
National Park Service
Cultural Landscapes Inventory
2005



Chevy Chase Circle
Rock Creek Park - DC Street Plan Reservations

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

Chevy Chase Circle is a 1.05-acre park maintained and managed by the National Park Service's Rock Creek Park unit and located at the Maryland-District of Columbia boundary line in Northwest Washington, DC. (At present, the authors have only found the District of Columbia side of the circle to be owned in fee-simple by the National Park Service. It is unclear who owns the Montgomery County side of the circle, although it is maintained by the National Park Service). The park is bounded by the rotary around Chevy Chase Circle, from which radiate Connecticut Avenue, Western Avenue, Patterson Street, Grafton Street, and Magnolia Parkway. Originally created as the gateway to Chevy Chase, Maryland in 1890, Chevy Chase Circle has also served as a memorial, gathering place, and community focal point. Its central feature is the Francis G. Newlands Memorial Fountain which was constructed in 1933. The park is important for its associations with Newlands as well as the City Beautiful movement and Picturesque suburb ideas, which help explain the development of Chevy Chase Village. Chevy Chase Circle's current appearance reflects its 1933 design, 1956 alterations and 1990s planting additions.

The park is bilaterally symmetrical along its north-south axis, and circular geometry is a major organizing design feature. Circulation within the circle consists of two circular flagstone paved areas, one paved walkway located along the outer edge of the park and the other paved plaza surrounding the fountain. These paved areas date to 1933 and c. 1956, respectively. Several short walks of the same material connect the paved areas to each other and the street.

Walkways lead visitors to the Francis G. Newlands Memorial Fountain, a classically-designed Aquia sandstone structure named for the founder of Chevy Chase. Its sixty-foot diameter encompasses a large concrete basin and fountainhead capable of projecting water thirty feet in the air. As a senator, Newlands (1848-1917) was dedicated to reclamation and irrigation of the arid West, and the fountain symbolizes that interest. Besides the fountain, the only other structure historically located at Chevy Chase Circle was a set of trolley line poles. The trolley figured prominently in Chevy Chase's development, bringing city dwellers into the primarily rural community in the late 19th and early 20th centuries. However, by the 1940s, popular use of automobiles made the trolley obsolete, and the poles were removed.

The circle's landscape is a prominent scenic feature as viewed by pedestrians and drivers approaching and traveling around the circle. Their views under the willow oaks canopy are directed to the fountain jet in the center.

Chevy Chase Circle contains small-scale features including the Garden Club of America Aquia sandstone markers and National Park Service standard benches. Just behind the benches on the circle's east and west sides, two Garden Club markers are positioned, which feature crests for both Maryland and the District on their sides. Originally located within the circle, these markers had been moved to triangular islands on Connecticut Avenue, but were subsequently relocated within the park to protect them from being damaged by automobiles. The concrete and wood benches were installed in 1956 in a circular ring bordering the park's central plaza. Automobiles have occasionally struck and damaged the benches, requiring the repair of them by the National Park Service.

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Vegetation in the park complements the circle's constructed features. Willow oaks, which are original to the park's 1933 design, line the circle's edge near the outer stone walkway. Beds of Delaware Valley white azaleas, Floral Carpet roses and pink flowering crabapple trees encircle the inner walkway and benches. The azaleas replaced original plantings of spreading English yew in 1956 and the roses and crabapples were added in the 1998. A lawn rings the inner circle of shrubs, walkways and fountain.

Design ideas influenced the development of Chevy Chase Circle in 1933. Inspiration for the park's landscape design may have come from the Picturesque suburb ideas beginning in the late 1860s, promoted by Frederick Law Olmsted and others; Chevy Chase Village was developed with a naturalistic, park-like setting following these ideas. In the circle, full-canopied willow oaks and irregular plantings of yews indicated adherence to the romantic, naturalistic influence. The City Beautiful movement dominated civic design projects in Washington, DC and beyond. This movement's emphasis on classical design and public works is expressed in the circle's simple classical fountain.

Chevy Chase Circle's period of significance began in 1890 when the circle was formed, and ends in 1933 when the park was formally designed and developed. During and after this period, the circle was a community focal point viewed from the adjoining streets. When the NPS installed additional walkways sometime after 1956, it became more inviting for pedestrians to use, but automobile traffic started impede regular pedestrian use. The park is significant at the local level under Criterion C of the National Register criteria, in the area of Community Planning and Development. It is also significant under Criteria Consideration F as a commemorative property because of the memorial fountain.

Seven characteristics are used to determine the integrity of properties eligible for National Register listing: location, setting, design, materials, workmanship, association, and feeling. Chevy Chase Circle has retained integrity as measured by these qualities. In terms of location and setting, Chevy Chase Circle has retained high integrity, with boundaries and size, from 1890, and the setting largely the same as in 1933. The park's design has remained essentially intact since the memorial fountain and landscape was installed and dedicated in 1933. The Newlands Memorial Fountain and the ring of willow oaks have been preserved. Of the park's main features, the inner flagstone walkway, benches and shrub plantings date after 1956. Since then, the changes at Chevy Chase Circle have been limited to those that restore, repair, or replace materials. When items have been replaced, NPS has used in-kind materials and respected original design patterns. In 1998, roses and crabapple trees were planted within the existing azalea beds. Though there have been changes, the design of Chevy Chase Circle largely retains its historic plan and massing.

Materials at Chevy Chase Circle convey integrity, though vegetation has been modified. Sometime after 1956, the yews were replaced with azaleas, which somewhat changed the character of the circle plantings with introduction of spring flowering shrubs, but the plants have a similar scale and visual effect. As mentioned above, other replacements at the circle have been undertaken using in-kind materials. In addition to having integrity of materials, the park conveys integrity of workmanship through the Newlands Memorial Fountain and two stone walkways. These features convey original

Chevy Chase Circle

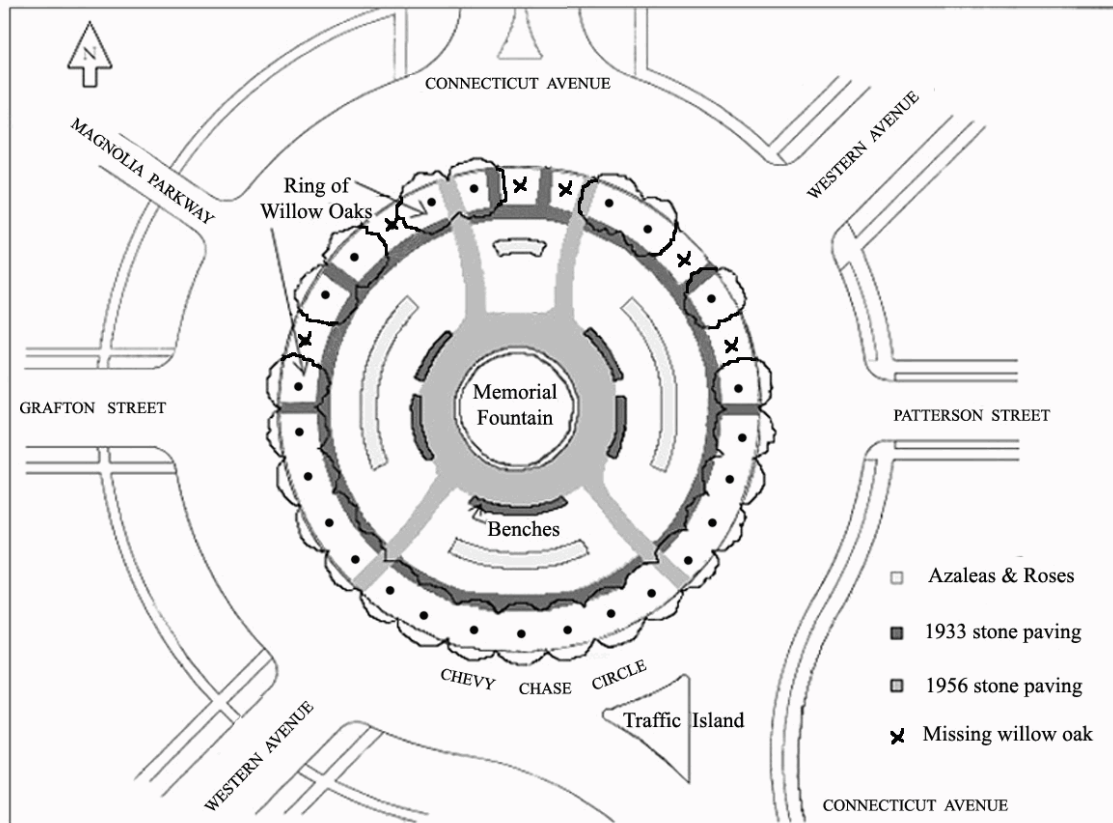
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construction methods, with stone patterns intact, although the fountain has been repointed and repaired over the years to correct damage by errant automobiles.

Finally, Chevy Chase Circle retains integrity of feeling because it still functions as a local memorial park, as it did in 1933. Further, it expresses its association with community dedication ceremonies, including the original dedication of the Newlands Memorial Fountain and a rededication ceremony in 1990 of the restored fountain. Both events have been marked with inscriptions or plaques that remain on site. The c. 1956 benches, although not within the period of significance, provide a park-like feeling by offering visitors a place to sit.

Damage by automobiles has been the largest threat to the park's integrity in all characteristics. Chevy Chase Circle has been mostly well maintained, but some portions of the circle have suffered damage. The outer walkway flagstones are buckled and uneven, most likely because of root growth of the adjacent willow oaks. Other features of the circle have received a good degree of attention. The fountain in particular has received careful, appropriate restoration, in 1990 and 2003 in addition to periodic repairs due to automobile damage. Thus, integrity at Chevy Chase Circle has been retained despite automobile impacts.

Site Plan



Adapted from Revised Planting Plan/ Res. 335A - Chevy Chase Circle/ Rock Creek"1987: TIC 892_81029. (Prepared by Kate Shiflet and Maureen Joseph, NCR CLP, May 2005)

Property Level and CLI Numbers

Inventory Unit Name:	Chevy Chase Circle
Property Level:	Component Landscape
CLI Identification Number:	600261
Parent Landscape:	600163

Park Information

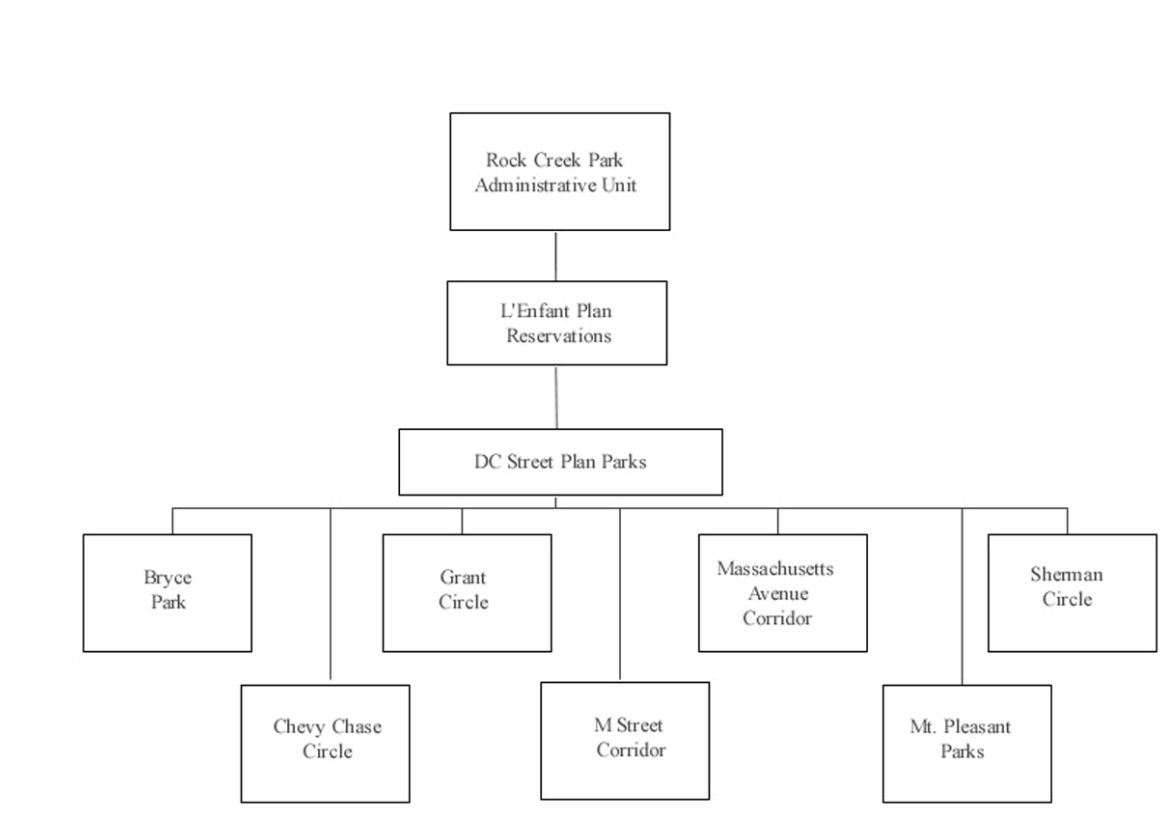
Park Name and Alpha Code:	Rock Creek Park - DC Street Plan Reservations -ROCR
Park Organization Code:	345A
Subunit/District Name Alpha Code:	Rock Creek Park - DC Street Plan Reservations - ROCR
Park Administrative Unit:	Rock Creek Park

CLI Hierarchy Description

Chevy Chase Circle is a component landscape of the Rock Creek Park administrative unit, part of the National Capital Region of NPS. The circle is one of seven parks grouped as D.C. Street Plan Parks in the subunit Rock Creek Park - L'Enfant Plan reservations. The landscape includes all of reservation 335A, and is separate and distinct from other D.C. plan parks in that category.

