

Chevy Chase Citizens Association 100 (+) Years of Service

In this revised publication, information about the early years is taken from Edward T. Stafford's history, *Fifty Years in Chevy Chase 1909-1959*, published by the association on its 50th anniversary in 1959. Walter E. Beach, great-grandson of A.J. Warner, Superintendent of the Rock Creek Railway Company, supplied information on the construction of the Chevy Chase Trolley line. Much of the other content is taken from the 75th anniversary of the association, published in 1984. That volume, which contains more detail on many subjects, is available on our web site, www.chevychasecitizens.org.

We thank many contributors to the 2010 update that brings us through the association's 100th anniversary and beyond. These include Margaret Bacon, Allen Beach, Bob Gray, Ed Hayes, Tammy Horn, Jon Lawlor, Ursula McManus, Samantha Nolan, Sarah Pokempner, Anne Renshaw, and Nancy Wilson. Special thanks to Kathy Echave, a teacher at Lafayette Elementary School, for organizing a gathering of veteran teachers and staff members in May 2010 to discuss their recollections of Lafayette's history in recent years.

This updated edition is dedicated to the men and women whose loyalty, hard work, and cooperation during the past 100 years have contributed to the progress of the Chevy Chase community.—*Ted Gest*



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Origins

The Founding of Chevy Chase

A bronze plaque on a boulder at Chevy Chase Circle, near All Saints Episcopal Church, has the inscription:

*Colonel Joseph Belt
1680 Maryland 1761
Patentee of "Cheivy Chace"
Trustee of First Five Schools in Maryland
One of the Founders of Rock Creek Parish
Member of the House of Burgesses
Colonel of Prince George's County Militia
During French and Indian Wars*

On July 10, 1725, Joseph Belt received a patent for 560 acres of land called "Cheivy Chace" from Charles Absolute Lord Proprietary of the Province of Maryland. He married Esther Beall, daughter of Colonel Ninian Beall, and built the Belt Manor House, which stood at the site of what is now 3734 Oliver Street; Belt Road led to the house. When the house was torn down about 1907 by Simpson Brothers, the thick English ivy that covered the north wall stood as firm as a board fence. The B.W. Parker house was built on the foundations of the Belt house.

The name Chevy Chase has historical significance. The Cheviot Hills in Northumberland mark the boundary between England and Scotland and were the site of many skirmishes between the two countries before they were united. In August 1388 there was a skirmish in the forest of Cheviat Chays. Lord Percy of England fought Earl Douglass of Scotland over the hunting grounds or "chace" in the Cheviot Hills. An ancestor of George Washington, Sir William de Washington, fought in the battle. The "Dougheti Douglass" was killed, but Hotspur Percy and his brother were taken prisoner and about 1,500 of his men were killed. In later centuries, the Battle of Otterburn, or Chevy Chase, became famous and was immortalized in the English ballad "Ye Cheviat Chays Ballade" and the Scottish ballad "The Battle of Otterburn." A former streetcar shelter at Connecticut Avenue and Thornapple Street in Maryland was called Otterburn Station.

Why did Joseph Belt choose this name for his estate? The Potomac Valley was inhabited mainly by Scottish settlers. To the north, including Baltimore, English settlers prevailed. Chevy Chase seemed to form a borderline hunting ground, with the Scots on one side and the English on the other, as did the chace in the Cheviot Hills of Britain. It is also significant that Belt's wife was of pure Scottish blood, while he himself was English.

About a hundred years ago, the farmlands and homestead of the Belt Estate were brought from the heirs of Joseph Belt by businessmen and speculators. The land was eventually acquired by the Chevy

Chase Land Company for development. The village of Chevy Chase, Maryland, was founded in 1890, at which time it was surrounded by a fairly well-settled farming community. About 1903 the village had only forty-nine families, and the area that is Chevy Chase, D.C., had no residents. Four years later, development in D.C. began. Francis Griffith Newlands, a U.S. Senator from Nevada, was the principal owner of the Chevy Chase Land Company. Nevada Avenue and Newlands Street were named for him, and in the stonework of the fountain at Chevy Chase Circle was carved the inscription: “Francis Griffith Newlands, 1848-1917, Senator from Nevada, Founder of Chevy Chase.”

Colonel Belt founded Chevy Chase; Senator Newlands developed it.

The Chevy Chase Land Company

The Chevy Chase Land Company was largely responsible for the development of Chevy Chase in both the District and Maryland. Starting in the early 1890s, the company bought 1,750 acres of land along the planned Connecticut Avenue. Colonel G.A. Armes conceived the idea of extending Connecticut Avenue beyond Florida Avenue, then the northern boundary of the city. He interested the two senators from Nevada in the projects. Senator Newlands, whose wife had substantial investment in the Comstock Lode, became the principal stockholder in the Company. Originally, Connecticut Avenue was to extend in a straight line through the District and Maryland until it intersected the Rockville Turnpike (Wisconsin Avenue). This plan was changed and Connecticut Avenue was diverted from a northwesterly direction to run due north at Chevy Chase Circle. Connecticut Avenue from Calvert Street to the Circle was dedicated to the District of Columbia, and the portion north of the Circle was dedicated to Maryland.

The Avenue was graded and improved by the company for the entire distance to Chevy Chase Lake. The company financed the construction of the Calvert Street and Klinge Valley bridges as well as a trolley line from downtown Washington to Chevy Chase Lake in Maryland. Neither the District nor the federal government paid any of the cost. About two miles north of the Circle, the Company constructed Chevy Chase Lake, a large cement swimming pool, to attract downtown residents to Chevy Chase. Across the avenue from the pool was a real lake, in which no swimming was permitted but rowboats could be rented. Adjacent to the lake was an amusement park built and operated by the company.

Many of the first houses in Chevy Chase, Maryland, were built for officers of the Chevy Chase Land Company. The Corby mansion at Chevy Chase Circle was originally occupied by Senator Newlands, but he soon moved because his guests were forced to leave before midnight, when the electricity was shut off for the night. The company donated the land for the Chevy Chase School, which was built in 1898. In 1907 the company began to develop Chevy Chase, D.C. The object was to “provide for the National Capital a home suburb, a community where every residence would bear a touch of the individuality of the owner.”

The company still owns property in Washington, D.C., Maryland, and Virginia, including some in the Friendship Heights development at Western and Wisconsin Avenues. A 20-acre parcel on the east side of Jones Bridge Road and Connecticut Avenue in Maryland that was sold in 1997 was the last large, undeveloped parcel in the company’s portfolio remaining from the original Newlands purchase in the 1890s. With

the proceeds from that sale, the company acquired the building site at Woodmont Avenue and Montgomery Lane in Bethesda, and opened the Senator Francis G. Newlands Building, a 15-story mixed-use office project, in 1999.

The Rock Creek Railway Company

The successful development of Chevy Chase depended on reliable transportation to and from downtown. Before the automobile era, this service was provided by the Rock Creek Railway Company, formed by Senator Newlands and chartered in 1888. The railway was built between 1890 and 1893 under A.J. Warner, superintendent of the Company. It was financed by the Chevy Chase Land Company and cost \$1,500,000. The route began at Seventh and U Streets, N.W. and went along U Street to 18th Street, where it turned north to Calvert Street, then across the Calvert Street bridge to Connecticut Avenue, turning north on Connecticut Avenue and proceeding to the end of the Chevy Chase Land Company's property at Chevy Chase Lake.

Construction of the railway was a formidable task requiring the building of the Calvert Street and Klingle Valley bridges, the grading of Connecticut Avenue, and the construction of two steam plants to generate electricity, one at each end of the line. The difficult job of grading Connecticut Avenue was described by Edward Hillyer, an officer of the Rock Creek Railway Company: "The hills had be be cut down by pick and shovel and the valleys filled by horse-drawn carts. A good illustration of that operation was the cutting down of what was known as Soapstone Hill on the west side of the Avenue at Albemarle Street and the earth was taken across the Avenue and filled in ... a fill of 40 to 50 feet. In some places a train of small dumping cars with a donkey engine carried the dirt in the narrow gauge rails" An underground conduit was used for the portion of the line along U Street since overhead wires were not permitted in the "city" (the area south of Florida Avenue).

When the railway was completed in April 1893, Superintendent Warner wrote to Senator Newlands:

The electric conduit on U Street is now completed and, I think, may be pronounced a success. The Rock Creek Road from the Boundary to Chevy Chase is well ballasted and has been much improved by cutting down summits and raising low places, and the track I consider now in first line, but 4,400 pounds were consumed in twelve hours. For economy in coal consumption, I do not think this showing can be surpassed anywhere, if it can be anywhere equalled. The electric equipment is working satisfactorily. I see nothing therefore now in the way of the safe operation of the entire line, including U street and the line to the Zoo Park. Special cars will be required in the operation of the Zoo Branch, and I suggest that to insure entire safety, the speed of the cars when descending the grade should be limited to 3, or at most 4, miles an hour.

A.J. Warner was a close friend and political ally of Senator Newlands and was also ably qualified to build the railway. He was a Union officer in the Civil War and reached the rank of Brigadier General. He spent the postwar period in southeastern Ohio engaged in coal mining operations and the construction of

two railroads. Although successful in these ventures, he suffered losses, in his view, from the law demonetizing silver and turned to national politics. In 1878 he was elected to Congress. His interest now merged with his fellow Democrat, the senator from Nevada, Francis G. Newlands. It was natural for the senator to select his able friend A.J. Warner to build the Chevy Chase trolley line.

Each morning and afternoon a freight car transported supplies. The arrival of the cars from the city was an event comparable to the arrival of the daily train in a small town. Medicine, needed in an emergency, could be ordered by telephone from a downtown drug store and would be delivered by the conductor of any car. A box was maintained on Connecticut Avenue for this purpose.

The railway operated at a loss. In addition, the charter provided that the railway should bear half the expense of maintenance of the two bridges it crossed. Thus the Chevy Chase Land Company paid for the initial cost of these structures and half of the upkeep costs. In 1895 the railway merged with the Washington And Georgetown Railway to form the Capital Transit Company. In later years, many Chevy Chase citizens felt the trip downtown by streetcar called for a bit of courage and daring. The reason for the trepidation was the necessity for the streetcars to cross the Klinge Valley and Calvert Street bridges, which had become quite dilapidated. Chevy Chase citizens had been trying to have these bridges repaired or replaced with steel. Efforts to have the Klinge Valley bridge replaced finally succeeded, and the new bridge was completed in 1932. Construction of a new Calvert Street bridge began the next year.

