Chevy Chase Lake Sector Plan

## Appendix

Chevy Chase Lake Sector Plan
Appendix 3 Historic Resources

Historic Context

The Chevy Chase Lake area has important historical roots in Montgomery County, first as part of an English manor in the colonial era, and later as part of Chevy Chase, the most comprehensive planning effort in the history of early suburban Washington. The area receives its name from a once popular recreation area which also provided a water source for the streetcar powerhouse. Chevy Chase gets its name from a 560-acre tract of land patented here in 1751 by Colonel Joseph Belt, known as "Cheivy Chace." The name has historic associations with a 1388 battle between England and Scotland that involved a border raid, or "chevauchee," of hunting grounds, known as a "chace."
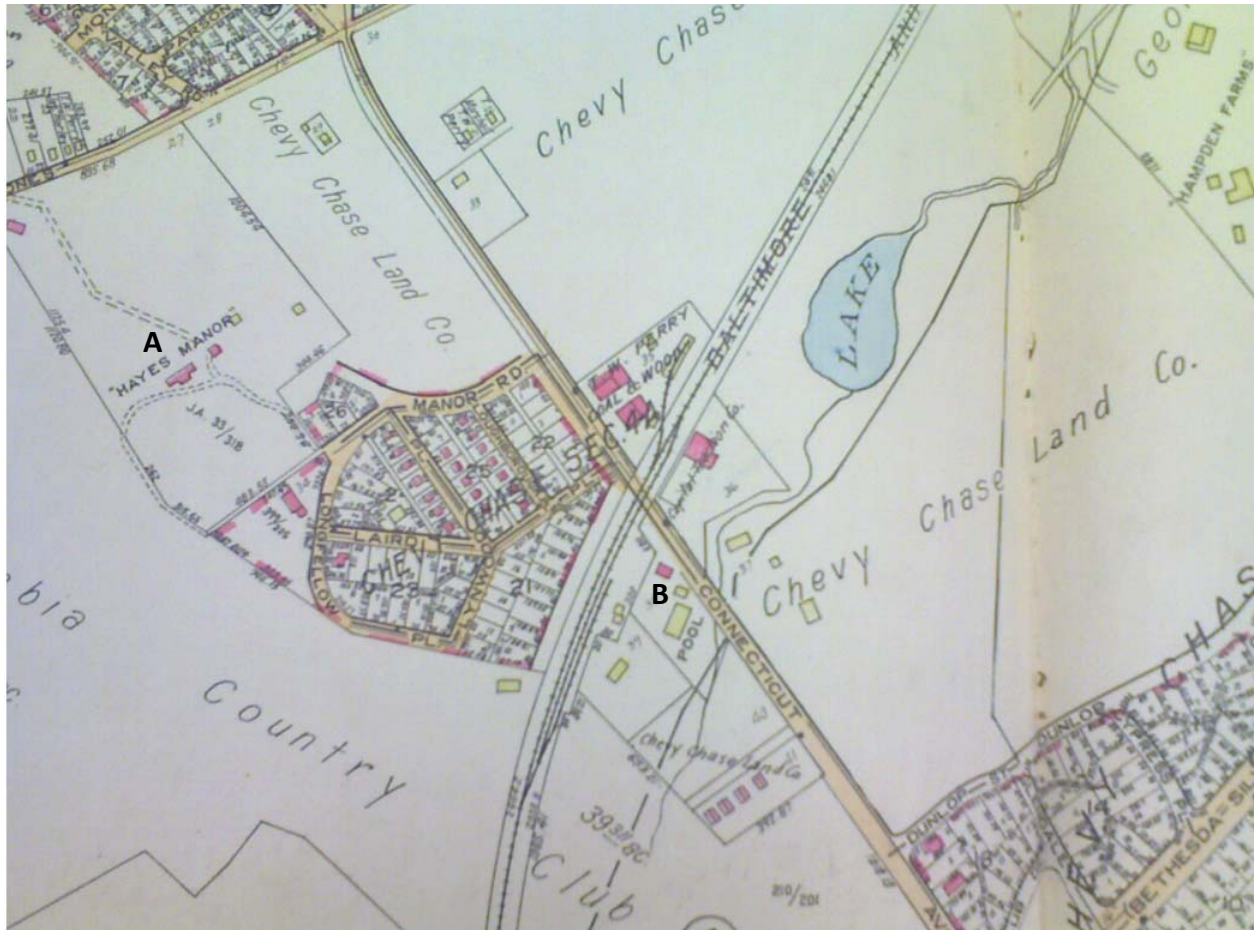
1941 Klinge Real Estate Atlas

A-Hayes Manor, B-Chevy Chase Lake Streetcar Station Site

Historic Resources

Designated on the *Master Plan for Historic Preservation*, these resources are protected by the Preservation Ordinance, Chapter 24A of the County Code.