Chevy Chase Circle

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Chevy Chase circle is one of the L'Enfant plan reservations under Rock Creek Park.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

The majority of the research and field work was completed by Kate Shiflet, NCPE intern, during the summer and fall of 2004. Updates and revisions were completed by Maureen Joseph in May and August 2005. Primary research was conducted at Montgomery County Historical Society, Chevy Chase Branch and Martin Luther King, Jr. Branch- Washingtoniana Division (D.C. Public Libraries), and Chevy Chase Branch and Rockville Branch (Montgomery County Public Libraries). Additional research material was provided by ROCR CRM Perry Wheelock, and from the NCR Land Use and Map files.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/06/2011
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	09/08/2005

National Register Concurrence Narrative:

The State Historic Preservation Officer for the District of Columbia concurred with the findings of the Chevy Chase Circle CLI on 9/8/05, in accordance with Section 110 of the National Historic Preservation Act. It should be noted that the Date of Eligibility Determination refers to this Section 110 Concurrence and not the date of National Register Eligibility, since that is not the purview of the Cultural Landscapes Inventory.

Concurrence Graphic Information:

Chevy Chase Circle
Rock Creek Park - DC Street Plan Reservations



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
Office of Lands, Resources and Planning
1100 Ohio Drive, SW
Washington, DC 20242

August 25, 2005

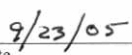
Memorandum

To: Regional Historical Landscape Architect, National Capital Region
From: Superintendent, Rock Creek Park
Subject: Statement of Concurrence, Chevy Chase Circle Cultural Landscape Inventory

I, Adrienne Applewhaite-Coleman, Superintendent of Rock Creek Park, concur with the findings of the Chevy Chase Circle Cultural Landscape Inventory as submitted on August 25, 2005.



Adrienne Applewhaite-Coleman
Superintendent, Rock Creek Park



Date

Concurrence memo signed by the park superintendent on 9/23/2005

Chevy Chase Circle
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United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

August 31, 2011

Memorandum:

To: Cultural Landscape Inventory Coordinator, National Capital Region
From: Superintendent, Rock Creek Park
Subject: Statement of Concurrence, Chevy Chase Circle Cultural Landscape Condition Reassessment

I, Tara D. Morrison, Superintendent of Rock Creek Park, concur with the condition reassessment for the Chevy Chase Circle cultural landscape:

CONDITION REASSESSMENT: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The cultural landscape condition reassessment for Chevy Chase Circle is hereby approved and accepted.

Superintendent, Rock Creek Park

September 6, 2011

Date

Condition reassessment concurrence memo signed on 9/6/2011.



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
Office of Lands, Resources and Planning
1100 Ohio Drive, SW
Washington, DC 20242

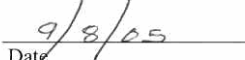
September 6, 2005

Memorandum

To: Cultural Landscapes Inventory Coordinator, National Capital Region
From: State Historic Preservation Officer, District of Columbia
Subject: Statement of Concurrence, Chevy Chase Circle Cultural Landscape Inventory

I, Lisa Burcham, District of Columbia State Historic Preservation Officer, concur with the findings of the Chevy Chase Circle Cultural Landscape Inventory as submitted on September 6, 2005.


Lisa Burcham
District of Columbia
State Historic Preservation Officer


Date

Concurrence memo signed by the DC SHPO on 9/8/2005.

Revisions Impacting Change in Concurrence:

Change in Condition

Revision Date: 09/06/2011

Revision Narrative:

Condition reassessment done in FY2011. Condition changed from Good to Fair. See Condition chapter for details.

Geographic Information & Location Map

Inventory Unit Boundary Description:

Chevy Chase Circle is located on the border of Washington, DC, and Chevy Chase, Maryland. The park which has an approximately 240 foot diameter is entirely bounded by a traffic rotary which is also called Chevy Chase Circle. Several roadways radiate from this rotary. In Maryland, these include Connecticut Avenue headed north, Magnolia Parkway directed northwest, and Grafton Street going

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west. As the northwest boundary between the District and Maryland, Western Avenue radiates from the circle to the southwest and northeast. On the south or District of Columbia side of the rotary, Patterson Street is a diagonal line to the east and Connecticut Avenue to the southeast.

State and County:

State: MD

County: Montgomery County

State: DC

County: District of Columbia

Size (Acres): 0.71

Boundary UTMS:

Source: USGS Map 1:24,000
Type of Point: Point
Datum: Other Datum
UTM Zone: 18
UTM Easting: 320,047
UTM Northing: 4,315,197
Boundary Datum Other: WGS 84

Source: USGS Map 1:24,000
Type of Point: Point
Datum: Other Datum
UTM Zone: 18
UTM Easting: 320,086
UTM Northing: 4,315,236
Boundary Datum Other: WGS 84

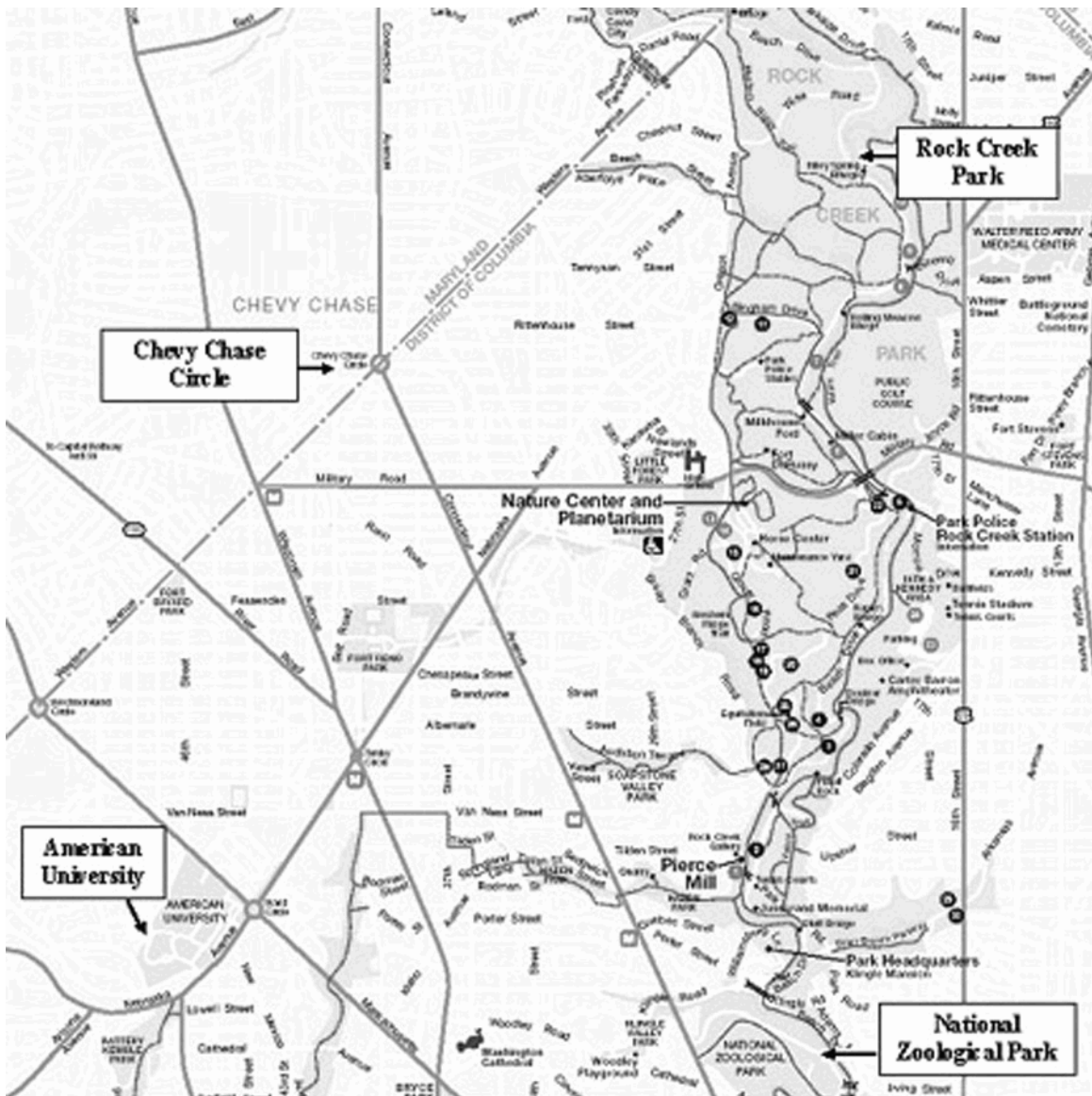
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Datum: Other Datum
UTM Zone: 18
UTM Easting: 320,045
UTM Northing: 4,315,272
Boundary Datum Other: WGS 84

Source: USGS Map 1:24,000
Type of Point: Point
Datum: Other Datum

UTM Zone:	18
UTM Easting:	320,005
UTM Northing:	4,315,238
Boundary Datum Other:	WGS 84
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	Other Datum
UTM Zone:	18
UTM Easting:	320,073
UTM Northing:	4,315,205
Boundary Datum Other:	WGS 84
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	Other Datum
UTM Zone:	18
UTM Easting:	320,073
UTM Northing:	4,315,260
Boundary Datum Other:	WGS 84
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	Other Datum
UTM Zone:	18
UTM Easting:	320,022
UTM Northing:	4,315,205
Boundary Datum Other:	WGS 84

Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	Other Datum
UTM Zone:	18
UTM Easting:	320,016
UTM Northing:	4,315,260
Boundary Datum Other:	WGS 84

Location Map:



*Chevy Chase Circle location, from Park Map, Rock Creek Park, National Capital Region,
National Park Service*

Regional Context:

Type of Context: Cultural

Description:

Located at the entrance point to Chevy Chase Village, Maryland, from Washington, DC, Chevy Chase Circle was originally planned as the gateway to the streetcar suburb of Chevy Chase. From its beginnings in 1890 as a grassy traffic circle, through its development as a memorial park, Chevy Chase Circle has served as both a functional and emotional “hub” of the community (Sadler 1939). In addition to being gateway and community focal point, the park has also served as a gathering place.

Residents’ recognition of the site as an important part of community identity and pride grew during the 1920s, when Chevy Chase Village rapidly developed. This identification led them to pursue beautification of the site, which they hoped would reflect the natural and artistic qualities they enjoyed in the neighborhood’s overall landscape design (“Origins” 1974: 5).

Thus in 1933, Chevy Chase Circle was designed and developed with a memorial fountain and landscape with both naturalistic Picturesque and classical City Beautiful qualities. These features included a ring of willow oaks, massings of yews, and a symmetrically laid out flagstone walkway. From this development through the early 1960s, when automobile traffic increased around the site, Chevy Chase Circle reached its peak as a community gathering place. From the 1960s onward, traffic has prevented regular use of the site and limited the circle to serving mainly as a gateway and point of reference for the community. Most of the 1933 features remain and have been carefully preserved, or, in the fountain’s case, restored. Only the yews have been removed; they were replaced by azaleas by 1956.

Type of Context: Physiographic

Description:

Chevy Chase Circle is an area of level terrain. The park is located within the Upland Section of the Piedmont Plateau physiographic province, which is the foothill province of the Blue Ridge Mountains. The Piedmont Plateau, composed of gently rolling hills, is bound by the Coastal Plain to its southeast and to the northwest by Catocin Mountain, the eastern edge of the Blue Ridge Mountains. Geology within the Piedmont consists of igneous and metamorphic rocks. Building stone, such as the type used for the walkways at Chevy Chase Circle, naturally occurs here.



Aerial image of Chevy Chase Circle, 2001, National Park Service

Type of Context: Political

Description:

In the late 1800s, Francis G. Newlands and William M. Stewart formed the Chevy Chase Land Company and purchased several farms. The land company's street layout included a rotary which was bisected by the District of Columbia and Montgomery County line. There is reference that the land company eventually transferred its interest to the circle on the District of Columbia side to the District government. This land was then transferred to the Office of Public Buildings and Grounds by an Act of Congress in 1898, although the formal acceptance of the D.C. side of the circle was not realized until 1920. In 1933 the National Park Service was given jurisdiction over federal parkland in the District, including Chevy Chase Circle. It was at first managed by National Capital Parks, and since 1968 has been managed by the superintendent of Rock Creek Park. There is no indication that the Montgomery County side of the circle was ever transferred to the Federal Government. It could be assumed that the

Montgomery County side of the circle may still be owned by the municipality of Chevy Chase Village although there is no record of any management agreement between the village and the National Park Service for the its maintenance. (M. Joseph, conversation with Jeannie Whitler, NCR-Lands, June 2005)

Management Unit: Reservation 335A

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 09/23/2005

Management Category Explanatory Narrative:

The Management Category Date is the date the CLI was first approved by the park superintendent.