The electric streetcar or trolley provided public transportation on Connecticut Avenue until 1935 and on Wisconsin Avenue until they were discontinued in the District around 1962. Until 1919 the fare was a nickel, or six tokens for a quarter. The fare increased to 7 cents in 1919, 8 cents or 4 tokens for 30 cents in 1920; 10 cents or 4 tokens for 30 cents in 1930; 13 cents in 1948; 15 cents in 1950; 17 cents in 1952; 20 cents in 1954; and a quarter in 1960. Streetcar service was supplemented by bus service starting in 1922. The first buses seated 20 passengers. Express bus service began in 1925; the fare was a quarter.

The Chevy Chase School, located on land now occupied by the Chevy Chase Community Center and the Chevy Chase Library, on Connecticut Avenue between McKinley and Northampton Streets, was renamed for Elizabeth Virginia Brown in 1915. She was born in St. Louis, Missouri, and educated in District schools. She taught in the primary schools of the District from 1886 to 1888 and the Washington Normal School from 1888 to 1904, and was Director of Primary Instruction in the D.C. Schools from 1904 until her death on July 28, 1915.

The school was built on land donated to the District government by the Chevy Chase Land Company and opened its doors in March 1898. The students came from considerable distances to attend, including Kensington and Cabin John in Maryland. When it opened there were 25 students ranging in age from six to sixteen years. Miss Ella Given, who was the first teacher and principal until 1933, was a remarkable community leader. Without her the residents might never have become a closely knit and civically conscious group. The association dedicated a plaque to her memory.

In 1898 the school building had four rooms, outside pump and toilets, and a wooden plank walk crossing the mud to enter the school. In the rear were dense thickets. "Such was the place where I elected to teach, for I had asked for the assignment," said Miss Given. "I strongly suspect that my request was granted because no one else wanted to teach in such a lonely spot... but with me it was a case of love at first sight... a choice which I was never to regret." She organized the first Home and

School Association in 1909 in the Malcom home on Northampton Street. The organization was successful from the beginning, bringing about a better understanding between parents and teachers, hence better and happier students. The school was expanded to eight rooms in 1910 and sixteen rooms in 1919. A big party was held in 1923 to celebrate the twenty-fifth anniversary of the school.

The number of students continued to increase and portable buildings were erected: one in 1921, one in 1925, one in 1926, five in 1928, and one in 1929. To ease the pressure of overcrowding, in 1928 attendance was restricted to D.C. residents. The Chevy Chase Citizens Association asked Congress to build more schools. By 1929 portable buildings covered the entire playground: there were 300 children in portable buildings and 960 in the school's 16 rooms, which had a capacity of 640, forty to a classroom. Portable buildings were also constructed in 1928 at Connecticut Avenue and Grant Road, now the site of the Murch School. In the same year, two portable buildings were built at Northampton Street and Broad Branch Road, now the site of the Lafayette Elementary School. As a last resort, schools were placed on half-day sessions to accommodate the large number of students.

Fighting for more schools took a long time. Eventually, in 1931, the opening of the Benjamin W. Murch School began to ease the overcrowding. It was not until the Alice Deal and Lafayette schools were built that the E.V. Brown School was able to operate with no part-time classes and no portable buildings. Enrollment at the E.V. Brown school decreased rapidly after the new schools opened. The school was closed in 1942, and the building was used by the Office of Price Administration during World War II. After the war, the citizens succeeded in obtaining the building for a community center and the Chevy Chase Branch Library. In 1968 the building was torn down and replaced by the present library building and adjoining community center.

Lafayette Elementary School is known for its academic excellence, talented teachers, and engaged parent community. In 1978 the building underwent extensive expansion with the addition of an early childhood wing and the conversion of the original school space to an open space concept. The school site shares its grounds with Lafayette Park and the Lafayette Recreation Center, affording children plenty of room to play and explore outdoors.

Lafayette's student body has grown exponentially in recent years. Today, with more than 650 students, Lafayette is the largest public elementary school in the District. More than 90 percent of Lafayette students are in-boundary and reside in Chevy Chase. To accommodate the growing needs of the community, as of 2011, Lafayette offers four pre-kindergarten classes, and depending on enrollment, has four or five classes each for kindergarten through the fifth grade. In 2007, Lafayette added three portable trailers to accommodate its growing student body, and in 2009, the sixth grade was moved from Lafayette to the Alice Deal middle school. Even with these changes, Lafayette still faces space challenges associated with its ever-growing student body.

Under the "open space" concept, with no formal walls between the classrooms, since 1978. The original goal was to create open areas within the school for collaborative learning and educational activities. However, this construction is appropriate for a much smaller student body than Lafayette's current enrollment. Many of these open spaces are now used for classrooms and other teaching spaces. There have been several initiatives over the years to build walls at Lafayette. Due to budget constraints and other considerations, these initiatives have never been realized.

Even with the rise in enrollment, Lafayette continues to maintain its small class sizes and curricular focus on arts integration, where elements of visual art, music, and performance come together in every classroom to enhance learning in all subject areas. Lafayette is the only Changing Education Through the Arts (“CETA”) certified school in Washington, D.C. Through the CETA program, Lafayette has a partnership with the Kennedy Center, where Lafayette teachers attend a program of workshops, followed by artist visits to individual classrooms. Teachers learn arts integration strategies using their own classroom activities as the foundation. Nationally recognized artist educators provide professional development workshops and teacher coaching activities relating arts activities to the standards in reading, language arts and mathematics. Lafayette and its families are dedicated to education through the arts, and the Lafayette Home and School Association (“HSA”) funds one of Lafayette’s two dedicated art teachers with contributions collected from school parents.

Lafayette holds special activities each year, including a Spring Fair and Fall Festival, which are open to the community. Each of these events is organized by Lafayette staff, teachers, and parents, and funds raised are used for special programs, renovations, and other projects at Lafayette that are not otherwise covered by the D.C. public school system budget. Through these and other activities, Lafayette serves not only as an educational institution, but also as a participant and leader in community life.

The Religious Community

Eight edifices, four located at or within sight of the Chevy Chase Circle, are centers of activities serving the religious needs of the community. Some churches were established before the association; some were built less than thirty years ago.

The pioneer church is All Saint’s Episcopal Church, which had its beginning as a mission of St. John’s Episcopal Church of Bethesda in 1897. Services were first held in a small one-room schoolhouse on Grafton Street facing the Circle. The Cornerstone of the present Parish Hall was laid on June 13, 1901, and services began that December. A church bell purchased by popular subscription was rung for the first time on Easter morning, April 12, 1903.

The Chevy Chase Presbyterian Church was first formed in the home of Henry Martin on Brookville Road, and cottage prayer meeting services were held in various residences. The church was officially organized in the Chevy Chase Library with twenty-three charter members on January 26, 1908. Ground was broken for the first building at the Circle on July 7, 1910, and the first service was held Christmas Day, 1910. This building, facing Connecticut Avenue and known as the Old Chapel, remained in service until May 1959, when it was torn down. In 1924 the trustees had a watering rough in front of the Church relocated at a cost of \$175.

The Blessed Sacrament Church was started as a mission of St. Ann’s Church of Tenleytown, and from the papers of Monsignor Thomas G. Smyth, long th paster, it was learned that the first services were held in the Chevy Chase Library on the first Sunday of April 1910. About fifty people were present, and the collection amounted to \$9.60. A stucco chapel was dedicated in July 1911. The cornerstone of the new church was laid in 1924.

In the book called Faith Fulfilled, Dr. Edward O. Clark, who served as pastor from 1924 to 1956, tells us that the Chevy Chase Baptist Church was organized in December 1923. Services were first held in the Chevy Chase Theatre. A chapel was built on Western Avenue in 1925, and the present church edifice erected in 1949.

A few blocks south of the Circle stands the Wesley Methodist Church, which had its origin in 1828 at Fifth and F Streets, N.W. Land was purchased in 1921 at Connecticut Avenue on Jocelyn Street, where services were first held in a large tent. The church building on Jocelyn Street was consecrated October 25, 1925, and the new sanctuary was completed and dedicated December 15, 1957.

At Connecticut Avenue and Everett Street is St. Paul's Lutheran Church. The cornerstone was laid in 1931, and services were held for many years in the basement. This imposing Gothic church in limestone was dedicated in January 1958.

A few blocks west of the Circle on Western Avenue is the attractive edifice of the Church of Jesus Christ of Latter-Day Saints, erected by members of the Chevy Chase ward. The building was completed and dedicated on November 16, 1952, free of debt, in accordance with church policy.

One of the newest edifices in the community is Temple Sinai on Military Road. The cornerstone of this contemporary structure was laid in October 1956, and the first services were held on December 13, 1957.

Chevy Chase Citizens Association

The Early Days

In 1909 Chevy Chase was a small, remote place—a settlement of eighteen property holders and their families. P.L. Ricker's house, at 3740 Oliver Street, N.W., was the first in the new subdivision. The ground was broken in July 1907, and the house was completed in October. At about the same time, R.E. Heater built a home at 5431 Connecticut Avenue, just south of Livingston Street. In January 1908, William T. Murphy and his family occupied a house at 3728 Oliver Street, and in April of the same year, Mr. and Mrs. Rogers and Mr. and Mrs. B.W. Parker moved into their homes on the same street. The Elizabeth V. Brown School, built in 1898, stimulated this new development.

Ricker invited his eighteen neighbors in Chevy Chase to his home for a meeting on January 14, 1909. This memorable occasion was the birth of the Chevy Chase Citizens Association. The first meeting was attended by sixteen of the eighteen property holders. One year later the membership had increased to 28, while the population had increased to 127 persons occupying 31 houses. The officers of the association for the first year were P.L. Ricker, President; O.T. Reeves, Jr., Vice President, G.B. Sudworth, Treasurer; and E.D. Ryerson, Secretary.

In his annual report a year later, Ricker reported that through the association's efforts, the postal, milk, and ice services had improved, as had garbage and ash collections; oil street lamps were replaced with electric tungsten lamps; gas mains were laid; water and sewer lines were laid and five hydrants were installed; an addition to the school building was constructed; police services during part of the summer and fall were arranged; and several frog ponds that bred mosquitoes were filled. Two fire ladders were purchased and placed in the rear of the secretary's home, and fire extinguishers were purchased by fourteen of the members.

Goals for the association's second year were listed: surfacing or regular sprinkling of several streets to control the dust nuisance aggravated by the extensive use of automobiles; establishment of a fire-house; and improvement of express delivery services of groceries, medicines, and merchandise.

At the time of the Golden Anniversary, Edward T. Stafford interviewed Ricker, at his home, where the first meeting was held, as well as Edward F. Colladay, president of the Association from 1913 to 1915. The following reminiscences of these early presidents were recorded by Stafford in "Fifty Years in Chevy Chase."

