York Avenue, or anywhere along the route...The conductor would get off the car at Connecticut Avenue and Irving Street and put the medicine into a small box erected for that purpose.”

Newlands did, however, plan for a small shopping area south of Chevy Chase Circle on the west side of Connecticut Avenue. Among the earliest stores to open there were W.B. Follmer's Grocery Store at 5630 Connecticut Avenue and Doc Armstrong's Drugstore, adjacent to it Sonnemann's store flourished on Brookville Road.

The Land Company's early goal was a “home suburb where every home would reflect the individuality of its owner.” Houses of all sizes were erected, and Thomas J. Fisher & Co. advertised them in the 1916 promotional brochure *Chevy Chase for Homes* as “each marked by the individuality of its owner.” Although Chevy Chase was planned to “meet the requirements of discriminating people that does not necessarily mean, in

our opinion, people of great wealth. Scores of those of moderate means made their homes there. Residents have always maintained a range of occupations, from judge, senator, and physician, to teacher, bookkeeper, and accountant.”

From the outset Chevy Chase was at the best of residential design. The Land Company engaged the talents of nationally known Philadelphia architect



Lindley Johnson and New York landscape architect Nathan Barrett. Johnson, a successful and sophisticated Beaux Arts architect known for his large country houses and resort structures, received several key commissions in 1892, including six "cottages," a Connecticut Avenue office building, and homes for Stewart and Stellwagen. Along with local architect Leon Dessez, who is perhaps best known in Washington for his design of the Admiral's House (now the vice presidential residence), they set a tone of gentility with a few late Shingle style houses and Colonial style houses in vogue in the 1890's. Newlands made Dessez a director of the Land Company in 1893 and gave him the responsibility of preparing strict building regulations, as well as building two houses for sale.

Construction slowed after the panic of 1893 and did not pick up until after World War I. Virtually all of the late nineteenth and early twentieth century styles are represented today, including the Shingle, Colonial Revival, Tudor, French Eclectic, Spanish Eclectic, Mission, Neoclassical, Italian Renaissance, Prairie, and Craftsman styles. Bungalows mix with grand Colonial Revival mansions, and designs range from formal architect designed houses to Sears prefabricated structures. An extraordinary mix of talented local designers are represented, including Arthur B. Heaton, George S. Cooper, Thomas J.D. Fuller, Edward W. Donn, Waddy Wood, Clarence Harding, A.M. Sonnemann, Porter & Lockie, and Dan Kirkhuff, as well as prominent builders or developers such as Harry Wardman, the Weaver Brothers, and M. and R.B. Warren.

The large majority of the houses built over the years are extant. Of what were apparently the original four Chevy Chase houses, three remain: Newlands' home on Chevy Chase Circle, Stellwagen's house standing in mid-block directly opposite the Corby Mansion, and Herbert Claude's house at 5900 Connecticut Avenue. Although there have been additions to the boundaries of the earliest land developed by the Land Company, the original sections still exist, each with its own distinctive character and identity.

Commercial incursions have continued to be strictly controlled. Newlands apparently planned for the Connecticut Avenue shopping district south of Chevy Chase Circle. However, the thrust of commercial development bordering on Chevy Chase was shifted in 1928 to the neighborhood's western edge, on Wisconsin Avenue, and the land Company's construction there of Chevy Chase Center in the 1950's brought additional shops and offices to that area.

Interestingly, the Chevy Chase Land Company still exists, largely owned by descendants of Senator Newlands and collateral heirs. After Newlands' death in 1917, Stellwagen became president, followed in turn by Edward L. Hillyer. Until the mid-1930's, the company sold land and liquidated assets for distribution to shareholders. In 1946 William Sharon Farr assumed the presidency, and the company strategy changed as it began to develop its holdings into long-term, income-producing properties. Farr's son, Gavin, now serves as President. A recent Land Company undertaking is an apartment building at 8101 Connecticut Avenue, occupying the original site of Chevy Chase lake and fittingly advertised as "Built by the Chevy Chase land Co. on land they selected and acquired in 1890."

Despite the passing of several characteristic features, Chevy Chase Lake was filled in during the 1930's, the electric railroad service was discontinued on Connecticut Avenue in 1935, and the bridges at Klinge Valley and Calvert Street have long since been replaced. Vast portions of the Connecticut Avenue lands owned and developed by the Company remain, and Chevy Chase itself stands just as Newlands envisioned it - a residential neighborhood: stable, comfortable, and quiet. Ninety years later it is a tribute to his long-range planning and high standards.



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Information and research provided in this report was completed by Paul K. Williams during the winter of 2004.