Agreements, Legal Interest, and Access

Management Agreement:

Expiration Date: NOT APPLICABLE

NPS Legal Interest:

Type of Interest: Fee Simple

Explanatory Narrative:

This is still a question whether the National Park Service owns the Montgomery County side of the circle. Further research is required to determine legal ownership.

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

A mostly intact streetscape of late-nineteenth and early-twentieth century buildings surrounds Chevy Chase Circle. Additionally, beyond this immediate context, most of Chevy Chase Village's early-twentieth century residences and landscape have also been preserved.



The view south on Connecticut Avenue from Chevy Chase Circle depicts the area's heavy traffic into and out of the rotary, as well as the planted traffic island nearby (CLP digital photofile, June 18, 2004).



All Saints' Episcopal Church, shown in the background, has bordered Chevy Chase Circle since the turn of the twentieth century (CLP digital photofile, June 18, 2004).

National Register Information

Significance Criteria: C - Embodies distinctive construction, work of master, or high artistic values

Criteria Considerations: F -- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance

Period of Significance:

Time Period: AD 1890 - 1933

Historic Context Theme: Expressing Cultural Values

Subtheme: Landscape Architecture

Facet: The City Beautiful Movement

Other Facet: None

Area of Significance:

Area of Significance Category: Community Planning And Deve

Area of Significance Subcategory: None

Statement of Significance:

SUMMARY

Although a transportation rotary since 1890, Chevy Chase Circle was not formally developed until 1933. It is significant for its associations with Senator Francis Griffith Newlands, the City Beautiful and the picturesque suburb movements, and the development of Chevy Chase Village. From its beginnings in 1890, the circle has served as an important gateway and point of reference for the community, at times being used as a community gathering place. Chevy Chase Circle is not currently on the National Register, although a multiple property nomination encompassing Washington, D.C. Memorials does include the Newlands Memorial Fountain, but the landscape was not evaluated. Based on the assessment and evaluation from the cultural landscape inventory, the National Park Service recommends expanding the National Register boundaries to include the entire circle.

APPLICABLE CRITERIA

Chevy Chase Circle exhibits significance at the local level under Criterion C of the National Register in the area of community planning and development. The circle's 1933 design reflects the ideas of the City Beautiful movement and picturesque suburb principles, and relates to Chevy Chase's development as a streetcar suburb of Washington, DC. The period of significance for the circle begins in 1890 when the circle was formed and ends in 1933 when the park was formally developed. During and after this period, the circle was a focal point for the surrounding community. Overtime, pedestrian use diminished because of heavy automobile traffic at the rotary. As a property primarily commemorative in intent, the park falls under Criteria Consideration F, and must demonstrate significance in its own value to be eligible for the National Register. Since the circle is significant for its design and development in addition to its commemorative association to Francis G. Newlands, it can be eligible.

HISTORIC BACKGROUND

Born in Natchez, Mississippi, Francis Griffith Newlands (1848-1917) spent his childhood and adolescence in Illinois and Washington, DC. At 16, he entered Yale law school, but withdrew after three years due to financial problems. Newlands then returned to the District, where he worked by day and studied law by night. He received his law degree from Columbia College, now George Washington University, and passed the bar at age 21. In 1870, the young lawyer moved to San Francisco. His most important client there was William Sharon (1821-1885), a business magnate who made his fortune in real estate and the silver mining of the Comstock Lode. In addition to wealth, Sharon attained political power in the city and region. In 1875, he succeeded William Morris Stewart (1827-1909) as Nevada's senator. Stewart helped Sharon purchase a large farm in what is now the Dupont Circle area of Washington, DC. Stewart eventually built one of Dupont Circle's first homes, known as Stewart's Castle (Atwood, "Romance" 1969: 294).

At about the same time that Sharon sought political office and land in Dupont Circle, Newlands married Sharon's daughter, Clara Adelaide. She died in 1882, and Newlands inherited Sharon's estate upon his death in 1885 (Atwood, "Romance" 1969: 294). He also appears to have inherited Sharon's zeal for political involvement, and served as Nevada's senator from 1903 until his death in 1917. During his term of office, Newlands strongly supported irrigation measures in the West and the creation of a Fine Arts Commission for the District of Columbia. He supported beautification and the implementation of the McMillan Plan (Lampl and Williams 1998: 20). In addition to these public-sector interests, Newlands was also involved in private development within the city.

After inheriting Sharon's estate, Newlands sold the remaining lots of one Dupont Circle subdivision. (Lampl and Williams 1998: 16). In 1887, he took the proceeds from the sale of Sharon's land and, with his business partner, William M. Stewart, Newlands began buying farmland in rural Montgomery County, Maryland and northwest D.C. Together, the two men amassed 1,713 acres. On June 5, 1890, Newlands and Stewart incorporated the Chevy Chase Land Company, named for the largest farm purchased, Colonel Joseph Belt's "Cheivy Chace." Newlands held the majority of the company's stock and became president. Under his direction, the company transformed the rural area into the streetcar suburb, Chevy Chase Village. Significant features of the suburb included its eclectic architecture and picturesque suburban layout, as well as its early use of the electric trolley system. The manner in

which Newlands developed the suburb is also important; he utilized a comprehensive, planned approach and hired professionals in the fields of design and engineering; notably, landscape architect Nathan Barrett, civil engineer E.C. Reynolds, and architect Lindley Johnson. (Atwood, "Romance" 1969: 294).

One of the first developments for the suburb was the extension and grading of Connecticut Avenue, the main thoroughfare that would connect Chevy Chase Village to Washington, DC. The initial plan had been to continue Connecticut Avenue due northwest until it met the Georgetown and Rockville Turnpike, now Wisconsin Avenue. However, a high property price along the proposed route prompted Newlands and Stewart to plan a new route. They created Chevy Chase Circle as a way to avoid the property (Atwood, "Newlands" 1969: 31). The traffic rotary diverted Connecticut Avenue due north at the Maryland-District line, and became the primary gateway to Chevy Chase Village. Though the company planned a classical monument within the circle, scant profits prevented development at the site (Lampl and Williams 1998: 41). Instead, Newlands focused investment into impressive architecture and landscaping around the circle, including his mansion to the northeast, to attract future residents. Development of the suburb remained slow through the early decades of the twentieth century, and when Newlands died in 1917, the company had yet to see a positive return on its investment. However, national conditions in the 1920s prompted city residents to turn to suburban living. With financial prosperity, technical innovations, and a penchant for private lawns, many Washington, DC city dwellers moved to suburban homes in Chevy Chase Village.

At Chevy Chase Circle, which residents identified as the "hub" of community life, gatherings for musical concerts and flag-raising ceremonies took place ("Origins" 1974: 4). This feeling, coupled with Edith McAllister Newlands' desire for a commemoration to her husband (she was his second wife), led to plans for the development of Chevy Chase Circle in the late 1920s. With direction given from the Garden Club of America, the Commission of Fine Arts, and Mrs. Newlands, Edward Wilton Donn, Jr. (1868-1953) an architect and friend of the Newlands' family, was hired to design a memorial fountain and landscape for the circle. Donn, though not the official company architect, had designed many homes in Chevy Chase. He had also restored historic landmarks in the region, such as the Octagon, Kenmore, and Wakefield (Chevy Chase home suburb, 146).

Completed in 1933, at a cost of \$11,000 privately paid by Mrs. Newlands, the fountain Donn designed was composed of sandstone in a classical design ("The Town of Chevy Chase" 1990: 62). The Garden Club of American designed landscape simultaneously complemented the classicism of the fountain and the picturesque qualities of the surrounding suburb. Classical features included a symmetrically spaced ring of willow oaks and a wide walkway of irregular flagstone near the circle's edge. Picturesque qualities were achieved through an irregular placement of spreading English yews (*Taxus baccata repandens*) around the fountain's base, the irregular pattern of the flagstone of the walkway, and the spreading canopy of the willow oaks.

HISTORIC CONTEXT

The development of Chevy Chase Circle was influenced by two ideas: the City Beautiful movement and picturesque suburb principles. The City Beautiful movement celebrated the construction of public

buildings and monuments that were intended to lift American cities into the ranks of their European counterparts. In Washington, DC, this movement was translated into the McMillan Plan and the public building program it inspired in the early twentieth century (French 1976: 300). Grand avenues and classical fountains were particularly important to this plan, as was the development of the District's circles. Though Chevy Chase Circle was not part of the McMillan plan, its private development included concepts important to City Beautiful theorists. The circle contains a memorial fountain dedicated to a significant public figure, similar to many other public monuments of the time. The landscape design also contained a formal, geometric pattern of circles which attests to the City Beautiful influence.

Theories of the Picturesque Suburban Movement entered into the circle's design as well. In the mid- to late-nineteenth century, designers and thinkers turned to nature for respite from urban problems of congestion, disease, and pollution. They believed life in a picturesque, or naturalistic, setting with bountiful open space was a superior alternative to city living (Levy 2000: 30). Chevy Chase Village's landscape design incorporated such ideas, with its attention to curvilinear streets, plentiful trees, private lawns and public parks. When residents first sought to develop Chevy Chase Circle, they projected the naturalistic environment of the neighborhood onto the site. These residents envisioned the circle offering "nature and art combined in a gothic setting." ("Origins" 1974:5.) Thus, Chevy Chase Circle was constructed with natural, picturesque qualities, including full-canopied willow oaks and irregularly shaped yew clusters.

Therefore, Chevy Chase Circle is locally significant for its connection to the City Beautiful and Picturesque Suburban Movements, and is an important part of Chevy Chase's developmental history as a streetcar suburb. At present, all features except the yews remain to convey the circle's significance. The willow oaks, memorial fountain, flagstone walkway, and symmetrical design all remain as testaments to the City Beautiful and Picturesque Suburban influences. Though the memorial landscape has had some changes since its 1933 inception, they do not detract from its original features. Measures to preserve the circle should continue to maintain its significant qualities, and threats to such features should be mitigated where possible.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type:	Designed
Other Use/Function	Other Type of Use or Function
Leisure-Passive (Park)	Both Current And Historic
Plaza/Public Space (Square)-Other	Both Current And Historic
Fountain	Both Current And Historic
Monument (Marker, Plaque)	Both Current And Historic

Current and Historic Names:

Name	Type of Name
Chevy Chase Circle	Both Current And Historic
Ethnographic Study Conducted:	No Survey Conducted
Chronology:	

Year	Event	Annotation
AD 1932	Designed	Edward Wilton Donn, Jr. was also commissioned by the Garden Club of America to design marker stones to be place in Chevy Chase Circle and other selected locations along the city's boundary, to highlight the MD and DC boundary line which bisects the circle.
AD 1956 - 1960	Rehabilitated	Sometime after 1956 the National Park Service implemented the rehabilitation plan for the circle. It is uncertain if the Osmanthus hedge was planted at this time.
AD 2003	Rehabilitated	The Garden Club of America markers were reinstalled in the circle on new concrete foundations. The National Park Service also installed 8" x 8" wooden bollards as a short-term measure, placed within the azalea beds to prevent cars from hitting the fountain.
AD 1885 - 1890	Purchased/Sold	During the late 1880s through 1890, Senator Francis G. Newlands bought farmland that he would later develop into Chevy Chase Village.
	Planned	The traffic rotary Chevy Chase Circle was planned. To avoid a high-priced land parcel, Connecticut Avenue was funneled due north around the circle instead of continuing on its course northwest.
AD 1890	Built	The circle was constructed as one of the first streets in Chevy Chase.
	Land Transfer	Newlands granted control over the roadway to the District of Columbia.
AD 1898	Land Transfer	An act of Congress dated July 1, 1898 transferred the circle from the District to the federal Office of Public Buildings and Grounds, under the direction of the chief engineer of the Army Corps of Engineers.

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AD 1910	Planted	The circle was planted as a lawn by 1910.
AD 1920	Land Transfer	The Army Corps of Engineers formally accepted the land transfer from the District on September 13, 1920.
AD 1928 - 1932	Planned	Residents proposed a memorial within the park to commemorate Senator Francis G. Newlands' life and association with the community of Chevy Chase.
AD 1932	Planned	Congress passed a joint resolution authorizing the construction of a fountain to memorialize Newlands.
AD 1932 - 1933	Planned	Edward Wilton Donn, Jr. is hired by Mrs. Newlands to design a memorial fountain to her late husband Francis G. Newlands, founder of Chevy Chase Village, and design an appropriate setting for the fountain in Chevy Chase Circle. The Office of Public Buildings and Public Parks provided supervision.
Edward Wilton Donn, Jr.		
AD 1933	Built	The memorial fountain, Garden Club of America markers, ring of thirty willow oaks, Potomac bluestone walkway, and clusters of yews were installed.
	Memorialized	On October 12, 1933, senators, administrators, friends, family and residents gathered to dedicate the memorial fountain and improved Chevy Chase Circle.
	Land Transfer	The National Park Service, became responsible for the administration of Chevy Chase Circle, when the site was transferred from the Office of Public Buildings and Public Parks to the Office of National Parks, Buildings, and Reservations.
AD 1956	Designed	The National Park Service prepared a plan adding a flagstone plaza around the fountain, benches along the perimeter of the plaza, connecting walks leading from the street to the plaza, and a new azalea shrub planting and Osmanthus hedge behind the benches..
AD 1960 - 1990	Damaged	During this time, many automobile accidents occurred at the circle, where vehicles hit the willow oaks, and, occasionally, the fountain and benches.