Interview with P.L. Ricker

“When Chevy Chase D.C. was opened for settlement in the spring of 1907 through the agency of Thomas J. Fisher and Company, the lots east of Connecticut Avenue were priced at 25 cents per sq. ft., while those to the west bordering on Connecticut Avenue were priced at 38 cents per sq. ft. To stimulate sales a 10 percent discount was offered to the first 50 purchasers and an additional 10 percent for starting construction within three months. This saved the first builders from \$300 to about \$450 on the purchase price.

“The greatest attraction, however, was the nearby Elizabeth V. Brown School, where the Citizens Association met following several earlier meetings at members’ homes. Oliver Street was the first to be nearly completely built up. By the end of 1915 there were 39 children on Oliver Street, all but about a dozen on the south side of the street, seven in my home, five at 3752, the home of Capt. Charles Conrad of the Navy, and at least three children at nearly all other homes on the south side of the street. Nearly all were born there. They included Andrew Parker, now president of Woodward and Lothrop, and Dr. William Murphy, now chief of the Bethesda Suburban Hospital.

“All transportation to the city was by street cars and many of the residents of both sections of Chevy Chase thus became well acquainted, a condition that deteriorated rapidly with the advent of automobiles.

“It is probably known to but a few local residents that, in these early days, there was a car line from Chevy Chase Circle across to a stone car barn and power house at Glen Echo. This car line was torn up a few years later by real estate and the Kirkside Country Club developments along the line.

“Sometime in the fall of 1907 the Chevy Chase Land Company started building three homes to sell. These were 3777 Oliver Street, 3765 and 3755 Northampton Street, which were sold, respectively, in 1908 to James W. Bevans, J.C. Macomb, and Oliver T. Reeves, Jr., our first vice president. The home of the first treasurer, George B. Sudworth at 3768 Patterson Street, has just been torn down for development of the Presbyterian Church. The house at 3759 Northampton Street was designed and built by E.D. Ryerson, our first secretary, then a Treasury architect.

“During the winter of 1907-08, Mr. Murphy and I both had calls and attempted entrance from early night prowlers, who were driven off before any damage was done. In the winter of 1908-09, I made a snowplow of 2-by-10 planks and Mr. Reeves, who had a horse, and I stood on the plow to clear a few light snows from the sidewalks. Early grocery supplies were mostly ordered from the Theo. Sonneman store on Brookeville Road. The first local grocery at 5630 Connecticut Avenue was built by W.B. Follmer with an adjoining drug store of Doc Armstrong.”

Interview with Edward F. Colladay

Edward F. Colladay, another of the charter members of the association and long one of the city's distinguished citizens, moved to 3734 Northampton Street in October 1910, and lived there for eighteen years. Shortly after moving into the very sparsely settled neighborhood, Colladay joined the association, and later became the president.

“In the beginning we were only a handful of interested cooperating neighbors who were easily accommodated in the living room of any one of the houses. We besought the Commissioners and other public authorities for better paving, curbs, sidewalks, and car services. We were very persistent in these matters. As the neighborhood grew in population, the children outgrew the E.V. Brown School, and we were successful in persuading the Commissioners and Congress to double the school's size and provide an auditorium. When the enlarged building was completed we celebrated its opening. This was a crowning glory in my work with the association.

“Some of the early members who were active in the association included George W. Harris of Harris & Ewing; William Steward, director of the U.S. Census; Ernest Knaeble, Assistant Attorney General; Harold E. Doyle of Thos. J. Fisher & Company; Commander Sandoz, founder of the real estate firm bearing his name; and Captain Santelmann, Director of the Marine Band.

“The spirit of neighborliness was prevalent in Chevy Chase. We had only one neighborhood store, the Chevy Chase Supply Company, and none of us wanted more than that. The Kirkside golf course was a feature of the area, the Rector of the Episcopal Church being a regular player. Herbert Hall gave me my first lessons in the great Scottish game. The Kirkside Golf Club was closed July 1, 1926, because of building construction, thus bringing to a close the activities of this delightful and pleasant organization.

“Music was part of the neighborhood life. There was a Chevy Chase Music Club, all of whose members were from the citizens association. This organization met monthly and different members, vocalists and instrumentalists, were assigned to prepare and render works of a selected composer. This group was disbanded as a result of the first World War taking many of its male members.”

Boundary Changes

The work of the association was hampered somewhat at first because its territory in the early days comprised only those blocks east of Connecticut Avenue between Livingston and Patterson Streets and west of Chevy Chase Parkway. The section north and east of Chevy Chase, D.C. was developed later; the residents there formed the Pinehurst Citizens Association, which later became the Rock Creek Ford Citizens Association. In 1919 this Association was merged with the Chevy Chase Citizens Association.

The boundaries of the Chevy Chase Citizens Association were by 1919 as follows: starting at Chevy Chase Circle and going northeast on Western Avenue to the western boundary of Rock Creek Park; thence south and west along Military Road and Keokuk Street to Chevy Chase Drive; thence north along Chevy Chase Drive to the intersection of Livingston Street; west on Livingston Street to Connecticut Avenue; and north on Connecticut Avenue back to Chevy Chase Circle.

The Citizens of Chevy Chase living west of Connecticut Avenue and south of Livingston Street were members of the Connecticut Avenue Citizens Association. Under the circumstances it was practically impossible for Chevy Chase to boast of a strong, united citizens association. The situation seemed to be that of a house divided against itself, and a solution was not found until Fred S. Lincoln became president in 1920. He and Frank C. Steward of the Connecticut Avenue Citizens Association brought about a consolidation of that part of the Connecticut Avenue Association north of Albemarle Street with the Chevy Chase group. Miss Ella Given reported that the consolidation was achieved “with such tact and ability as to win the appreciation and gratitude of all well-wishers of Chevy Chase.”

Today, the association’s east boundary is Rock Creek Park; the north boundary is Western Avenue; while the west and south boundaries begin at the intersection of Western and Wisconsin Avenues and run southeast on Wisconsin Avenue, east on Jenifer Street, south on 41st Street, east on Harrison Street, south on 39th Street, east on Fessenden Street, south on 38th Street, east on Albemarle Street, north on Connecticut Avenue, east on Ellicott Street, and east on a line to Rock Creek Park.

Association Governance

Articles of incorporation under the laws of the District of Columbia were filed and a certificate of incorporation was issued to the association by the Recorder of Deeds on October 10, 1951. Such incorporation served to stabilize the association and protect its members, relieving them of individual fiscal responsibility for association acts. In connection with this incorporation procedure, the association’s name was changed from the Citizens Association of Chevy Chase, D.C. to its current name, the Chevy Chase Citizens Association. Although the Citizens Association of Chevy Chase, D.C., had a constitution before its incorporation, the Constitution of the Chevy Chase Citizens Association was adopted on March 21, 1955. It has been amended several times; the current constitution as amended is on the web site of the association, <http://chevychasecitizens.org>.

Because the citizens of Washington initially did not have any right to vote, some outlet or alternative means of expression their views was natural, and that has come about by means of citizens associations. Each section of the District has an officially organized citizens or civic association. Washington owes much to the many hours of toil and intelligent effort put into association work by the men and women of the various communities; Chevy Chase is no exception.

Senator Arthur Capper, longtime chairman of the Senate District Committee, expressed admiration for the work of citizens associations in Washington (quoted in *Origins*, 1974):

“Though the people of the District of Columbia have no direct representation in Congress, it is quite apparent to me, based on my experience as chairman of the Senate District Committee, that the residents of the National Capital are fully as interested and concerned with the problems of local government as the citizens of any State or municipality in the entire country. Indeed, it seems to me that a larger percentage of Washington people show an active, instead of a merely passive interest in local affairs than is generally the case in a large city. This is no doubt due to the fact there is a very high standard of intelligence among Washington people, and while they do not enjoy all the rights and privileges of a

democratic form of government, they have not by any means supinely resigned themselves to what might easily become an extremely autocratic regime if less interest were displayed by District residents. I firmly believe that the things which have contributed most to the general welfare of the D.C. are its fine body of civic and neighborhood associations, and the effective aid and support of the local development... . Of one thing there can be no doubt whatever: The citizens associations of the D.C. are of real value in the upbuilding of the community and should have the active support of everyone who claims to be an American citizen.”

In Chevy Chase Citizen Association meetings, matters of importance to the community are discussed. As of 2011, general meetings open to the community usually are held in 8 months each year, January through May and September through November. December was reserved for a holiday party featuring activities at the community center.

Many outstanding members of the community have served on the association’s executive committee. Three judges of local courts each served for long periods. Others include lawyers, business executives, operators of businesses, professional people, the president of one of the city’s largest utilities, and just plain but dedicated citizens. A list of presidents of the Association is given in the appendix of this volume. Some early presidents may not be shown because of lost records.

In 1909 all members were property owners. For many years, membership was restricted to white adult residents of good moral character; during the Cold War, members could not be members of organizations declared subversive by an agency of the federal government. Later amendments to the constitution removed these restrictions; for many years membership has been open to all residents without regard to race, sex, creed, or political affiliation.

Many membership records of the association have been lost. Available information indicates a growth from 16 members in 1909, to 365 in 1920, to 1,600 in 1937, to 3,400 in 1952—and then a decline to about 2,000 in 1959 and a further drop to 682 in 1978-79. Membership increased to 1,106 in 1982-3, the year before the 75th anniversary. At one time, the association was the largest citizens association in the District. After the turn of the 21st century, however, membership took another drop, to about 350 households (of roughly 6,000 in the Chevy Chase, D.C., area)

The expansion of the boundaries in 1920 and the efforts of E. Nisber Wright, membership chairman for many years, were primarily responsible for the growth of the association during the first forty years. The reasons for the decline since the early 1950s have not been apparent, but lack of vigorous membership campaigns and the large turnover in the population of the area may have been factors.

The Chevy Chase News (later the Chevy Chase Citizen) was long the official organ of the association. The paper was founded in April 1920 by President Fred S. Lincoln and was edited and published by him until his death in the middle 1930s. For a short period it was published by the Elman Printing Company, then for some years it was edited and produced by J.M. Heiser. In 1939 the association complimented Mr. Heiser for the excellence of the paper; many leading editorials were written by Alton G. Grinnell of McKinley Street. The last issue found in the Chevy Chase Library was dated march 1949, after which communications to the members took the form of a one- or two-page newsletter containing a meeting notice and brief items of current concern. The newsletter was increased to four or six pages in the late 1970s. As of 2011, a four-page newsletter titled Chevy Chase Citizens News was sent to

members and published online in each of the 8 months a year in which the association held general public meetings. The newsletter was recognized in 2005 with an award from the D.C. Federation of Civic Associations.