**Hayes Manor**, 4101 Manor Road (Resource 35/2)

Hayes Manor

Built for an Anglican clergyman in 1767, Hayes Manor is a true English colonial estate. Hayes Manor is one of the earliest and best-preserved examples of Georgian style architecture in the region. The residence was built for Rev. Alexander Williamson, rector of Prince George's Parish, one of the richest parishes in the Maryland colony. Williamson named the property Hayes after the home of William Pitt, British Prime Minister. With the separation of church and state after the Revolution, the Anglican Church was no longer Maryland's established church and Williamson's tax-supported salary ceased. For nearly two centuries, beginning in 1792, Hayes Manor was owned by the Dunlop family.

The brick residence has two front façades, customary for high-style Georgian houses. Both façades have expensive all-header bond brick. The south entrance opens into a front stair hall in a double pile plan. East and west wings, dating from 1899 and 1908, were designed by architect Walter Peter in a compatible style. Notable landscape features include a formal boxwood garden, a bowling green, and the Dunlop family cemetery.


Hayes Manor environmental setting, being 9.44 acres (P212)
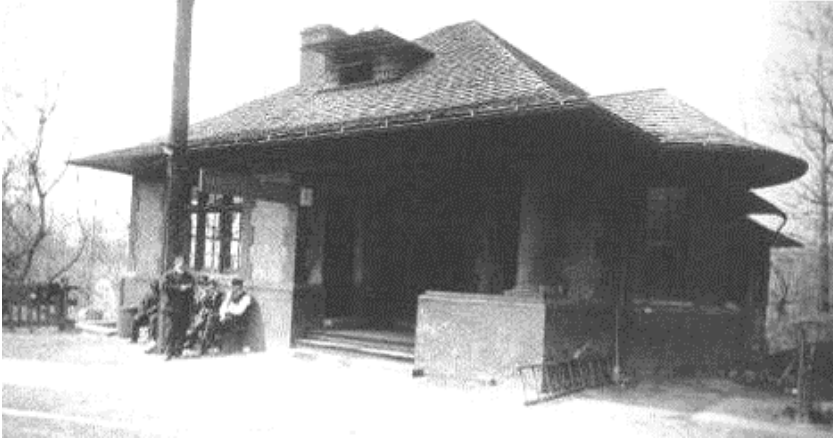
(MP Site 35/11) Connecticut Avenue, vicinity of Georgetown Branch

Chevy Chase Lake Streetcar Station

The Chevy Chase Lake Streetcar Station (1892) was located on this site at the northern terminus of the streetcar that served local residents and daytrippers attending the Chevy Chase Lake amusement park. The park was representative of the infrastructure and recreational amenities integral to the planned development of the Chevy Chase Land Company. From the mid-1890s until the 1930s, Chevy Chase Lake, located on the east side of Connecticut Avenue, served a dual purpose--providing an ample water supply to the nearby trolley powerhouse, and a recreation facility. In 1927, the Chevy Chase Swimming Pool opened next to the depot and became a popular attraction for five decades.
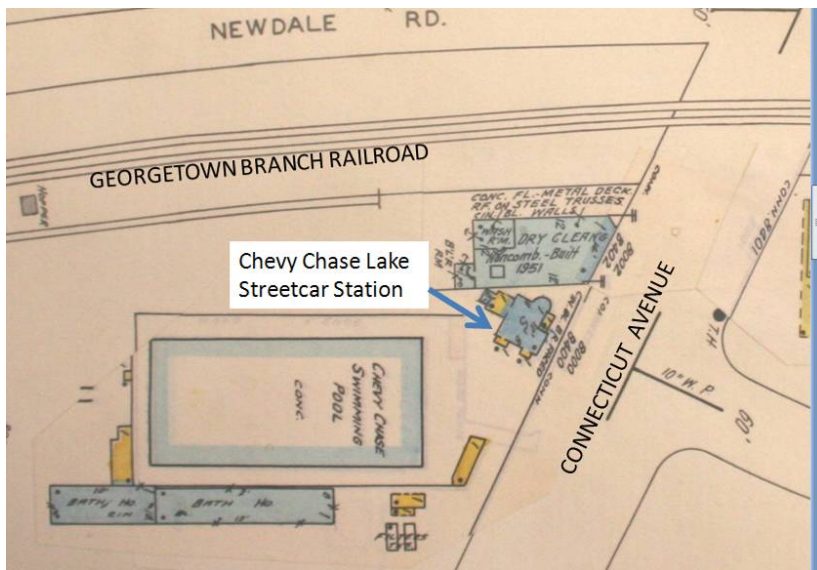