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AD 1990	Restored	The Chevy Chase Land Company funded a major restoration of the fountain.
	Memorialized	Another dedication ceremony took place at the circle, this time to honor the restoration effort.
AD 1996 - 1998	Altered	The National Park Service, funded in part from the Friends of Chevy Chase Circle, added crabapple trees and roses, and replaced several azaleas in the circle.
AD 2001	Damaged	In early January, a driver crashed into the fountain, damaging that feature and nearby benches and azalea beds.
AD 2003	Rehabilitated	The National Park Service repaired the damaged fountain, azalea beds, and benches.
	Rehabilitated	The National Park Service rehabilitated the inner walkway, and its short walks.

Physical History:

Early development 1890-1920

In the late 1880s, Senators Francis G. Newlands and William M. Stewart began to secretly buy up land northwest of Washington, DC's boundary line. The senators, who did not wish to alert the public to their plans, hoped to transform the farming area into a suburban development (Atwood, "Newlands" 1969: 32-37). As an inheritor of properties in the Dupont Circle area, Francis Newlands had become a firm believer in real estate investment and DC's growth to the northwest, parallel to the Potomac River (Atwood, Romance 1969: 294). He set his sights on rural Montgomery County, Maryland, just northwest of the city. One of the major farms he and Stewart purchased was titled Chevy Chase, in reference to a Scottish hunting ground called Cheviot Hills (Atwood, "Newlands" 1969: 33). The farm, owned by Colonel Joseph Belt, had been part of an eighteenth century land grant from Lord Baltimore. In 1890, when Newlands and Stewart went public with their land purchases, they called their company and proposed development Chevy Chase.

While most of the land acquisitions were made smoothly, one landowner reportedly demanded a price beyond what the senators were willing to pay. Rather than paying that price, Newlands reoriented plans for the main road through the development. He and Stewart had been planning to continue Connecticut Avenue straight on its course northwest until it connected with the Georgetown and Rockville turnpike, now known as Wisconsin Avenue (Lampl and Williams 1998: 25; Atwood, "Newlands" 1969: 31). Instead, they planned a traffic rotary that would divert Connecticut Avenue due north and avoid the expensive land parcel to the west ("The Town of Chevy Chase" 1990: 62). Thus, Chevy Chase Circle was created in 1890, the same year Newlands and Stewart went public with their development plans and formed the Chevy Chase Land Company.

During the 1890s and early 1900s, Chevy Chase Circle and the surrounding suburb of Chevy Chase developed slowly. Despite nearly \$3 million invested in road improvement, landscaping, and land acquisition fees, city dwellers were reluctant to move that far from town ("Washington in 1890," *The Star* 1891, as quoted in French 1976: 317; Atwood, "Newlands" 1969: 38). Even in 1909, Chevy Chase Village was a "remote place," with only 18 houses (Stafford 1959: 1). Among them, the Newlands house (later known as the Newlands-Corby house), built in 1894, and the Stellwagen house of 1892, stood northeast and northwest of the circle (Cavicchi 2001: 242). These mansions, built for the men they were named after, were designed by Land Company architect Leon Dessez ("The Town of Chevy Chase" 1990: 62). However, though visitors may have marveled at the large houses on the circle, it would be many years before massive home-building would take place. With few residents and few dollars being brought into the community, Chevy Chase Circle remained a grassy lawn during this time, and functioned purely as a transportation route rather than as a decorated memorial site. Grand plans were proposed for the circle by the Chevy Chase Land Company by architect Lindley Johnson during the planning efforts of the village, but there were never realized. Two of the other design professionals for the land company included Nathan Barrett, landscape architect, and E. C. Reynolds, civil engineer. Their plan for the Chevy Chase featured a broad formal avenue (Connecticut Avenue), large lots set in a typical street grid and augmented by a picturesque

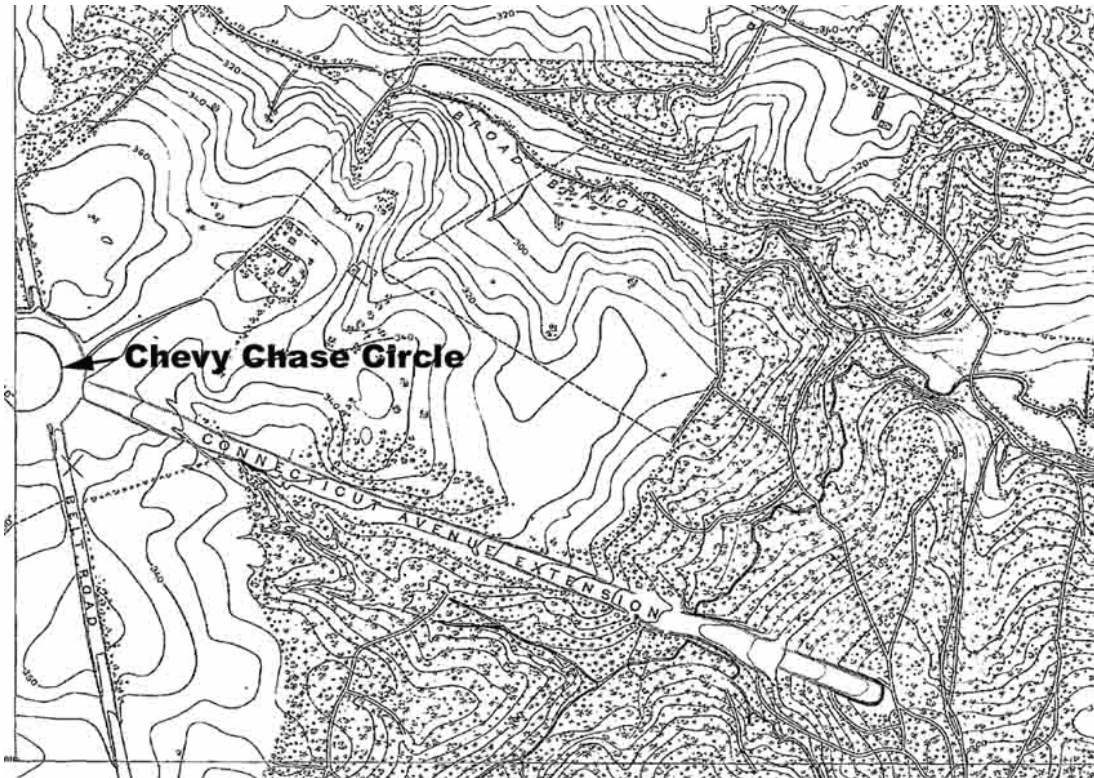
curvilinear parkway (Magnolia Parkway). (Birnbaum ed., p. 11)

Newlands and Stewart did promote transportation, however, with the hope that additional visitors would lead to new residents. They installed trolley tracks along Connecticut Avenue north of Calvert Street and around the 200-foot diameter Chevy Chase Circle ("The Town of Chevy Chase" 1990: 62). With infrastructure in place, the company transferred the land along the avenue and the circle to the District of Columbia's newly created Rock Creek Railway. Newlands had helped organize this early streetcar line, and in 1890 served as its principal stockholder and president (French 1976: 317). He hoped the line would bring people to Chevy Chase, where they might become enamored with the park-like setting (Atwood, Francis G. Newlands 1969: 31-32). To ensure such visitation, Newlands altered the railway's charter to connect the city to Chevy Chase rather than Woodley Park as had been planned (Lampl and Williams 1998: 27). According to historians, the transfer of Chevy Chase Circle to the District also was made to give Congress jurisdiction in case it wanted to erect a classical monument in the park, as had originally been envisioned by Newlands and Stewart (Lampl and Williams 1998: 41; Durkin 1990).

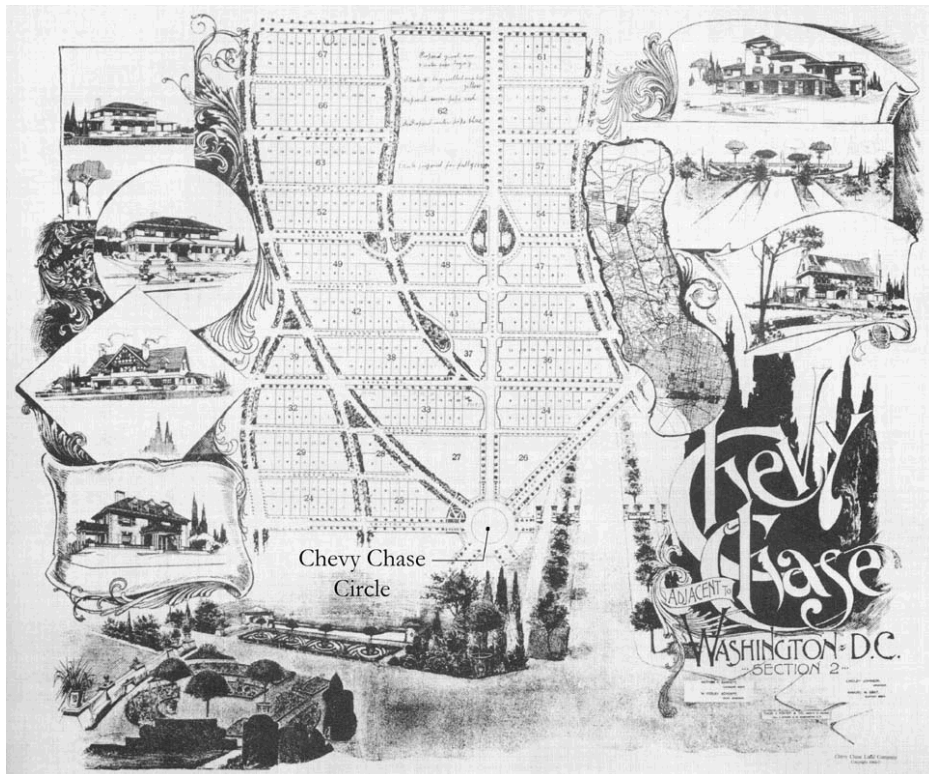
To appeal to visitors, and to power this stretch of the streetcar system, the land company built a lake and power plant several blocks north of the circle in 1893 (Pool 1970: D1; "The Town of Chevy Chase" 1990: 11). Trolley riders would use the lake, the last stop on the line, for recreational pursuits. The company also constructed Spring Hotel, which is no longer standing, to entice visitors to stay longer in the park-like surroundings ("The Town of Chevy Chase" 1990: 11). Newlands and Stewart also strongly supported congressional measures in 1890 to create Rock Creek Park, which as a nearby major recreational destination would get more people interested in the area (Atwood, "Newlands" 1969: 31). That park would also raise land values in Chevy Chase by taking a very large amount of undeveloped land off the market (Lampl and Williams 1998: 26). As a park system emerged for the District, places like Chevy Chase Circle were transferred from the control of the city to the federal Office of Public Buildings and Grounds, under the direction of the chief engineer of the Army Corps of Engineers. Transfer of control of the District's side of the circle was authorized in 1898, and formally accepted in 1920 ("Report of Chief of Engineers," U.S. Army 1921: 570).

Meanwhile, the trolley line brought steadily increased numbers of visitors to Chevy Chase, and according to Atwood, the development became "the best known suburb in the country" during the late 1880s and 1890s. Unfortunately, economic downturns nationwide seemed to hamper visitors from becoming residents (Atwood, "Romance" 1969: 294). In 1897, residential sales for the Chevy Chase Land Company were merely \$15,166.50, a far cry from the millions invested in the suburb (Atwood, "Newlands" 1969: 38). Just 27 houses had been built in Chevy Chase by that year. However, though the sales were small, they slowly but steadily increased during this time period. It seemed that despite downturns like the depression of 1893, Chevy Chase Village was becoming more desirable. Francis Newlands died of a heart attack in 1917, when the venture had yet to see positive gains (Atwood, Francis G. Newlands 1969: 37). By the early 1920s, the Land Company would begin profiting from such demand. Had Newlands survived another decade, he would have seen such rewards for his dedication to the suburb (Atwood, "Newlands" 1969: 38).

Thus, the years spanning from the grading of the circle through the decades before its development as a memorial were characterized by heavy investment, infrastructure development, and visitation by city dwellers, but slow returns in new residents or improvements at the small park. A grassy lawn, manhole cover, and trolley line poles were the sole features at Chevy Chase Circle during this time. However, as Chevy Chase Village became popular in the 1920s, residents began to seek landscape improvements for the circle, which was seen as a defining feature of the community as well as a gateway.