Relations with Other Organizations

The Hawthorn Citizens Association

After World War II, the Hawthorn area rapidly developed. Although this area had been within the boundaries of the Chevy Chase Citizens Association since 1919, the new residents wanted to have their own association to preserve the character of the new homes and to resolve problems of a new community. In 1951 Miles D. Pillars and Roy F. Thurston co-chaired an ad hoc committee to draft a constitution and prepare a list of nominees for officers of a new association. Hawthorn property owners met on October 8, 1951, in the Chevy Chase Community Center and formed the Hawthorn Citizens Association with these boundaries: On the east by Rock Creek Park, on the north by Western Avenue, on the west and south by the following streets and including all private property adjacent to the west and south sides thereof: Greenvale Street from Western Avenue to Chestnut Street; thence east on Chestnut Street to 32nd Street; thence south on 32nd Street to Beech Street; thence east on Beech Street to Rock Creek Park.

James F. Perrin was elected president; Doris Uppercue secretary; and Raymond M. Beall treasurer. Committees were established for education, entertainment, laws and legislation, membership, parks and playground, programs, public safety (fire and police protection), public utilities, highways, health and sanitation, publicity, and real estate planning. Dues were set at \$5.00 per year. Subsequently, the constitution was amended to increase the boundaries to the triangle bounded by Rock Creek Park, Western Avenue, and Beech Street and to reduce the dues to \$2.50. Between 1956 and 1962, membership was restricted to white adults living in or owning property in the area who were of good moral character and not members of a subversive organization designated by the U.S. government

The first major problem confronting the Hawthorn Citizens Association was the proposal to have U.S. 240 (now Interstate 270) enter the District through Rock Creek Park and follow the park to the downtown area. This proposal was abandoned after vigorous public opposition by residents of Maryland and the District and by many national groups interested in protecting our parks. Other important projects undertaken were bus transportation for the Hawthorn area, monitoring of property assessments and taxes in Hawthorn, and control of the Japanese beetle by inoculating the soil with a parasite.

During the 1960s, Hawthorn joined Chevy Chase in opposing the rezoning of the Bonnie Brae Estate on Oregon Avenue to permit construction of an embassy-chancery building by the Union of Soviet Socialist Republics. After this case was settled, Hawthorn and Chevy Chase opposed the dense development of Bonnie Brae with townhouses. The number of townhouses permitted on Bonnie Brae was reduced, but the citizens were not successful in having the National Capital Parks purchase the property for a playground or to have single-family residences constructed instead of townhouses.

The Hawthorn Citizens Association encouraged aesthetic landscaping and maintenance of properties by their owners. Decorations for the holiday season each December were encouraged. Prizes were awarded each year for the best holiday decorations of doors, windows, and overall effect of houses and property. The home beautification programs have resulted in Hawthorn's being the best landscaped area within the boundaries of the Chevy Chase Citizens Association.

The lack of local issues in the 1970s caused a gradual lack of interest in the Hawthorn Citizens Association by its residents. In 1977, the group ceased to function. Since many residents were members of both the Hawthorn and Chevy Chase Citizens Associations, the last officers (James E. Clark III, president; Jesse Johnson, vice president; and the late James S. Holmes, treasurer) approached George Haley, president of the Chevy Chase Citizens Association for the year 1982-83; a total of 204 memberships were given to Hawthorn members. Hawthorn assets were placed in a special account to sponsor worthy projects that enhance the Chevy Chase–Hawthorn community.

Chevy Chase and the Two Federations

Since early times, citizens associations have been established in many parts of the District of Columbia to bring local problems to the attention of the governing bodies—then the House and the Senate District Committees—and the D.C. Commissioners. On matters of citywide scope, unified action by the citizens associations was important to be successful in achieving goals. The Federation of Citizens Associations was formed in 1910 and incorporated in 1940 to provide collective leadership for its member bodies and forum for citywide problems. Because of the segregation existing in the District at that time, this federation consisted only of white citizens associations. The black communities organized their own civic associations and in 1919 formed their own central organization—the Federation of Civic Associations. These federations did much lobbying, mostly of the D.C. Commissioners appointed to govern the District, but also with the two congressional committees concerned with the District of Columbia.

The Chevy Chase Citizens Association was one of the founding members of the Federation of Citizens Associations. Several Chevy Chase members have served as president of the Federation and many others have chaired committees. The association withdrew from the Federation in 1971 both because it continued to exclude blacks and because it assessed member associations on the basis of membership but accorded each association the same number of votes. Chevy Chase, with the largest membership, thus paid the most dues but was repeatedly outvoted in trying to effect change. After the Chevy Chase withdrawal, the Federation made constitutional changes and Chevy Chase rejoined in 1977.

The Chevy Chase Citizens Association considered joining the Federation of Civic Associations during the late 1970s but a boundary dispute first had to be resolved. The western boundaries of the Chevy Chase Citizens Association have existed since 1920 and overlapped the boundaries of the Friendship Citizens Association, a member of the Federation of Civic Associations, in some places between Wisconsin Avenue and Reno Road. The Federation wanted Chevy Chase to reduce its boundaries where there was an overlap, which Chevy Chase was disinclined to do. The dispute was finally resolved when the Federation agreed to accept the Chevy Chase boundaries provided Chevy Chase and

Friendship had no objection to boundaries that overlap. Since the two associations had been working together in joint ventures without friction, including the Friendship Neighborhood Coalition and the Wisconsin Avenue Corridor Committee, the Federation of Civic Associations was satisfied that a boundary issue did not exist and approved the application of the Chevy Chase Citizens Association for membership in the federation on January 21, 1981.

The two federations remain very active in affairs of the District, raising their collective voices on issues of concern to District residents. The two frequently support each other's resolutions or statements to the District or the federal government. Although tradition keeps them separate, their member organizations have changed, and differences are less sharp. The elder and once dominant Federation of Citizens Associations now has 38 member associations. Many of them are also members of the Federation of Civic Associations, which has 43 member organizations.

Being active in both federations allows the Chevy Chase Citizens Association interchange with other organizations and enables it to be a part of sociopolitical Washington, D.C.

Chevy Chase and the Government of the District of Columbia

When the Chevy Chase Citizens Association was established in 1909, the District of Columbia was governed by three Commissioners, who were responsible to Congress. All legislation concerning the District originated in either the Senate or House District Committees. The residents were disenfranchised of representation by both Congress and the D.C. Government. In this environment the two federations and their member citizens and civic associations were able only to petition the Commissioners and the Senate and House District Committees to have streets paved, water and sewer lines installed, schools built, trash collected, and other essential city functions performed.

The Chevy Chase Citizens Association conducted mail surveys on issues such as amusement, gasoline, local income, and sales taxes; election of delegates to party conventions; juvenile delinquency; daylight savings time, financial responsibility of taxicab drivers; horse race betting; liquor sales near churches and schools; two-person street-cars; parking meters; and voting for D.C. Commissioners and for the President and Vice President of the United States. This means of determining public sentiment was used to petition both the D.C. Commissioners and Congress. In 1938 members facetiously suggested that the proposed new flag of the District of Columbia depict a pair of handcuffs to denote the lack local suffrage. The residents of the District had to wait another thirty years before the first glimmer of suffrage appeared.

In 1967 the three-commissioner form of government was abolished by President Lyndon B. Johnson and Congress. It was replaced by an appointed mayor and a nine-member council. Congress gave D.C. residents the right to elect a twelve-member school board in 1968 and a nonvoting delegate to the U.S. House of Representatives in 1970. The D.C. Statehood Party was formed in 1970, spearheaded by the civil rights leader Julius Hobson, Sr. During the Johnson administration, innovative changes in welfare and socioeconomic practices were introduced. A United Planning Organization (UPO) was established by the federal government, with a large budget to be matched by local governments. More people

became involved in routine government practices and activities.

In the District of Columbia, twenty Neighborhood Planning Councils (NPC) were established, each electing its own officers and establishing and administering job programs for underprivileged youth. The five councils in “nonpoverty areas” worked together to ensure receipt of budgeted funds, since they represented a large number of young people and paid a large share of local matching funds. The programs consisted of recreational jobs, musical programs, neighborhood clean-up campaigns, and research on historical projects about the District of Columbia. Many councils served as training grounds for future political leaders in the District: For example, Council members Willie J. Hardy, H.R. Crawford, Nadine F. Winter, and Board of Education member Barbara Simmons chaired councils in their communities.

The pressure for Home Rule continued throughout the late 1960s and early 1970s and on December 24, 1973, the Home Rule Act was passed by Congress, largely through the efforts of Delegate Walter E. Fauntroy. This act required a plebiscite of D.C. voters on home rule, which was held on May 7, 1974. This plebiscite also sought the views of voters on the establishment of Advisory Neighborhood Councils (later changed to Commissions). All wards voted in favor of limited home rule and the Advisory Neighborhood Councils. Each ward endorsed home rule by 80 percent or more except Ward 3, which approved it by 58 percent. In November 1974, Walter E. Washington was elected Mayor and Sterling Tucker was elected chairman of the D.C. Council. The other council members were: At large: Marion Barry, Jr., Julius Hobson, Sr., Douglass E. Moore, and Jerry S. Moore; Ward 1: David A. Clarke; Ward 2: John A. Wilson; Ward 3: Polly Shackleton; Ward 4: Arrington Dixon; Ward 5: William R. Spaulding; Ward 6: Nadine P. Winter; Ward 7: Willie J. Hardy, and Ward 8: James E. Coates.

The first Advisory Neighborhood Commissioners were elected in November 1975. Albert E. Golin and Charles N. Mason of the association were very active in establishing the boundaries of the Advisory Neighborhood Commissions and the single-member districts in Ward 3. The District of Columbia’s eight wards were redistricted effective in January 2002. The Chevy Chase neighborhood long had been located wholly within Ward 3, but population shifts prompted the City Council to redraw boundaries that ended up shifting about 8,700 residents, essentially those living east of Broad Branch Rd. and north of Military Road. N.W., to Ward 4. The Advisory Neighborhood Commission was informally redesignated as ANC 3/4G to reflect the fact that its members represented areas in two wards.

During 1974 and 1975, several meetings of the association were devoted to Home Rule and Advisory Neighborhood Council plebiscites and to the election for mayor and council members. A very well attended meeting of the association occurred on September 4, 1974, before the primary elections. It featured Clifford L. Alexander and Walter E. Washington, candidates for mayor, and Joel D. Joseph, Kay C. McGrath, Robert E. Miller, Polly Shackleton, and Mary Lela Sherburne, were candidates for Council member from Ward 3. Since then the Association has provided a platform for candidates to address members before most elections, although the Association has never endorsed a candidate. In recent years such meetings have been held jointly with Advisory Neighborhood Commission 3/4G.

The movement for greater self-determination has continued. An amendment to the U.S. Constitution was passed that gave D.C. voters the right to vote for President and Vice President and for delegates to the national conventions. Walter E. Fauntroy, Delegate to the House of Representatives, proposed a second amendment that would give the District voting representation in both the House and the Senate.