Sanborn map, 1955

Chevy Chase is nationally recognized as a prototypical, turn-of-the-century streetcar suburb providing upscale residences in a comprehensively planned environment. Planned and developed between 1892 and 1930, Chevy Chase was Montgomery County's first and most influential streetcar suburb. It was the most visionary investment in Montgomery County real estate in the late nineteenth and early twentieth century - representing the Chevy Chase Land Company's prototype for a planned suburb and setting the tone for early twentieth century neighborhoods throughout northwest Washington and southern Montgomery County.

The Chevy Chase Land Company extended Connecticut Avenue into Montgomery County, opening thousands of acres up for development. A streetcar line, Rock Creek Railway, was built along this new route to bring new residents to the area from Washington DC. The exuberant brick station built on this site was dismantled and moved to Frederick County in 1980 where it is a privately owned residence. The only enclosed station built along the trolley line, the Chevy Chase Lake Station was built by the Metropolitan Southern Railroad in exchange for receiving right-of-way from CCLC for the Georgetown railroad branch.

The Chevy Chase Land Company was incorporated in 1890 by Nevada Senators Francis G Newlands and Senator William M. Stewart. Newlands, the driving force behind the development arranged for the purchase of land along the proposed extension of Connecticut Avenue and is recognized as one of the first entrepreneurs to appreciate the speculative implications of the streetcar.

From the beginning, Newlands sought to develop a singular neighborhood of the finest quality. Newlands' The comprehensive plan--which included zoning, architectural design guidelines, landscaping, and infrastructure—was intended to establish a singular community of the finest quality. CCLC spent millions on infrastructure improvements, including the construction of the trolley line, with trestle bridges over Rock Creek, Connecticut Avenue graded from Calvert Street to Chevy Chase Lake, water and sewer systems, and a power house to provide electricity. The $1,250,000 corporate investment in the infrastructure of the region was a remarkable statement of faith in the growth and progress of the national capital area and created the foundation for regional community building on an unprecedented comprehensive scale.
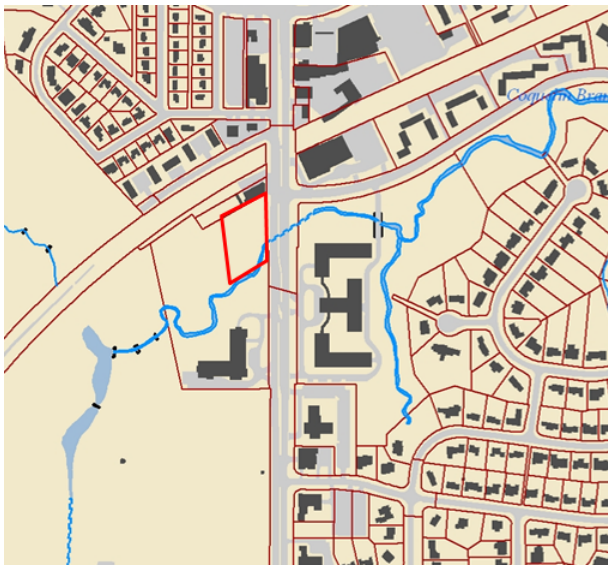
Chevy Chase Lake Streetcar Station
Environmental Setting, being about 1 acre, 8100 Connecticut Avenue (Tax # 07-00419831)

Additional Information

Places From the Past: The Tradition of Gardez Bien *in Montgomery County*, by Clare Lise Cavicchi [Kelly] (M-NCPPC and MHT, 2001)

Chevy Chase: A Home Suburb for the Nation's Capital, by Elizabeth Jo Lampl and Kim Williams (M-NCPPC, Montgomery County HPC and MHT, 1998)

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Appendix

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