Relatively undeveloped and rural area soon after the circle was built by the Chevy Chase Land Company. 1892 Coast and Geodetic Survey, Library of Congress (scanning), National, Unpublished Material, District of Columbia [geo_survey1892.sid]



*Plan of Chevy Chase, c. 1880. Collection of the Chevy Chase Historical Society, courtesy Chevy Chase Land Company. Reprinted in *Pioneers of American Landscape Design*."*

Memorial fountain and park improvement 1920-1933

Though growth had been slow through the early decades, it increased at an exponential rate in the 1920s. In contrast to the depressions of the 1890s, the 1920s was a boom period across the nation. In the District, city dwellers had the funds and opportunity to move to the suburbs; financial prosperity hastened technological changes that made suburban life more convenient. For one, the electric streetcar became increasingly easy to use. By 1900 Chevy Chase Circle could be reached in 35 minutes from downtown (French 1976: 304). Other technologies emerged that made living away from the city center easier, including the telephone, motion picture, and radio (Levy 2000: 15).

Combined with technological and financial incentives, ideology also contributed to suburban growth. A "passion for nature" and "privacy" fueled hopeful suburbanites, who agreed with early city reformers that there could be an alternative to congested, unsanitary city neighborhoods (Levy 2000: 12). Frederick Law Olmsted was one such believer in suburban living. Like fellow reformers, he advocated open space and parkland as cures for disease. However, without financial and technological opportunities, the reformers' dreams of suburban life may not have become reality. In Washington, DC many residents turned to Chevy Chase,

one of the nation's first streetcar suburbs (Cavicchi 2001: 40).

In the 1920s a veritable "seller's market" developed for Chevy Chase Village, and in 1925 sales totaled \$1.3 million (Atwood, "Newlands" 1969: 38). Between 1918 and 1931, sales totaled over \$7.5 million, well over the Land Company's initial investments (Atwood, "Newlands" 1969: 38). During this period, lots usually doubled, and sometimes even tripled in price. Many of the houses built were for middle-class families of doctors, lawyers, and military officers (Cavicchi 2001: 242; Lampl and Williams 1998: xv). Though other suburban developments had been created for Washington, DC by this time, Chevy Chase was by far the most popular and well known (Cavicchi 2001: 40). New residents were probably attracted by the many amenities Newlands had very carefully planned for his suburb.

Described by Atwood as a lover of art and beauty, and a stickler for order and plans, Newlands laid out Chevy Chase as one of the first comprehensively planned suburban communities ("Newlands" 1969: 34). He employed experts to plan and develop Chevy Chase, including Nathan Barrett, landscape architect and student of Frederick Law Olmsted. The plan that emerged called for "accessibility, good roads, efficient transportation, attractive layout of streets, pure water from twenty artesian wells, sanitary sewage system, zoning, housing for domestics, architectural contracts, a shopping center, schools, churches, and clubs." (Atwood, "Newlands" 1969: 34.) Newlands used company funds to cover many amenities, including construction costs for a neighborhood school and meeting hall. The Land Company even paid the school's first teacher until the District was able to allocate money for her salary (Atwood, "Newlands" 1969: 36; Givens 1938). The company also donated land for the suburb's first church, All Saints' Episcopal at Chevy Chase Circle, which is still in existence. Many of the prominent buildings in Chevy Chase were built at the circle, including several other churches and impressive residences. A further draw to the area was the Chevy Chase Club, at the time one of the "best known country clubs in America." (Atwood, "Newlands" 1969: 37).

With healthy funding and planning, Chevy Chase was developed into a park-like residential community quite different from the District's city neighborhoods. Notable landscape features of Barrett's design included double rows of trees along sidewalks, hedges, shrubs, and wide streets. Native and exotic trees accentuated the landscape (Atwood, "Newlands" 1969: 35). These features were reflected in Chevy Chase Circle's landscape design with its willow oaks and azalea beds. To maintain a single-family residential character in the suburb, apartments, row houses, alleys and commercial activities were banned (Atwood, "Newlands" 1969: 35).

The real estate firm of Thos. J. Fisher & Co. did not hesitate in touting the benefits of the landscaped setting and other features in the comprehensively planned suburb. A 1916 advertising pamphlet described the purpose of Chevy Chase as a "home suburb, a community where every residence would bear a touch of individuality of the owner, where each home would possess an added value by the virtue of the beauty and charm of surrounding homes." (Thos. J. Fisher & Co., 1916: 11.) The pamphlet featured photographs of the eclectic architecture found in Chevy Chase, which in time would range from bungalow to Georgian Colonial, with Tudor Revival and eclectic revivals (Dutch colonial, Spanish colonial, and Italian Renaissance) in between ("Origins" 1974: 5). This advertising seems to have worked, and soon

residents began filling Chevy Chase Village. According to author Roderick French, they were a “mix of middle class and aristocratic town-and-country ‘gentle’ life.” (French 1976: 317.) New buyers seemed to appreciate the quiet, residential character of Chevy Chase, and between 1920 and 1941, 85% of all homes in the suburb existing today were built (“The Town of Chevy Chase” 1990: 26).

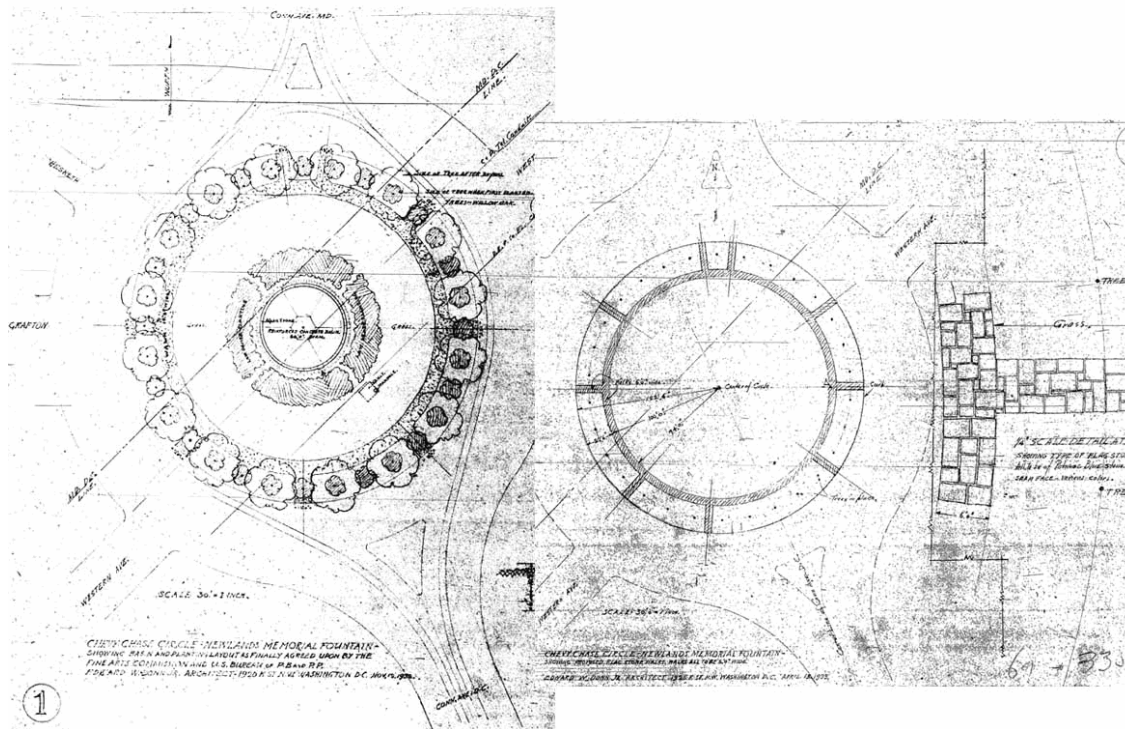
As residences and residents in Chevy Chase Village multiplied, so did community sentiment towards Chevy Chase Circle. Always the gateway to the neighborhood, the park began to take on identity to residents as the “hub” of the community (Sadler 1939). This feeling prompted them in 1927 to seek a memorial for the site, which they hoped would combine ‘nature and art in a Gothic setting’ similar to the suburb (“Origins” 1974: 5). The memorial’s proposed focus was Senator Newlands, without whom the community would not exist.

By 1932, the Garden Club of America had become the main group involved in the memorial plans. Though their work was far from finished, the group had by that year planted a ring of willow oak trees around the park’s perimeter (“Chevy Chase News” 1928, quoted in “Origins” 1974: 5). They then set about creating a fountain to honor Senator Newlands and symbolize his connection with irrigation in the West. At the Garden Club’s urging, Congress passed a joint resolution in 1932 authorizing the construction of a fountain memorial to Senator Newlands. The resolution directed the Office of Public Buildings and Grounds to build a memorial fountain “of simple appeal” in the center of the circle, the design of which would be approved by the Fine Arts Commission (Atwood, “Newlands” 1969: 48). Though public agencies were involved, Newlands’ widow provided most of the \$11,000 in funding for the work, and hired Edward Donn, a family friend and architect, to design the project. Original plans called for footpaths and planting beds surrounding the fountain (“The Town of Chevy Chase” 1990: 62). The Garden Club of America also hired Edward Donn to design marker stones at select locations along the city’s boundary to highlight the Maryland and District boundary line. Two Garden Club of America marker stones were placed within Chevy Chase Circle as part of the final design.

In 1933, a central sandstone memorial fountain was completed, complemented by low-growing English yews (*Taxus baccata repandens*) in an irregular massing around the fountain’s base, and a circular stone walkway was installed near the willow oaks around the circle’s edge (Garrett, 1933). A lawn covered the remaining portions of the park. By the dedication ceremony in October 1933, much of the Garden Club and Donn’s plans had been fulfilled.

After the ceremony and for the next few decades, Chevy Chase Circle’s design remained essentially the same as it had been that day in 1933. The stone walkway, row of willow oaks, and yews complemented the fountain until the 1950s, when, under National Park Service administration, several changes occurred at the site.

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Two of the approved 1932 Edward Donn, Jr. plans depicting the approved planting and walkway layouts. (NCP 69.335A-12 & NCP 69.335A-16)



The memorial fountain with yew shrubs. "Fountain in Chevy Chase," ca. 1920-1950, Theodor Horydczak Collection, Library of Congress Prints and Photographs Division.



Garden Club of America marker at Chevy Chase Circle. Reprinted from the Report of the Commission of Fine Arts "July 1, 1929, to December 31, 1934."

Revisions, Restorations and Rehabilitations 1933-2005

By 1948, the trolley line poles and trolley tracks adjacent to the park had been removed, since the trolley was no longer running (Atwood, "Newlands" 1969: 37). The area of Chevy Chase Village surrounding the park maintained a high level of integrity, with original homes and community landscape features preserved. So did the essential features of Chevy Chase Circle, despite other changes brought by a revised plan in 1956.

In 1956, the National Park Service proposed a revised design for Chevy Chase Circle. The plan called for a new flagstone "walk" around the memorial fountain. From the fountain's edge, the plaza measured twenty feet in width and called for a standard concrete style National Park Service benches placed around the perimeter of the flagstone paving. Behind the benches an *Osmanthus ilicifolius* hedge was specified along with three arc shaped azalea beds set in the lawn. (1956 conditions are indicated on "Revised planting plan/ Res. 335A – Chevy Chase Circle/ Rock Creek" 1987: TIC 892_81029. The NCR-CLP located a partial photocopy of the 1956 design plan without the title block or map number). It featured four narrower walks connecting it to the original outer walkway and the street. The circular stone plaza mimicked the design and materials of the outer walkway. No images or plans have been located to

document when the 1956 design was installed. Most likely the work was completed in 1957.

Major restorations have occasionally been necessary at the park because of damage caused by serious vehicular accidents. As will be discussed in the Analysis and Evaluation section, Chevy Chase Circle has been a heavily-used traffic rotary since at least the 1960s. In some accidents, cars have crashed into the central portion of the site, and occasionally hit the memorial fountain. Such accidents, as well as age, left the sandstone fountain in disrepair. In 1985, an accident cracked the fountain's walls and shattered its base (Durkin 1990). By the late 1980s, some stones were crumbling, graffiti defaced portions of the walls, and the fountain pump was inoperable ("Stone Replacement & Restoration/Chevy Chase Circle Fountain" 25 April 1990: TIC 892_81031; Wagner 1990: B4). Nearing the 100th anniversary of the Chevy Chase Land Company, the company decided to mark the occasion by funding a major restoration of the fountain. This 1990 project was completed under a cooperative agreement between the National Park Service and the Chevy Chase Land Company (Kittleman 1990). Previously in 1987, the National Park Service updated the landscape plan and planted Delaware Valley White azaleas in the north and south beds, and planted pink azaleas as replacements to match the existing shrubs on the east and west beds. An Osmanthus hedge was also planted behind the benches, as recommended in the earlier 1956 plans.