Meanwhile the Statehood Party was active and obtained the necessary signatures to have an initiative for statehood placed on the ballot in the November 1980 election.

The Statehood Initiative was approved by a 3-to-2 margin; the final vote was 905,333 for and 670,972 against. The initiative was not vetoed by Congress, so a Statehood Constitutional Convention began to draft a state constitution for the District of Columbia. Five representatives from each ward and five representatives at large were chosen by the voters on November 3, 1981. The members of the convention submitted a constitution on May 21, 1982, which was accepted by the voters, after vigorous debate, on November 2, 1982, by a vote of 49,300 for and 42,177 against.

During the period 1980-1982 the association, in conjunction with Advisory Neighborhood Commission 3G, held several meetings on the initiative and the proposed constitution to inform the members of the issues involved. Neither the association nor ANC 3G took a position on the issue of statehood or the constitution.

The association has consistently demonstrated its support for achieving voting rights for the citizens of the District. At the first Chevy Chase, DC Day in 2005, DC Vote, a nonprofit dedicated to securing full voting rights, was invited to set up a table, distribute material, and recruit signers to a petition supporting the cause. In April 2007, an association contingent marched, carrying the CCCA banner, in the largest demonstration for voting rights in recent years. In 2009, an association membership meeting was devoted to the issue, featuring staff from DC Vote and DC Appleseed discussing the fight for legislation to be considered by Congress.

When the Advisory Neighborhood Commissions were elected, there was some concern about relations between the commissions and the citizens and civic associations. In some parts of the District, there has been friction; ANC 3/4G and the Chevy Chase Citizens Association, however, have had good relations. Joint meetings have been held many times. Members of the Association have been commissioners, including at least six chairpersons: Albert E. Gollin, Karl F. Mautner, Gail Carlson, Allen E. Beach, Lee Schoenecker, and Anne Renshaw. Some of the tasks formerly performed by the association are now performed by ANC 3G. The two organizations have been supportive of each other on most issues; one exception was traffic congestion on McKinley Street west of Connecticut Avenue. The association favored widening the street so that there would be two lanes for traffic when there was a bus stopped on each side. ANC 3G opposed widening McKinley; the Commission felt widening the street would create more traffic. The street was not widened.

Activities of the Chevy Chase Citizens Association

A large proportion of the activities in the first century of the association's history have been devoted to perennial local community problems such as trash and leaf collection, street and alley paving and maintenance, water and sewer services, educational and recreational facilities and programs, public transportation and traffic problems, public safety, senior citizen concerns, environmental issues, and zoning. (ANC 3/4G assumed responsibility for zoning issues.). Other activities have involved District-wide problems, generally in conjunction with other organizations, such as taxes, property assessments, the District budget, public utilities, air and noise pollution, downtown planning, historic preservation, and elections. Some of these activities are described here in more detail.

Education and Recreation

Education and recreation for the children of Chevy Chase have received the attention of the association since its founding. The well-being of residents, particularly the youngsters, has been paramount. The Elizabeth V. Brown School stimulated the development of Chevy Chase. As the community grew, the association was instrumental in the expansion of the school, then later in the establishment of the Benjamin W. Murch, Lafayette, Alice Deal, and Woodrow Wilson Schools. Major achievements of the association were the securing of appropriations for walks, retaining walls, and general ground improvement at the Woodrow Wilson High School in 1935 and the inclusion in the 1937 budget of an item for additional classrooms at the Lafayette School. In 1946 the association succeeded in having a large undeveloped portion of the playground at Ben Murch School graded and fenced. In the early 1970s, members of the association were on the modernization committees for Woodrow Wilson and Lafayette Schools: George J. Haley was chairman of the Woodrow Wilson Modernization Committee and Albert E. Gollin was chairman of the Lafayette Modernization Committee. Roberta S. Barnes, Principal of Lafayette School for many years, was helpful to the modernization committee, as was her successor, Rob Webb.

In addition to the bricks and mortar, the quality of education also received attention. The first Home and School Association at E.V. Brown School was sponsored by the association. Many members of the association have served as officers of the Home and School Associations at the local public schools over the years. The association monitored the open classrooms at Lafayette and expressed concern about the large number of students leaving Lafayette for private schools in 1977 and 1978. Overall, students in the

area schools have excelled academically, and many graduates have had illustrious careers in the city and the nation.

The Supreme Court decision in 1954 desegregated the schools in the District. This decision was implemented in the schools initially without turmoil. After the third grade children were placed in one of our “tracks” on the basis of their learning ability. The rigidity of the track system led effectively to segregation within schools, particularly for the many children moving to the District who did not have the educational background provided by District schools. As a result of a lawsuit filed by Julius Hobson, Sr., the track system was overturned by Judge Skelly Wright in 1971. As one consequence, when it was proposed to send children living east of Connecticut Avenue to schools east of Rock Creek Park, there was vigorous opposition and a large exodus of families to the suburbs. This proposal was not implemented, but the placement of students with large differences in educational background and ability in the same classes led to considerable turmoil and disciplinary problems in the schools. The student population became more stable, and the schools gradually adjusted to the change resulting from the Wright decision. The assignment of strong principals to the public schools in the Chevy Chase area has had a beneficial effect on the disciplinary and educational quality of these establishments.

The association was equally concerned with the physical development and recreation of neighborhood children and succeeded in having playgrounds built at the schools. After World War II, the association obtained the E.V. Brown School building for a community center.

The struggle to have a public swimming pool in the community extended over several generations. For years the community tried to get an outdoor pool in Fort Reno Park. Residents in the neighborhood of Fort Reno persuaded Congress not to authorize the pool for fear of attracting outsiders, contributing to noise and nuisance. In 1970 community leaders responded to the Board of Education’s invitation to form a committee to plan a pool for Woodrow Wilson High School. The Woodrow Wilson modernization committee was formed and decided to have an enclosed pool that could be used throughout the year for both physical education and recreation. Stiff opposition from nearby residents continued, but the committee was successful in planning a pool and persuading District officials and Congress to appropriate funds for its design and construction. The pool was opened on May 30, 1979. George J. Haley from the Chevy Chase Citizens Association and Barbara Luchs from the Forest Hills Association were largely responsible for this accomplishment. Their contribution was recognized by the D.C. Council in 1979.

In the early 2000s, the Wilson pool was demolished and replaced by the \$26 million Wilson Aquatic Center, which opened in 2009. It is billed as D.C.’s “premier indoor aquatic facility,” offering a large swimming pool 50 meters by 25 yards, one leisure pool, one whirlpool, men’s and women’s locker rooms, and a viewing gallery.

Over a 50-year span, the association has co-sponsored Halloween parties for the youngsters in the area. In 2001, Brigid and Rob Gillette, the proprietors of Pumpnickels Deli on Connecticut Avenue near Livingston Street, started a Halloween “Spooktacular” — a costume parade along the Connecticut Avenue business district. Growing up in The Bronx, New York, Brigid and Rob went trick-or-treating to their neighborhood stores “on a street,” she said, “not unlike ours in Chevy Chase.” The Gillettes credited Elika Hemphill as the driving force behind the 2001 event. “Elika went to all the stores, got them to agree to participate and really organized the entire thing,” Brigid Gillette said.

The association has sponsored programs for senior citizens. In 2008, for example, CCCA held a “Senior Expo” on a Saturday afternoon to bring together information and Service providers to discuss issues like home health care, Medicare, dementia, and moving to smaller quarters.

CCCA cooperates with Northwest Neighbors Village, an organization formed in 2007 to help provide services that allow Chevy Chase, D.C., residents to grow old in familiar surroundings, the so-called “aging in place” concept. Organizers said there were nearly 3,500 residents over 65 years old in zip code 20015, which includes Chevy Chase. More information on the organization, which also serves the Tenleytown and American University Park areas, can be seen at its website, <http://nwnv.org>.

The Chevy Chase Community Councils and the Community Centers

There were two Chevy Chase Community Councils: one active during the late 1940s and the other active during the late 1960s. The association sponsored both Councils in connection with the Chevy Chase Community Center. The first council secured the E.V. Brown School Building for a recreational center and public library when it was no longer needed for a school. The idea was conceived by H.V. Schreiber and carried out by an energetic council, of which S.F. Higger was chairman. Residents of Chevy Chase generously contributed \$5,500 for furnishing and equipping the center. About 500 youngsters, parents, teachers, friends, and invited guests filled the schoolyard on November 16, 1948, to witness the formal dedication of the old building at Connecticut Avenue and McKinley Street to its new use as the Chevy Chase Community Center. Among others, special salutes were given to Mrs. Henry Gratton Doyle and Miriam Ottenberg of the Evening Star for their effective work. Albert W. Atwood, on behalf of the Board of Library Trustees, said, “We have here a graphic demonstration of a community’s contribution to a democratic society.” On the steps of the building, a group of teenagers sang of their new center, “Many thanks we give to you.”

Thousands of young people and adults used these facilities for arts and crafts and physical recreations. Over the years, the association spent considerable sums in refurbishing the canteen room and other parts of the building, installing lights for the outside basketball courts, and other projects. The auditorium was redecorated and reopened for the community largely through the efforts of the association’s James E. Schwab. The association held its monthly meetings here, after being housed in the basement for many years, until the building was razed in the late 1960s.

In the 1956 D.C. budget, the Department of Recreation found planning funds for a new Chevy Chase Library to be built on the property occupied by the Chevy Chase Community Center, in which the library occupied two rooms. The D.C. Recreation Department asked the association to revive the Chevy Chase Community Council and plan a new recreation center building. The reactivated council consisted of forty-two organizational members, representing the area churches, home and school associations, civic associations, and clubs using the Center. The council was successively chaired by Joseph Kaufmann, Barbara Luchs, John F. Healy, Frank Ferguson, and Carol Maudlin.

The utilization of the property as both a library and recreation center was planned and followed

through the Congress in a period of less than four years by the Chevy Chase Community Council, making it one of the quickest projects to receive congressional approval. Construction of the Chevy Chase Library was started in 1966. When the old center building was razed in 1968, many groups using the center met in area churches. After the new library was occupied in March 1968, the association held meetings there during the construction of the new Chevy Chase Community Center. The new Community Center building was the first prestressed and preformed concrete structure built in the District. It was to be constructed within 90 days, but problems with the original contractor caused delays, and three years elapsed before the building was completed.

The interest and dedication to the project from Joseph Cole, then director of the Recreation Department, was noteworthy. His consideration of the community wishes helped make the building that stands there today a reality.

Government funds were not sufficient to construct and furnish the building. Over \$50,000 was raised by the Chevy Chase Community Council from neighborhood groups and individuals to furnish the building. The Association donated \$2,500 to furnish the children's room. All contributions were listed on a plaque in the lobby of the building. Besides furnishing the building, residents of the community painted it.

The association has met in the new building since it opened in 1971. The association has also continued to monitor the building's condition. By 1998, the center was in need of renovation, including the installation of new heating and air conditioning. What originally was scheduled to be a six-month closure that began in November 1998 stretched through 1999 and into 2000. The center finally was reopened in February 2000 with some work still uncompleted. The \$1.8 million project was to include a renovation of the "commons" area between the center and the library, work that eventually was not finished until 2007.

Association leaders had been discussing the commons with D.C. officials since the mid-1990s. The name was coined by our members Bill Hopper and David Feske, who helped plan the project.

A major element was redoing a basketball court on the site that had fallen into disrepair. A key reason for the delay was that drainage problems that had plagued the site for many years, some of them dating at least to the razing of the old E. V. Brown School, had to be fixed.

Once that was done, the basketball court was finished, concrete sidewalks were laid, The parking lot was repaved, children's playground equipment was installed, and greenery was planted. An outside reading area was created in front of the library, a project that was done with funds given to the Friends of the Chevy Chase, D.C., library by a private donor.

More than 250 people attended a community ice cream social on September 20, 2007, to celebrate the project's conclusion. Then-CCCA president Edward Hayes commended executive committee member Nancy Wilson for many years' work serving as liaison to the D.C. government on the project.

The community center sponsors a large variety of courses in arts, crafts, dance, and physical fitness. A modest fee is charged for these courses to defray some of the expenses for D.C. recreation programs. The center also offers free activities, such as juggling, and a weekly Scrabble club for the Washington, D.C., area.

Lafayette Park, the public park area north of Lafayette Elementary School, is one of our neighbor-

hood's finest assets. A group called Friends of Lafayette Park (FOLP), formed in 1999 by Jeff Stoiber and Beth Pierce, is an organization of neighbors dedicated to preserving and improving the park. In its first ten years, working with the D.C. Department of Parks and Recreation, it succeeded in adding gardens, playgrounds, a tot lot, an amphitheater, a gazebo, and it upgraded tennis courts and ball fields, benches, and much more. In the future the group hopes to add such improvements as a running track, better lighting, and a new recreational center. (The D.C. Department of Parks and Recreation maintains a small rec center on site.) The group sponsors clean-up days in the park every spring and fall.

CCCA also works with Friends of the Chevy Chase, D.C., Library, whose website can be visited at <http://www.ccdclibraryfriends.org/TikiWiki/tiki-index.php> The group holds periodic book sales and sponsors activities such as the "Bookshelf Project" to provide students at projects such as Woodrow Wilson High School with needed required reading books.

Street and Park Beautification and the Chevy Chase Foundation

In commemoration of the 200th anniversary of the birth of George Washington, a national project to plant 10,000,000 trees was undertaken in 1931. The allotment for Chevy Chase was 2,000 trees. The Federal Government provided the trees and each family was encouraged to plant one tree. The Chevy Chase Citizens Association organized the planting of trees in the Chevy Chase area.

In 1975 the Environmental Committee of the association, under the leadership of Herbert M. Franklin, undertook a special bicentennial project to beautify the Metrobus terminal at Chevy Chase Circle. The association and merchants of Connecticut Avenue contributed funds, and the District government contributed dozens of rose bushes. A neighborhood architect planned the site. In the spring of 1976, neighborhood residents prepared and planted the rose bed (later replanted with hollies) and two Bradford pear trees in the turnaround area of the terminal.

The success of this project led to a proposal to beautify Connecticut Avenue generally. The Chevy Chase Foundation was established in 1982 to receive tax deductible contributions from residents and merchants to finance the project. The board of the Foundation consisted of association members James H. Molloy, Jr. (president), Herbert M. Franklin, Donald Lief, Karl F. Mautner, and Joan M. Nicholson. The D.C. Department of Transportation placed boxes around the trees on upper Connecticut Avenue in which members, merchants, and residents planted flowers. Advisory Neighborhood Commission 3G, the Chevy Chase Citizens Association, and the Chevy Chase Foundation financed the purchase and installation of 32 concrete and wooden benches and additional waste receptacles for the avenue.

The D.C. government has encouraged residents to take major responsibility for the small parks in the community. In 1983 the association persuaded Boy Scout Troop 90 from Blessed Sacrament to take care of the park at the Chevy Chase Circle. The association, with Advisory Neighborhood Commission 3G, also sponsored the clearing and improvement of the azalea triangle at the junction of Reno Road, Huntington Street, and 38th Street.

In 1990 the Chevy Chase Foundation gave \$1900, and two young carpenters, Bob Nehri and Frank

Kaesser, built wooden tree boxes on McKinley Street, and on the west side of Connecticut from Chevy Chase Circle to Morrison Street. The boxes were planted with annuals by volunteers and paid for with donations. In 1996 the Chevy Chase Foundation, Chevy Chase Citizens Association and Main Street Chevy Chase [founded by Historic Chevy Chase DC] developed plans to replace benches on Connecticut Avenue. Main Street organizers included Bill Hopper and David Feske, and Colleen Giourard served as the contact for the bench project. Ursula McManus oversaw the planting and maintaining of the tree boxes.

During April and May of 1996, two sample benches on loan from Park Place and Victor Stanley Companies were displayed in the Connecticut Avenue and McKinley St. business area and residents were asked to express a preference. After a choice was made by the organizers, with input from residents, individuals and organizations were given an opportunity to purchase a bench, along with a plaque designating the person(s) or organization or other beneficiary of recognition. In addition to replacing existing wood benches, additional benches were placed along Connecticut Avenue, as well as along close-in parts of Livingston Street. Barbara Tufty used some leftover money from a tree planting fund to place five rod iron tree enclosures to replace deteriorating wooden enclosures.

During the 1990s, the District was in a budget crisis. Not only were no new trees being planted but no dead trees and stumps were being removed. Through the work of the association's Tree Committee, chaired by George Smith, 190 trees were planted in the CCCA area. Leading up to the planting was a block-by-block survey of trees, negotiations with a nursery for purchasing trees; obtaining permits from the D.C. government for each tree, raising about \$10,000 to pay for the effort, communicating with the city about the need to remove dead trees and stumps, and follow-up on the care of newly planted trees.

In 1997 the Garden Club, an initiative of Barbara Baldwin, took over the Connecticut Ave. tree planting. The Casey Foundation provided some funds for perennials around the trees.

The garden club holds monthly meetings during the fall, winter, and spring to discuss subjects such as composting, watering techniques and growing roses. The club helps plan an annual "green meeting" of CCCA each April to discuss environmental concerns.

Land Use Planning

The Chevy Chase Land Company was largely responsible for the planned development of Chevy Chase. The company built the first houses in 1907. The area east of Connecticut Avenue was to be residential. Senator Francis G. Newlands, President of the Chevy Chase Land Company, hired Leon Dessez, a prominent architect, to design the houses. The residential nature of the community has continued through the years to the present day. The land was sold under covenants; houses had to cost at least \$5,000 on Connecticut Avenue and at least \$3,000 on side streets; Jewish and black people were not allowed to buy or build homes in the area. These covenants were removed by a Supreme Court decision in 1948.

Only a few stores to service the community were permitted initially, on the west side of Connecticut Avenue. (In the early 1920s, 5526 Connecticut Avenue, where Magruders' Grocers is now located, was the home of a branch of the Piggly Wiggly Store, one of the nation's first self-service grocery stores. Although the self-service system was extremely successful, Piggly Wiggly sold out in 1935 to another popular

grocery chain, which was bought by Safeway Stores, Inc.) Prior to World War II, commercial development from Albemarle Street to Chevy Chase Circle was confined to one block between Fessenden Street and Nebraska Avenue and to four blocks on the west side of Connecticut Avenue from Livingston Street to Chevy Chase Circle.

After the covenant was removed, the association supported the establishment in 1954 of the national headquarters building of the Printing Industry of America at the Circle. This building enhanced the area and provided desirable land usage. The association opposed commercial development on the east side of Connecticut Avenue but later endorsed the National Bank of Washington and Safeway buildings on the east side. The association influenced the design of the bus terminal the Lamp and Shade Center, the National Permanent Bank, the Riggs National Bank (now PNC Bank) buildings on the west side of Connecticut Avenue to be in harmony with a residential community. The association successfully opposed the construction of an eight-story office building at Connecticut Avenue and Morrison Street, where an Exxon station is now located.

Early in the 1960s, the Union of Soviet Socialist Republics wanted to build an embassy-chancery on the Bonnie Brae Estate on Oregon Avenue. The association, in conjunction with the Hawthorn Association and others, vigorously opposed a change in the zoning of this land. In a court action, the residential zoning of this land was upheld. In a column that appeared in The New York Times May 11, 1963, Russell Baker humorously described the contest between residents of Chevy Chase and the Soviet government (see below).

Later it was proposed to construct over one hundred townhouses on this land. The association opposed this dense development, preferring single-family residences on the land. The association was not successful in restricting the land usage to single-family residences, but the number of townhouses was reduced. Some people question whether this Chatsworth development on Bonnie Brae is a better land use solution than the embassy-chancery would have been. In the 1970s, the association, in collaboration with Advisory Neighborhood Commission 3G, successfully opposed a Chatsworth-type development to the north on Oregon Avenue.

New York Times, May 11, 1963 By Russell Baker

WASHINGTON, MAY 10—The Hawthorne and Chevy Chase citizens associations are eyeball to eyeball here with the combined power of the Soviet and United States Governments, and nobody has blinked yet.

At issue is a Soviet plan to build a \$2,000,000 embassy and chancery on a choice piece of residential real estate overlooking Rock Creek Park in northwest Washington. Property owners in that part of town are aggressively unenthusiastic.

An Embassy for an Embassy

The White House and State Department are with the Soviets, but in a very quiet way. They would not like the notion to get about that the White House and State Department are leaning on the citizens of Chevy Chase to gratify Russians.

The explanation is that this Government would like to build a new American embassy in Moscow. Everyone agrees that the present one is a rundown old pile. The Soviets have made it apparent, however, that a new American embassy in Moscow must mean a new Soviet embassy in the territory of the Hawthorne and Chevy Chase citizens associations.

The Soviet embassy here is also a rundown old pile cramped between the local Hilton and a traffic underpass with barely enough driveway to hold two limousines. Its rear abuts the thundering presses of The Washington Post and it faces, directly across 16th Street, the Philip L. Murray Building where irascible American trade unionists are forever leaving the windows lit nights to form a bright Christian cross on their building's facade.

Here surely, in the mutual East-West need for office space, is the opportunity for a rare agreement between Washington and Moscow. The Russians proceeded to acquire 15 acres on Oregon Avenue and produced plans for a four-story institutional structure.