Architects drafted plans to replace 30 damaged stones and restore other parts of the fountain (Kittleman 1990). Their plans meticulously detailed how each stone would be replaced, restored, or otherwise treated ("Stone Replacement & Restoration/Chevy Chase Circle Fountain" 25 April 1990: TIC 892_81031). The fountain was taken apart and each stone numbered (Durkin 1990). Plans noted that stones were to be carefully realigned and put back into their original positions. Some stones were cleaned and repaired using patching material to match stone color and texture. Others were removed, cleaned, and then doweled and glued together before being put back into place. A third group of stones was simply cleaned, drilled, and inserted with dowels without being removed and patched. Stainless steel or nylon dowels were used whether stones were removed or not. Where stones were beyond repair or restoration, they were replaced with new ones. Restoration staff used 30 Aquia sandstones blocks donated to the Chevy Chase Land Company by the Architect of the Capitol, who had excess sandstone in storage since 1950, to replace existing stones (Dvorak 2003). These blocks were made to match the existing stones in size and shape, and had been taken from the same quarry as the original fountain stones (Dvorak 2001: B12).

In addition to stone work, the restoration project also called for the removal of graffiti marring the fountain by means of a poultice process composed of lacquer thinner, acetone, and methylpyrrolidone ("Stone Replacement & Restoration/Chevy Chase Circle Fountain" 25 April 1990: TIC 892_81031). Replacement stones were needed to repair areas where the words "Memorial Fountain" were inscribed, with lettering that matched the original. Finally, the pool bottom was repaired and sealed for protection (Durkin 1990).

After about a year and a half of careful work, the fountain restoration was completed (Kittleman 1990). To mark the event, the Chevy Chase Land Company held a dedication ceremony much like the one held in 1933. The November 13, 1990 celebration honored the

restoration effort, Francis G. Newlands, and the Company's long history in the community. For the ceremony, police officers stopped traffic to allow visitors to cross the busy rotary, an act which made residents wonder if traffic signals might facilitate more park use in the future (Wagner 1990: B4). The ceremony drew about 200 children and 300 adults, who witnessed the fountain shoot a 30-foot plume of water into the air (Kittleman, 1990).

The fountain restoration, with its emphasis on private support, may have inspired others to become more active in the park's upkeep, especially since the landscape had not received the level of attention the fountain did. In the early 1990s, resident Barbara Price formed a group called the Friends of Chevy Chase Circle, a nonprofit organization founded to "encourage and promote the beautification of the Chevy Chase Circle area by means of public landscaping, planting, and maintenance." ("By-Laws: The Friends of Chevy Chase Circle" 1992.) Members included representatives from the Chevy Chase Historical Society, Chevy Chase Village Board of Managers, the Garden Club of Chevy Chase and Historic Chevy Chase, D.C. The Garden Club of Chevy Chase had become involved in beautifying and maintaining the circle in the 1970s (McClurley 1974-1979). Whatever its efforts had been, by the 1990s, the landscape needed some additional care which the Friends group hoped to address.

The organization, led by Price, wanted to transform the planted portions of the site, which she believed had become a "tangled collection of straggly bushes," into a more beautiful display of plants (Patner 1996: A1). The National Park Service proposed to remove all the shrubs and replace them with over 400 azaleas, install 300 low-growing rose and otherwise beautify the site. Like the fountain restoration, work was funded with private donations, with many funds coming from local businesses (Patner 1998: A1). From 1996 through 1998, the Friends regularly sought National Park Service advice in planning and project implementation matters. The revised planting plan developed by the National Park Service staff, in cooperation with the Friends, helped ensure the project did not impact the park's historic features.

The new planting plan retained the park's symmetry and natural feel but added more color and some new plants (Patner 1996: A1). Thus, roses were planted in a manner that continued the design of the azalea beds, with the two beds placed back-to-back. In addition to the azaleas and roses, ten Sugar Tyme crabapples were added within the rose beds (Patner 1996: A1). At this same time several willow oaks were replaced, an irrigation system was installed for the circle, the fountainhead was replaced, and generally the site was cleaned up (Patner 1998: A1). Complementing the private sector investment, the National Park Service improved the fountain's plumbing by replacing its pump, and agreed to spend several thousand of dollars in following years to maintain the park (Patner 1996: A1). At present, the project's changes have largely been maintained, with ongoing maintenance occurring at the park.

Unfortunately, the carefully restored fountain at Chevy Chase Circle once again experienced significant damage due to an out-of-control vehicle in 2001. A driver crashed into the site early in the morning on New Years' Day, causing large cracks in the fountain's east side and destroying nearby benches and azalea beds (Dvorak 2001: B12). This accident caused about \$25,000 in damages to the fountain alone (Dvorak 2001: B12).

The National Park Service was reluctant to begin repairs until the District's Department of Transportation installed some traffic mitigation measures to prevent vehicles from causing future damage to features in the circle. After putting all the effort into the site in past years, NPS did not want to rehabilitate the site, only to have damaged again (Dvorak 2002: T03).

For over a year, the site sat in a state of disrepair, with a temporary chain-link fence as its only protection (Dvorak 2003). During that time, the District Department of Transportation (DDOT) considered mitigation measures at the circle. Transportation officials discussed remedies that would make the area more pedestrian-friendly while protecting the park, which would require slowing vehicle speeds. According to DDOT, signals would give pedestrians the chance to use the park, which because of the traffic had been "like a tantalizing mirage." (Dvorak 2002: T03.) Traffic mitigation proposals included traffic signals to be installed on both sides of Western Avenue, as well as signs, pavement markings, and rumble strips (Dvorak 2002: T03). Transportation officials also considered adding large posts at the park's edge to block reckless drivers from entering (Dvorak 2002: T03).

Though traffic remedies such as traffic signals are still under consideration, DDOT took action to bring about the repair of the park ("Circle Repairs Promised" 2002). Transportation staff installed delineators and striping that satisfied the National Park Service's needs for the circle's protection (Dvorak 2003). NPS authorized \$40,000 in repair work to the damaged fountain, inner stone walkway, flower beds, and benches ("Circle Repairs Promised" 2002). Work repaired the fountain wall, and replaced damaged concrete bench supports, wood slats and concrete bench pads. To add even more protection for these restored features, wooden bollards were temporarily placed at even intervals within the azalea beds, where they would be mostly hidden from view (Dvorak 2003). By the fall of 2003, nearly all repair work had been completed ("Circle Repairs Include" 2003).

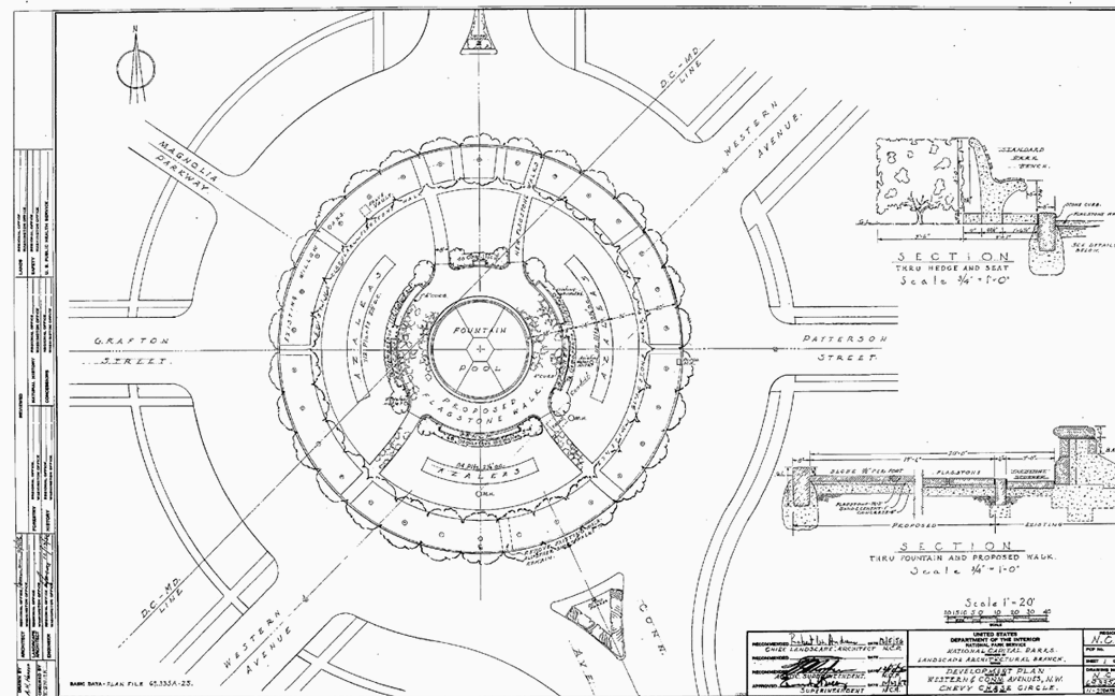
Though not directly part of the repair project, during this time the two Garden Club of America markers were reinstalled within the park ("Circle Repairs Include" 2003). Originally located within the circle, these stone markers had been relocated to nearby triangular traffic islands in the early decades of the park's history. At some point one of the markers was removed from the traffic island and recently retrieved by the NPS from a citizen's backyard. In the summer of 2000 the one remaining marker was knocked over, necessitating the NPS to remove it as well. In 2000, an anonymous donor and local groups, including the Garden Club of Chevy Chase and the Town of Chevy Chase, funded conservation repairs for the markers ("Circle Repairs Include" 2003). Meanwhile, the Chevy Chase Village Board of Managers set aside a small fund to aid the NPS maintenance program at the circle ("Chevy Chase Circle," Chevy Chase Village Crier 2002). During the 2003 circle work, the Garden Club of America markers were relocated east and west of the fountain and secured on concrete foundations.

Chevy Chase Circle has evolved from a simple grass rotary to a designed memorial site. Its steady use by visitors using various transportation modes has both aided its development and contributed to its destruction. Visitation was beneficial in the early decades, because it fed dreams of suburban living that would become reality in the 1920s, when financial prosperity would bring the opportunity for those early visitors to become residents. During the 1920s,

Chevy Chase Circle

Rock Creek Park - DC Street Plan Reservations

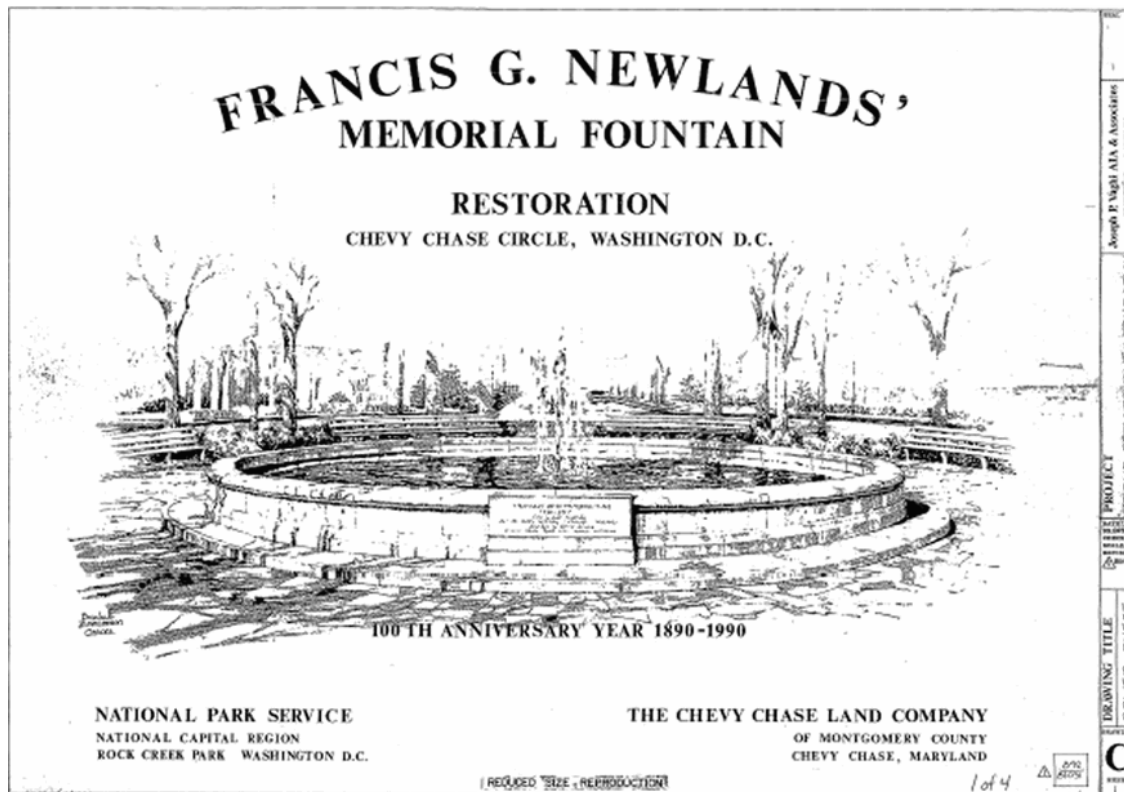
Chevy Chase Village rapidly grew. Community sentiment and financial means again provided opportunity – this time for the memorial fountain and landscape design. As cars came more into use, the trolley line was removed and the circle roadway continued as a major transportation route. Eventually, automobile accidents damaged the site's features, and vehicular use of the roadway limited pedestrian use. Accidents left the fountain chipped, cracked, and crumbling by 1990, when the Chevy Chase Land Company funded its restoration. Though the project restored the fountain and led to landscape improvements by the Friends of Chevy Chase Circle, the circle's pristine state would not last long. The fountain was repaired again in 2003 to return the circle to its former beauty.