Soviet Intelligence Fails

Well, we all could have told the Russians and the White House and the State Department what was going to happen.

Steady, everyone could have told the Russians. You are not dealing now with Bulgarians and Chinese, but with the organized upper middle class American homeowner, blooded veteran of a thousand victories over encroachers.

In tackling the Chevy Chase sector, the Russians were particularly ill-advised. Any man-in-the-street in Washington could have informed Moscow that the associated citizenry of Chevy Chase is one of the most formidable powers in America today. Their record of detecting and turning back commercial infiltration is surpassed only by their achievement in winning more "stop" signs per capita than any other American suburb.

Fulbright to the Rescue

In any case, the clumsy Soviet thrust, with its awkward support from State and White House, was quickly blunted by the superior skill and experience of the Hawthorne and Chevy Chase citizens association. Both superpowers quickly found themselves floundering before a brilliant series of delaying actions, while the civic battlers moved to gather allies for counteroffensive.

It found them in the Washington Board of Zoning Adjustment, which is mighty independent of the White House and mighty particular about what is built in residential neighborhoods, and in Senator J.W. Fulbright, chairman of the Senate Foreign Relations Committee.

Mr. Fulbright lives far from Chevy Chase, but he, too, has been irritated lately by an outbreak of embassies in the quiet of his neighborhood, and wants to put an end to such nuisances in residential districts all over town. The heat has been intense on the zoning board,

whose approval is essential for the embassy's construction. So far, there has been no sign of a blink from either side.

Man and Superstate

It would be bad if a civilized solution to both nations' embassy housing problems cannot be found, but it is hard not to cheer for the citizens of Hawthorne and Chevy Chase. Victories by people over organizations become increasingly rare in today's world.

It is that rarest exception of all—comic, absurd, hopelessly out-numbered man triumphing over the state's super-organization that makes the cold war bearable.

After long discussions with the developer, a covenant was agreed and entered into the land records keeping the development within the spirit of the zoning for the area.

The association opposed the conversion of the Regency House on Connecticut Avenue from a private apartment house to a District facility for low-income and handicapped persons. The opposition was based in part on the excessive cost of the building and the displacements of many elderly residents. The association did not succeed in stopping this project. The District obtained funds from private foundations to supplement appropriated funds to purchase the building. Despite this initial opposition, the new residents of Regency House have become well-accepted neighbors.

A large commercial development in Maryland and the District was planned in the early 1970s around the intersection of Western and Wisconsin Avenues. The association opposed this development on the ground that it would have caused an intolerable traffic problem, and sponsored the formation of the Friendship Neighborhood Coalition with other citizens groups in Maryland and the District in order to influence the orderly development of the Friendship Heights area. Charles N. Mason, President of the association at that time, represented the association and was influential in the coalition. The other representatives of the association were Geraldine Linder and the late Rosalind Jamison. (For the many contributions of Rosalind Jamison to the community on zoning and land usage, a tree was planted in her memory at the northwest corner of the Chevy Chase Library grounds.) The planned overdevelopment was stopped. The coalition presented a plan for land use around the Friendship Metro Station, but the District virtually ignored it. As an outgrowth of the Friendship Heights problem, the Wisconsin Avenue Corridor Committee was formed to plan and influence the land use of the Wisconsin Avenue Corridor from the Potomac River in Georgetown to Western Avenue. This committee, known as WACC, has been successful in preventing some undesirable developments, although its carefully drafted plan was not accepted by the District. Although the Van Ness Metro Station and neighborhood development was outside our area, the association joined with other citizens associations to influence the design and attractiveness of new construction.

The association reviewed and commented on several drafts of the comprehensive plan for the District. The comprehensive plan was submitted to the D.C. City Council in 1983 for approval. There remained many objections to the plan, and citizens groups have requested a six-month delay in approval in order to study the plan and comment constructively on it.

The association has also been concerned about the preservation of historic buildings and supported groups that unsuccessfully tried to save Rhodes Tavern at 15th and F Streets. The electorate by a 3-to-2 majority expressed the same desire to save Rhodes Tavern in November 1983.

Transportation

All public transportation was provided by private companies in the District until the current publicly owned Metro system superseded the private companies on January 14, 1973. Bus transportation reached its peak in the early 1970s, when the oil embargo forced many commuters to use public transportation. The opening of Metrorail service and the increase in oil supplies have aided the planned decrease in bus usage and service. The Chevy Chase Citizens Association has strived to keep some through-bus service to downtown on Connecticut Avenue, particularly to assist elderly and handicapped people and to provide commuter service to western Constitution Avenue where Metrorail service is not convenient.

The automobile was coming into use about the time the association was founded, and has been a source of problems from the beginning. Dust from unpaved streets was a nuisance in the neighborhood; traffic later caused rough roads. The association succeeded in having Connecticut Avenue paved in the early 1920s, and later Military Road and side streets. In 1943 crosstown bus service on Military Road and McKinley Street began, again through association efforts. Potholes on streets throughout the District have been a continuing problem. As traffic increased during the postwar period, traffic lights, stop signs, pedestrian crossing, and congestion on Connecticut Avenue, McKinley Street, Military Road, Nebraska Avenue, Reno Road, and Wisconsin Avenue have received the attention of the association.

Automobile parking for customers of businesses on Connecticut and Wisconsin Avenues has been a continuing concern. Special compromises and agreements have been reached between neighboring residents and merchants with respect to zoning of residential land used for parking lots. The high cost of downtown parking and the decrease in downtown parking lots led to all-day commuter parking on side streets adjacent to Connecticut and Wisconsin Avenues. Most residents on these streets petitioned the District government for restricted parking by nonresidents. Two- or three-hour daytime parking restrictions, except for residents with valid parking stickers, were established on most streets near the two major avenues. Nevertheless, parking in the area has remained inadequate, particularly for the commercial area west of Connecticut Avenue.

Property Assessments and Taxes

The Association has been concerned with property assessments and taxes since its beginnings. Before Home Rule, officers of the association testified before the Senate and House Committees on the District of Columbia as well as before the District Commissioners concerning real property tax rates and inequitable assessments. When Public Law 93-407, the Home Rule Act, was passed in 1974, the D.C. Council was delegated responsibility in Title IV—Real Property Tax—to set the tax rate. The law also required assess-

ments to be made annually at 100 percent of market value. Since 1974 the association has testified annually at hearings on property assessments and taxes held by the D.C. Council's Committee on Finance and Revenue. Members have also met with the mayor and with the staff of the D.C. Department of Finance and revenue.

In 1973 assessments were changed from 55 percent of market value for residential property and 60 percent for commercial property to 100 percent for both. Since only half the properties were assessed in any one year, the change to 100 percent of market value created inequities depending on the year of assessment. Assessments in Chevy Chase increased from 30 to 50 percent for the tax year 1974. William K. Norwood chaired an Ad Hoc Committee on Real Property Assessments. This committee developed a questionnaire, which was sent to the D.C. Assessor. A team of experts from the Assessor's office appeared at a meeting of the Association on February 20, 1973, to speak and answer questions. Many questions were not answered to the satisfaction of the members, who passed a resolution protesting the assessment procedure, demanding that assessments be no more than 10 percent above those for tax year 1973 and during a 50-25 percent rebate on property taxes for elderly homeowners, depending on their income.

Gilbert Hahn (an appointed D.C. Council member) filed suit on the basis of the real property assessment process, which became a class action suit on behalf of one group of property owners. The association joined the suit, and the Assessor's reply to the association's questionnaire was used by Hahn to prepare his case. A court ruling found the assessment practices discriminatory and substituted a procedure to implement the law requiring assessments at 100 percent of market value. The District had to reimburse the taxpayers in the group bringing suit for taxes paid on illegal increases in assessments. The suit resolved inequities between groups, but did not resolve inequities within the group.

The market value of real property continued to increase rapidly throughout the 1970s. Assessments and property taxes followed these increases with a lag of two to three years. The next big increase in assessments came in 1975 (for tax year 1976); the increase being about 27 percent in Chevy Chase. At an association meeting on April 7, 1975, a resolution was passed requesting the Council and Mayor to (1) establish equitable and explicit criteria for real property assessments, (2) defer the increased assessments for tax year 1976, (3) limit revenue from property taxes to 15 percent of the D.C. budget, and (4) reverse the trend of increasing the number of tax-exempt properties. A study of assessments in Chevy Chase by Dorothy Knecht and Robert Stiehler revealed differences of several thousand dollars for similar houses built by the same builder at the same time. Little progress in obtaining relief from property taxes was obtained until the following year, when homeowners were given a "homestead" exemption of \$6,000 in property assessment, later increased to \$9,000. Low-income residents were also given a tax credit up to \$400 (commonly known as a "circuit breaker," depending on their income).

Nothing was done to eliminate inequities in assessments. On August 25, 1979, Donald Lief and Robert Stiehler of the Association met with representatives from Advisory Neighborhood Commission 3B, Common Cause, and the East of the River Neighborhood Investment Association to discuss inequitable assessments throughout the District. The Citizens for Fair Assessment originated at this meeting; Robert Stiehler has been chairman of the research committee since 1979. Statistical studies were made comparing assessments and selling prices of properties (A/S ratios) in the District. Reports were published in 1980, 1981, 1982, and 1983. As a result of these studies, large variations in A/S ratios

among 57 assessment neighborhoods were drastically reduced, but large variations within neighborhoods still persisted.

Public Safety

Fire

Fire was the most serious threat to public safety in the early years, when wood stoves and fireplaces were extensively used for cooking and heating, and candles and oil lamps were used for light. During its first year, 1909, the association succeeded in having five fire hydrants installed and purchased two fire ladders for community use. The establishment of a firehouse received high priority in the second year. The fire threat became less serious when central heating was installed in homes, electric lights replaced oil lamps, and fire-resistant materials were used more extensively. Nevertheless, fire remained a threat to public safety. When the voluntary firefighters of earlier years were superseded by the D.C. Fire Department, the Association supported both adequate facilities and personnel. The firehouse on Connecticut Avenue between Everett and Fessenden Streets served our community for many years. Fires have been extinguished in most instances before extensive damage has occurred, but smoke inhalation remains a serious problem.

Emergency Services

Public emergency medical service in the area began in 1938, when the Chevy Chase Rescue Squad was organized and located at Military Road and 38th Street. This voluntary group expanded later to become the Bethesda–Chevy Chase Rescue Squad. It disbanded during World War II. After the war the squad was reestablished and located in Bethesda, but it continued to provide service in Chevy Chase, D.C. The squad was supported by voluntary contributions from residents in the area served.

The D.C. Fire Department was later given the responsibility of providing emergency medical service in the District and as of 2011 had 25 basic life support units, 14 advanced life support or medic units, and 20 paramedic units. As of 2011, about 85 percent of the Fire and Emergency Medical Services workload was responding to calls for medical emergencies. The ambulance serving Chevy Chase is located at Tenley Circle. The nearest medical unit is located at Station 31, Connecticut Ave. and Fessenden St., N.W. A division of opinion in the Chevy Chase, D.C., area between use of the Bethesda–Chevy Chase Rescue Squad and the D.C. Fire and Emergency Medical Services agency escalated starting in the 1980s. Many residents of Chevy Chase, D.C., expressed a preference for service by the Bethesda–Chevy Chase Rescue Squad because of its more rapid response, ambulance service to a hospital of the patient's choice, and voluntary contributions for service, instead of a D.C. charge that runs between \$428 and \$508.

Crime Prevention

P.J. Ricker, the association's first president, reported that "early night prowlers" attempted entry at his and Mr. Murphy's home during the winter of 1907-1908 but were driven off. The first permanent police patrol was established in 1910 to control traffic during school hours. Crime was not a serious problem, and doors were not usually locked. Edward T. Stafford did not mention any other police problem in "Fifty Years in Chevy Chase," but the Association did have a public protection committee.

The decline in the association membership during the 1960s and 1970s coincided with the years of declining public safety in the area. A decrease in community and neighborhood cohesion could have affected public safety. For a period, the area north of Nebraska Avenue had about one burglary every day. The price of silver was at a premium, and a master burglar named Bernard Welch and his ilk created a feeling of acute insecurity. After Welch's arrest and conviction, a symbolic eclipse, burglaries began to decline.

For many years Chevy Chase was included in the Eighth Police Precinct, with headquarters at Albemarle and 42nd Streets. The D.C. Police Department was reorganized between 1968 and 1970, changing from precincts to districts. At first Precinct 8, which included Chevy Chase, was divided between the Second and Fourth Police Districts. The association vigorously opposed this division and succeeded in having the entire area west of Rock Creek Park included in the Second Police District, with headquarters at Idaho Avenue and Macomb Street. With such a vast area to cover, Chevy Chase is not the Second Police District's most pressing concern. Nevertheless, the Association has been active in the Second Police District's Citizens Advisory Council. Five of its leaders have come from our area: William K. Norwood, Gary P. Jani, Karl F. Mautner, Samantha Nolan, and George Corey.

CCCA's 75th anniversary history cited improved work by the police force, intelligent planning, dedicated police officials and officers, and a conscious community-relations effort for helping control crime. A program concentrating on the arrest, conviction, and incarceration of career criminal or repeat offenders also got credit.

The association initiated and succeeded in obtaining action by the Metropolitan Council of Governments (COG) to establish unified public safety measures in the area. As a result, regional control of records and the sale of second-hand articles through pawnbrokers and transient dealers was established. This action has dampened the increase in burglaries of private homes and apartments in the area, at a time when the exorbitant market price of silver created a national crime wave.

Police credit much of the decline in crime to Neighborhood Watch programs that sprang up during the times of insecurity. The programs bring neighbors closer together—in fact, they often are the first opportunity people take to meet each other. They increase communication and confidence in one's neighbors and thus add to security. Thefts from parked vehicles remain a problem, and bicycles seem no safer from being stolen than they used to be. There is a continuing need to remain alert, be neighborly, and keep open lines of communication.

The association's current Neighborhood Watch program was started in 2000, when Mary Rowse headed the CCCA public safety committee. She organized 25 people to start the program, and began a Chevy Chase neighborhood listserv (Internet discussion group) as a way for people to stay connected.

Rowse recruited Samantha Nolan to lead the effort after seeing her in a television interview about a robbery in the neighborhood. Nolan knocked on doors, and wrote to people she knew and watched for messages on the listserve from people she thought would make good block captains. Nolan recruited 240 block captains over five years, and trained them during monthly one-hour training sessions at her home. Many captains moved, died, or gave up their posts, which meant training new block captains to take their place. Nolan trained more than 500 block captains, not only in Chevy Chase but also in the Cleveland Park, Woodley Park, Georgetown, AU/Tenley, and Dupont Circle areas of the Second District, and worked with all of the other police districts across the Districts to help spread Neighborhood Watch. (Nolan also has worked in the Chevy Chase, Rollingwood, and Bethesda areas of Montgomery County, Md.) In recent years, the Association has devoted its public meeting in May to public safety issues.

Public Utilities

In 1909 emphasis was placed on securing electric street lighting and the installation of gas, water, and sewer mains in Chevy Chase. Two years earlier, in 1907 in New York, utility regulation had its beginnings. Governor Charles Evans Hughes proposed a utility commission to approve the issuance of securities by utility companies, examine properties and accounts of the companies, establish reasonable utility rates, and protect the public interest.

This proposal was a response to corporate corruption, stock watering, and the merging of utilities into holding companies that influenced jurisdictions beyond the local government. New York established the model for the rapidly expanding number of state public service commissions; Maryland and the District of Columbia established commissions in 1910 and 1913, respectively.

The inherent conflict that occurs when the same body acts as prosecutor and judge led to the establishment of the D.C. Office of People's Counsel in 1926 to intervene in judicial proceedings to protect utility consumers. This office was abolished in 1952 by reorganization Act No. 5 and reinstated in 1974 by Congress, when the public was experiencing the large increases in rates for electricity and gas.

The association has been concerned with the cost and services of public utilities over the years, and the concern has greatly increased during the past ten years. Annice Wagner became the first People's Counsel in 1975. She organized the Office of People's Counsel and proposed to the Commission a consumer bill of rights. At the end of her three-year term, she was appointed a judge. An ad hoc committee of utility consumer advocates, on which the association was represented, wanted her replacement to be equally sensitive to the public interest. This committee interviewed candidates and reviewed their records. From several excellent candidates, the committee selected Brian Lederer and recommended him to the mayor and D.C. Council for appointment as People's Counsel in 1977. Discovered in this process was Elizabeth Patterson, who was supported for appointment as a Public Service Commissioner. She became an outstanding chairman of the Commission.

From this beginning an interrelationship between the People's Counsel and the public grew. In order to have greater public participation in the regulatory process and the conservation of energy, the Consumer Utility Board (CUB) was established in 1978. George J. Haley was the Association's representa-

tive. The Board, through a grant from the Department of Energy, studied ways to conserve electrical energy and published in 1979 its study, Report to the Community, Sharing the Burdens and Benefits of Electricity Conservation in the District of Columbia. The Board presented its findings to elected District officials and electric company executives. The Board also intervened in utility cases before the Public Service Commission and published CUB News to inform the public on matters pertaining to utilities.

Among the achievements of the People's Counsel and the Consumer Utility Board have been securing a Consumer Bill of Rights, eliminating construction work-in-progress from the rate base, holding down increases in authorized utility revenues, reducing the gas company system charge, transferring advertising costs from customers to stockholder, monitoring fuel adjustment and production efficiency by the Public Service Commission; analyzing the electric company's construction and financial program, proving the value of independent demand and reliability analysis, Introducing new regulatory philosophy to replace rate-case to rate-case under company control by long-term planning involving both the District and the companies; designing rates better so that customers save money when they conserve energy; revealing "phantom taxes" paid by consumers but not paid by the utilities to the government, and securing the establishment of an energy office in the District government.

Chevy Chase, D.C., Business Community .

In recent years, the association has undertaken a number of outreach efforts to the business community. As we entered the 21st century, under the leadership of then-Association Vice President Sarah Pokempner, CCCA convened a group of business owners from upper Connecticut Avenue to explore interest in establishing a business association. Several meetings were held and there was significant interest. In the end, the timing seemed not to be right and the plan to form an association was deferred.

Having initiated an effort to strengthen relations with business owners, the Association then worked to develop a more aggressive approach to recruiting business memberships at various levels and a range of benefits. This has been very successful, bringing in many new members and additional revenue.

In 2005 and 2006, the association sponsored Chevy Chase, DC Days on a weekend day in September that offered another opportunity to engage with the business community who held sidewalk sales, offered specials for the day, and underwrote many of the activities. The Chevy Chase Community Center and Chevy Chase Library also offered activities that attracted large crowds from both within and outside the Chevy Chase neighborhood.

A fixture of the business district, the Avalon Theater, abruptly closed in 2001 after nearly 80 years of operation when its owner, Loews Cineplex, filed for bankruptcy. A community effort, supported by the Association, succeeded in reopening the Avalon two years later. The Avalon offers diverse programming that includes outstanding independent, foreign, and documentary films as well as the best commercial films.

A Look to the Future

(to come from Jon Lawlor)

Note: The Constitution of the Chevy Chase Citizens Association appears on the Association's Web site, <http://chevychasecitizens.org>

Presidents of the Association

1909 P. L. Ricker	1945 Henry M. Fowler	1985 Allen E. Beach
1910 George B. Sudworth	1947 Charles G. Lueck	1987 Mark S. Whitty
1911 John B. Williams	1948 Dean P. Kimball	1989 Jeffrey B. Norman
1912 W.M. Steuart	1951 John D. Fitzgerald	1991 Ursula McManus
1913 Edward F. Colladay	1952 Donald M. Merryfield	1992 Doris Ingram
1916 L. A. Rogers	1953 William K. Norwood	1994 Evelyn M. Wrin
1917 D.F. Hewett	1955 F. Reed Dickerson	1996 Walter Beach
1918 W.S. Elliot	1956 A. Lee Painter	1998 Susan Carr
1919 Clyde D. Garrett	1957 Lee F. Dante	2000 Bob Wrin
1920 Fred S. Lincoln	1959 James A. Willey	2002 Steve Zipp
1923 Harry S. Ridgely	1961 Victor C. Swearingen	2004 Sarah Pokempner
1924 Atwood M. Fisher	1962 James G. Ellis	2006 Edward Hayes
1925 J. Francis Moore	1964 John A. Patterson, Jr.	2008 Julia Ulstrup
1928 Major John R. Wheeler	1965 Thomas D. Quinn	2010 Jonathan Lawlor
1929 Arthur Adelman	1966 Byron Welch	
1931 Herman V. Schreiber	1967 William F. McIntosh	* Died in office
1933 George E. Strong	1968 Joseph O'Neill	
1935 Edwin S. Hege	1970 Charles N. Mason	
1938 Winthrop G. Batcheler*	1972 John F. Healy	
1938 Donald M. Carpenter	1974 Robert D. Stiehler	
1940 Godfrey L. Munter	1976 James H. Molloy, Jr.	
1942 Herman V. Schreiber	1978 Donald W. Kief	
1943 Archibald M. McLachlen	1979 George J. Haley	
1944 J. Barrett Carter	1981 Karl F. Mautner	
	1983 Gary P. Jani	