1956 development plan proposes benches, a central plaza, walkways to the fountain, and new shrub plantings. (Development Plan Chevy Chase Circle'27 November 1956: NCP 69:335A-26)



An automobile accident in 2001 destroyed portions of the park's benches and fountain, which were not repaired until 2003 (CLP digital photofile, March 2002).



Restoration Plan cover page, The Chevy Chase Land Company. "Stone Replacement & Restoration/Chevy Chase Circle Fountain" 5 June 1990: TIC 892_81031



Restored Newlands memorial reclaims the former splendor of the fountain (CLP digital photofile, May 26, 2005).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Chevy Chase Circle is 1.05-acre circular park on level terrain located on Connecticut Avenue at the Maryland-District boundary line. Originally designed to redirect Connecticut Avenue due north, Chevy Chase Circle is bounded by Chevy Chase Circle the roadway, from which radiates Connecticut Avenue, Western Avenue, Patterson Street, Grafton Street, and Magnolia Parkway.

Since its formation in 1890, Chevy Chase Circle has served as the gateway to Chevy Chase, as well as a significant entry point into the District of Columbia. Since its first major improvements in 1933, the park has functioned as a memorial, gathering place, and community focal point. In recent years, automobile traffic has impeded use of the circle as a gathering place, but the identification with the park as gateway and focal point remains strong among residents.

In terms of spatial organization, Chevy Chase Circle is bilaterally symmetrical along its north-south axis. Besides symmetry, the circular form is another major design feature, and the park contains numerous circular arrangements; fountain, trees, walkways, and plantings have been installed in complimentary circular forms.

The central feature at Chevy Chase Circle is the Francis G. Newlands Memorial Fountain, a simple, classically-designed Aquia sandstone structure. The fountain, which is sixty feet in diameter and capable of shooting a two-inch-wide stream of water thirty feet high, commemorates Senator Newlands' life. As a senator, Newlands (1848-1917) was known as the Father of Reclamation and Irrigation, and the fountain symbolizes that interest. Its location in Chevy Chase Circle is appropriate because Newlands was the chief developer of the suburb in the late 1800s.

Circulation into and within the park is relatively simple. Flagstone paving along the circle's perimeter (1933) and surrounding the central fountain (c.1956) form concentric rings. From the circle's perimeter, four connecting walkways lead to the central plaza. Several other short segments radiate outward and lead to adjoining streets. The installation of the central plaza and connecting paths made the circle more accessible to the public, but it did change the character of the park.

The only historic small-scale features at Chevy Chase Circle are the two Aquia sandstone Garden Club of America markers (1933). In 2003 the markers were reinstalled in the park after many years. Non-historic features include the standard National Park Service type concrete and wood benches (c. 1956) and temporary wooden bollards (2003) installed by the NPS to protect the fountain, benches and markers from being damaged by automobiles.

Planted vegetation complements the circle's constructed features. Vegetation consists of a ring of willow oaks (*Quercus phellos*) planted around the park's edge, as well as beds of Delaware Valley White azaleas and Floral Carpet roses also planted in arcs toward the middle of the park. Although the oaks are the only original vegetation from the 1933 design, sometime after 1956 the azaleas replaced irregularly-shaped plantings of spreading English yews (*Taxus baccata* "Repandens"). Roses

and crabapples were added adjacent to the azalea beds in the late 1990s. Open lawn areas lie between the tree and shrub plantings.

The circle's landscape is a prominent scenic feature as viewed by pedestrians and drivers approaching and traveling around the circle. Their views under the willow oak's canopy and over the azaleas and roses, are directed to the fountain jet in the center.

INTEGRITY

Chevy Chase Circle retains good integrity to its period of significance, 1890-1933. Seven characteristics are used to determine the integrity of National Register properties: location, setting, design, materials, workmanship, association, and feeling. At Chevy Chase Circle, all of these qualities have been retained. Defining features of the circle, such as the Newlands Memorial Fountain and ring of willow oaks, have been preserved and convey the site's significance. The addition of the plaza and benches in c. 1956 marked a change to the layout of the memorial landscape. Since 1956, changes at Chevy Chase Circle have been limited to those that restore, repair, or replace materials. When items have been replaced, NPS has used in-kind materials and respected original design patterns. The only new features have been the addition of roses and crabapples, both added in 1998 within and around existing azalea beds.

Chevy Chase Circle has high integrity in terms of location and setting. The park's original boundaries have been intact since 1890, to mark the beginning of the period of significance. The size of the park has also remained a constant 1.04 acres. Complementing the park's integrity are its immediate surroundings, which have been well-preserved. Residences and cultural centers which bordered the rotary since the 1890s, and contributed to its use as a gateway, still stand and are in good condition. Important landscape features of that time are also present, such as double rows of trees along neighboring sidewalks.

The majority of the park's design elements from the influence of the Garden Club of America and architect Edward Donn's original design of Chevy Chase Circle, with central fountain, perimeter willow oaks, stone walkways, and planting beds, has remained largely intact since 1933. Sometime after 1956, the original design was modified, but much of the 1933 plan was retained. The addition of the benches and a flagstone plaza surrounding the fountain, with connecting walkways leading to the outer walkway, changed the layout and use of the park. Although the c. 1956 paving matches the park's historic outer walkway's stone color, shape, and type, it did change how visitors used the site, giving greater access to the Newlands Memorial Fountain. Vegetation was changed as well when the yews were removed and new azalea beds were placed at least twenty-five feet further out from the original planting bed. Alterations to the planting plan implemented by the NPS by 1998 changed the character of vegetation with the addition of roses and crabapples within the expanded azalea beds. However, the design of Chevy Chase Circle largely retains its historic plan and massing, though some materials have changed.

The circle's materials convey integrity, even though shrub planting has been modified. The circa 1956

paving respected the original material selection, utilizing the same type of flagstone found in the outer walkway, and physically connected the outer walkway to the fountain. Many willow oaks have been replaced in-kind over the years, although there are now gaps in the ring of oaks where several of the newly-planted trees and mature oaks have died. Restoration work on the Newlands Memorial Fountain has preserved its sandstone walls. Thus, integrity of materials exists at Chevy Chase Circle.

Workmanship is conveyed through the Newlands Memorial Fountain and two stone walkways. Each of these stone structures conveys its original construction methods; the stone patterns, which are irregular stone courses, are intact, and the block construction of the fountain was preserved during its restoration.

Chevy Chase Circle still conveys the feeling of a local memorial park that it had in 1933. It also retains its association with community dedication ceremonies. The Newlands Memorial Fountain's inscription to Francis Newlands has been preserved, and a plaque was added in 1990 commemorating the fountain's rededication. Benches, which were added near the fountain sometime after 1956, have offered visitors a place to relax. However, a heavy volume of traffic threatens the peaceful, community feeling since it prevents many visitors from crossing the rotary into the circle. Mitigation of traffic and greater pedestrian access would enhance Chevy Chase Circle's integrity of feeling as a community gathering place.

Landscape Characteristic:

Land Use

Though first laid out by the Chevy Chase Land Company around 1890, Chevy Chase Circle did not receive formal improvements until 1933, when the Francis G. Newlands Memorial Fountain and associated landscaping were installed. Before that year, the circle served as a gateway to Chevy Chase from Washington, DC. Over time, it also became a gateway into DC from Montgomery County, Maryland. Through the years, the park has been used as a memorial, gathering place, and community focal point.

When Senators Francis G. Newlands and William Stewart secretly began buying up land in rural Montgomery County in the 1880s, they intended to extend Connecticut Avenue northwest and connect it to what is now Wisconsin Avenue (Atwood, "Francis G. Newlands" 1969: 31). However, their plans changed when a land owner demanded more than they were willing to pay for his farm. To avoid paying the exorbitant price, Newlands planned a traffic circle at the District-Maryland border that would redirect Connecticut Avenue due north into Montgomery County ("The Town of Chevy Chase" 1990: 62). The circle, along with the Avenue, was graded and improved during the late 1880s through 1890, the year the Chevy Chase Land Company was publicly formed.

During the first few decades of Chevy Chase's development, the 240-foot-wide circle remained a grassy lawn with few improvements ("The Town of Chevy Chase" 1990: 62). According to a longtime resident, the circle in those years was a "desolate plot with a manhole cover on it" that occasionally served as pasture for Land Company architect Leone Dessez's cow ("Origins" 1974: 4). This period of slow development in the circle corresponded to the

slow growth of the suburb; Chevy Chase, until the 1920s nationwide suburban boom, remained a fairly rural place. However, the undeveloped circle did serve as the gateway to the small community. Recognizing this function, the Chevy Chase Land Company placed prominent houses, cultural centers and churches around the circle to make the area an important model entrance. Residences like the Newlands-Corby mansion – a Tudor Revival house located northeast of the circle – and the Stellwagen home, contributed to the impressiveness of the development. The Land Company also built early cultural centers for Chevy Chase at its own expense, such as All Saints' Episcopal Church and the Village Hall (Atwood, "Francis G. Newlands" 1969: 35).

To bring visitors to this model entrance, Senator Newlands helped organize a trolley line from downtown DC to Chevy Chase. His company laid tracks around the circle, and then dedicated them to the Rock Creek Railway, which administered the route. All trolley users traveling to Chevy Chase would pass the circle, since the trolley lines went around it, and could see the important houses. After being brought around the circle, visitors could venture north toward the Chevy Chase Club, which became a preeminent country club, or to the newly-created Chevy Chase Lake and Spring Hotel. Thus, with transportation features and impressive buildings clustered around Chevy Chase Circle, the site became an important community gateway, both functionally and symbolically.

In addition to its gateway function, Chevy Chase Circle began to be used as a community gathering place in the 1920s. During this decade, Chevy Chase grew into a thriving village and witnessed an unprecedented building boom as Washingtonians, like many other city dwellers, embraced suburban living (Atwood, "Francis G. Newlands" 1969: 38). As the community grew, so did activities at the circle. Historical reports suggest residents began using the park for small musical concerts ("Footsteps" 1977: 30). In 1927, the first community Christmas tree was decorated within the circle ("Origins" 1974: 4). Therefore, during the 1920s, residents used the circle not only as a symbolic and functional entrance to the neighborhood, but also as a community gathering place and focal point.

This community sentiment prompted residents to consider building a permanent monument for the site. They initially sought "nature and art combined in a Gothic setting." ("Origins" 1974: 5.) According to the Chevy Chase News of May 1, 1928, citizens wanted the monument to contain important symbols and associations in addition to aesthetics; they disliked the idea of "sculptural adornments with merely art or utility value." ("Origins" 1974: 4.) Rather, they wanted art to blend with references to the community. The article suggested erecting a memorial to the late Senator Newlands, founder of Chevy Chase, which residents of Chevy Chase DC and MD could enjoy.

While plans for a memorial to Senator Newlands began taking shape, oak trees were planted around the perimeter of Chevy Chase Circle as part of the vision for "nature and art combined." The Chevy Chase News article places the tree planting sometime during 1928. The memorial took several years to be designed and built. In 1932, the Garden Club of

America took the initiative in planning improvements for the circle. A joint resolution of Congress that year authorized plans for the memorial and directed the Office of Public Buildings and Public Parks to build a memorial fountain “of simple appeal” in the center of the circle, the design to be approved by the recently created Fine Arts Commission (“Origins” 1974: 5). Despite the government involvement, funding for the fountain and site improvements came only from private sources: Newlands’ widow and the Garden Club of America. The Garden Club’s plan for the circle called for a fountain, walkway, and flowerbeds. Edward Donn, a friend of the Newlands family, was selected as architect for the fountain.

In 1933 the memorial, which contained a fountain, spreading English yews, and a stone walkway, was completed. On October 12 of that year, a celebration was held to dedicate the circle and reflect on Newlands’ achievements. Speakers remarked on the senator’s determination in developing Chevy Chase, as well as in fighting for legislative causes, such as irrigation of the arid West. During the dedication, the fountain was put into operation, and it shot a two-inch-wide stream of water thirty feet into the air. Speakers commented how this stream and the fountain’s large pool were symbolic of Newlands’ passion for irrigation (“Notables Attend” 1933).

The park’s use as a memorial site continued into the 1950s, when the National Park Service began altering its features. Sometime between 1949 and 1956, NPS removed the yews and installed azalea beds near where the yews had been. During this time, they also planned an inner stone walkway directly adjacent to the fountain that would match the outer walkway in color, size, and pattern. Around 1956, the stone walkway was constructed and benches placed around its edge. These circa 1956 era improvements indicate the National Park Service viewed the site as a community gathering place needing improvements – like benches and walkways – that would facilitate greater use of the site. With these changes, visitors could enjoy passive recreation or reflection around the fountain. Meanwhile, the azalea beds would enhance both a visitor’s appreciation and motorists’ views of the site.

Thus by the late 1950s, Chevy Chase Circle was used as gateway, memorial site, community focal point, and gathering place. However, during the 1960s and 1970s, increased traffic at higher rates of speed around the circle threatened use of the park. Many accidents occurred during this time period, where drivers continually hit the large willow oaks surrounding the circle (Stevens 1977). The threat of getting struck by an automobile prevented people from crossing the roadway into the park, and visitation to the circle declined.

Besides disrupting the park’s use, automobile accidents have threatened Chevy Chase Circle’s integrity because in many cases, major features have been damaged. Fortunately, private groups and the National Park Service have funded restorations and rehabilitations to repair damage inflicted on the fountain and landscape features. In 1990, a major fountain restoration was undertaken by the Chevy Chase Land Company. With NPS’ guidance, the Friends of Chevy Chase Circle improved landscape features in 1998. The interest these groups have shown in Chevy Chase Circle is indicative of larger community sentiment toward the site.

When a dedication ceremony was held for the newly restored fountain in 1990, residents mentioned how they wanted to use the site more. One resident suggested he would picnic or have lunch at the park if traffic around the circle was controlled (Wagner 1990: B4).

In the near future, residents may find it easier to reach the park. The District of Columbia Department of Transportation (DDOT) has installed some traffic calming devices at the circle to slow traffic and prevent accidents. DDOT is currently considering placing traffic signals at the circle that will allow pedestrians to cross into the park. At present, though, Chevy Chase Circle continues to be a dangerous spot for visitors given the high volume and speeds of cars around the rotary. Until this situation improves, the park will likely not be able to function as a gathering place. In the meantime, Chevy Chase Circle should retain its historic functions as gateway, memorial, and community focal point; it should continue to act as a “hub” of community life that “establishes a strong sense of place.” (Robinson 1988: 191.)

Spatial Organization

Two concepts define the spatial organization at Chevy Chase Circle: symmetry and circles. Chevy Chase Circle is bilaterally symmetrical along its north-south axis, in line with Connecticut Avenue north of the circle (Connecticut Avenue south of the circle runs southeast). The axis crosses through the center of the Newlands Memorial Fountain. Short walks connecting the park’s two circular walkways are located in a symmetrical pattern on either side of this axis. Features within the park are either circular in shape or arranged in arcs around the park’s center like a bull’s-eye, with the fountain as the central feature. Chevy Chase Circle today largely retains its historic spatial organization, with circles and symmetry maintained.

Excluding the short walks from the original walkway to the perimeter of the circle, the site before 1956 was symmetrical along virtually all axes. It contained evenly-spaced willow oaks, the circular fountain, and slightly irregular plantings of yews encircling the fountain (“Plot Plan – Existing Layout/ Chevy Chase Circle – Res. 335-A/ Newlands” 16 September 1948: TIC 892/81025; Wymer, “Fountain at Chevy Chase Circle” photo #795, 1949). Sometime after 1956, bilateral symmetry along the north-south axis became dominant when the park’s fountain plaza and connecting walks were installed. The short walks and azalea beds, which replaced the yews, were placed symmetrically along that axis.

Circles, not surprisingly, are a major theme for the spatial organization of this park. The site’s historic configuration and use as a rotary may have inspired such geometry. The park itself is a circle, the memorial fountain is circular, the willow oaks are planted in a circle at the perimeter, both walkways are circles, and flowerbeds and benches, though they do not form complete circles, are placed in arcs around the fountain.

The Newlands Memorial Fountain is the circle’s primary organizing feature. With a sixty-foot diameter, this large fountain dominates the park. Other features have been spaced in relation to the fountain; for instance, benches have been placed for viewing the fountain, and azalea beds form a backdrop to those benches. Shade from the willow oaks extends almost to the plaza bordering the fountain. Connecting walks lead to the fountain, and divide the circle into small grassy areas with shrub and flower beds.

Character-defining Features:

Feature: Spring bulbs

Feature Identification Number: 106960

Type of Feature Contribution: Non-Contributing

Landscape Characteristic Graphics:



The circular pattern is shown in the outer walkway's form and ring of willow oaks (CLP digital photofile, June 18, 2004).

Circulation

From its inception, circulation at Chevy Chase Circle has been relatively simple. The 1933 design, from which the Newlands fountain and other key features were installed, introduced a circular flagstone walkway approximately twenty feet from the circle's outer edge. The original layout also consisted of nine short radiating walks leading from the outer circular walk to the adjoining streets. A pair of walks at the north and southeast connected to Connecticut Avenue. The four remaining walks led to the other minor streets meeting at the circle. The original walkways, which still remains intact, were composed of Potomac Bluestone laid in an irregular pattern ("Plot Plan – Existing Layout/ Chevy Chase Circle – Res. 335-A/ Newlands" 16 September 1948: TIC 892/81025). The stones themselves were four-to-five-inch thick slabs, each cut to fit next to its neighbor, and laid without mortar. The 1933 plan did not include walks leading to the fountain, though historic photographs indicate visitors crossed the lawn and slipped between the yews to observe the fountain up close (Wymer, "Fountain at Chevy Chase

Circle” photo #795, 1949).

Sometime after 1956, the landscape underwent changes. The yews, which were located very close to the fountain, were removed and azalea beds were placed about twenty-five feet further from the fountain than the original yews. At this same time, the National Park Service introduced a new flagstone plaza surrounding the fountain that gave visitors greater access to that feature. They also installed new short walks connecting the plaza to the park's outer walkway. The bilateral symmetrical layout aligned the connecting walks on the north to sidewalks on either side of Connecticut Avenue and on the south to a sidewalk along Western Avenue and along Connecticut Avenue, which partially modified the placement of the short walks. (5 February 1956 plan, Land Use files)

The new paving was in several ways similar to the original paving. Like the outer walkway, the plaza consisted of flagstones which were laid directly up to the fountain's base in a circular pattern. The new stones' shape, color and pattern matched the character of the original stones. Though similar in some respects to the original walkway, the new walkway was also different. The stones were not as thick as the original, prompting the NPS to set the stone in a concrete base with mortared joints. The addition of the mortared joints changed the overall character of the paving, giving it a more refined appearance, compared to the outer walkway.

Since the 1933 walkways remain in place, the layout of the original circulation system retains its integrity. The addition of the plaza and connecting walks after 1956 changed the approach to the central fountain, but it also greatly enhanced the use of the circle. Next year, the 1956 walkway may be considered historic by National Register standards, as it will be fifty years old. In terms of condition, certain sections of the 1933 walkways are uneven where the stones have settled and heaved, mostly caused by root growth of the nearby willow trees.

Restoration work on the 1956 plaza has improved its condition. In 2003, the NPS reset loose stones around the fountain, many of which had become damaged over time. About ten percent of these stones were cracked or broken, and the rest were loose or uneven. Taking care to retain integrity at the site, the park service replaced broken or cracked stones with stones of similar color, texture, size, and shape, and replaced deteriorated mortar with a mortar consistent in color and texture to the existing mortar (Wheelock, “Assessment of Effect Form, Repair/Rehabilitate Chevy Chase Circle, Res. 335A” 2002). Though the original walkways may need resetting as well, the 2003 work on the plaza improved the overall condition of the circle.

Character-defining Features:

Feature:	Original 1933 Walkway
Feature Identification Number:	95968
Type of Feature Contribution:	Contributing
IDLCS Number:	5362

Feature: c. 1956 flagstone plaza

Feature Identification Number: 95967

Type of Feature Contribution: Non-Contributing

IDLCS Number: 5362

Feature: c. 1956 flagstone connecting walkways

Feature Identification Number: 95966

Type of Feature Contribution: Non-Contributing

IDLCS Number: 5362

Landscape Characteristic Graphics:



The outer walkway contains tightly butted, irregularly-shaped stones (CLP digital photofile, June 18, 2004).



Short connecting walks linked the outer walkway to the central plaza surrounding the fountain (CLP digital photofile, June 18, 2004).



The deteriorated fountain plaza before the flagstones were reset/replaced. (CLP digital photofile, March 2002).



Repaired flagstone plaza eliminated severe cracking (CLP digital photofile, May 26, 2005).

Constructed Water Features

Francis G. Newlands Memorial Fountain

The central feature in Chevy Chase Circle is the memorial fountain created to honor Senator Francis G. Newlands. Designed by architect Edward Wilton Donn, the fountain has a diameter of sixty feet and is composed of smooth Aquia sandstone block walls with curved classical coping. The words “Memorial Fountain” are inscribed on the fountain’s south wall, above an inscribed sandstone panel honoring Newlands. It reads:

Francis Griffith Newlands
1848-1917
Senator from Nevada
His Statesmanship Held True Regard for the Interests of All Men
Founder of Chevy Chase
This Fountain Erected 1933 ~ Authorized by Act of Congress

Lacking ornamentation other than the simple classical coping and inscription, the smooth, geometric fountain is representative of a modern simplified version of classicism (Barsoum, “National Register Nomination draft” 2003: Section 7, page 2). Its circular walls stand 2 ½ feet tall. The fountain consisted of a concrete basin and bronze fountainhead, capable of spraying a two-inch jet of water thirty feet into the air (“Notables Attend” 1933). A continuous sandstone “scupper” surrounds the fountain’s base, and is original to the 1933 construction (Barsoum, “National Register Nomination draft”, 2003: section 7, page 2). This scupper, or curb, is flush to the north with the walkway that surrounds the fountain, but as one moves south the curb drops by approximately eight inches.

Several restorations and repairs have been undertaken on the Newlands fountain. The 1990 restoration was made possible, funded by the Chevy Chase Land Company. Replacement of damaged Aquia sandstone with blocks of the same type of stone from the US Capitol and careful construction techniques preserved the integrity of the fountain (Kittleman 1990). As the fountain was disassembled during the restoration, each stone was numbered according to the treatment it would receive. Deteriorated stones were replaced with the sandstone blocks from the Capitol, broken stones were reinforced with steel, and the pool bottom was rebuilt and resealed (Durkin 1990).

Other restorations have also maintained the integrity of the fountain. In 1998, the Friends of Chevy Chase Circle raised \$24,000 to improve the circle, including restoring the fountain's underground pumping system and installing a new brass fountainhead (Patner 1998: A1). Recent restoration and repair work by the National Park Service in 2003 also proceeded in a manner appropriate to the fountain's materials and design (Dvorak, "Keepers" 2003). After an automobile accident in 2001 left the fountain damaged, NPS reset eleven stones, fabricated three, and repaired nine. The work also involved removing the fountain's old membrane liner and installing a new membrane. New mortar associated with the stone work was consistent in color and texture with the existing mortar, which dates to the 1990 restoration (Wheelock, "Assessment of Effect Form, Repair/Rehabilitate Chevy Chase Circle, Res. 335A" 2002).

Because of this sensitive work, the fountain retains high integrity of materials. The 30-foot-high stream of water is an important characteristic of the fountain, and was part of the symbolism relating to Newlands' reclamation work. Due to natural weathering processes and the effects of acid rain, the fountain's sandstone displays some signs of deterioration.

Character-defining Features:

Feature:	Francis G. Newlands Memorial Fountain
Feature Identification Number:	95969
Type of Feature Contribution:	Contributing
IDLCS Number:	5362
LCS Structure Name:	Chevy Chase Circle; Newlands Memorial Fountain
LCS Structure Number:	335A

Landscape Characteristic Graphics:



The fountain restored to its original splendor (CLP digital photofile, May 26, 2005).

Buildings and Structures

The primary structure at the park is the fountain, which is discussed in the Constructed Water Features section.

Systems such as utility poles are also viewed as structures. Until 1933, trolley line poles for overhead wire bordered Chevy Chase Circle (“The Town of Chevy Chase” 1990: 62). Historically, electric streetcars followed the Rock Creek Railway, completed in May of 1891, from downtown DC to Chevy Chase (French 1976: 317). By 1948, the trolley, which had been absorbed into Capital Transit System, was no longer running and the poles had been removed (Atwood, “Francis G. Newlands” 1969: 37; “Plot Plan – Existing Layout/ Chevy Chase Circle – Res. 335-A/ Newlands” 16 September 1948: TIC 892/81025). Today, willow oaks surround the circle where the poles once stood.

Small Scale Features

MARKERS

In 2003, two historic Aquia sandstone Garden Club of America markers originally located at Chevy Chase Circle were reinstalled on site. According to The Evening Star, the newspaper which covered the Newlands Memorial Fountain dedication ceremony in 1933, in that year the Garden Club of America had two markers placed at the District of Columbia-Maryland line,

one on each side of the circle (“Notables Attend” 1933). At the ceremony, shrubbery plantings surrounded the markers and were attributed to the Garden Clubs of Maryland. The American Automobile Association also contributed decorative posts and chains to encircle the markers. There are no known images of the decorative post and chain barriers or exact location of the makers (Wheelock, “Assessment of Effect Form, Reinstall Garden Club Markers at Chevy Chase Circle” 2003).

The markers were designed in 1932-1933 by Edward Donn, the same architect responsible for the Newlands Memorial Fountain. The Garden Club of America directed Donn to carve them like stones along the Mason-Dixon Line, which had crests of Maryland, Pennsylvania and Delaware, on their respective sides. Donn’s markers would instead have the Lord Calvert Coat of Arms for Maryland on one side and the District’s coat of arms on the other. The markers placed at Chevy Chase Circle were among a set of six pairs of such stone markers the Garden Club of America placed at various entry points into the District, which they believed were being developed into “impressive gateways” (“Notables Attend” 1933).

The Garden Club's interest in gateway beautification was part of a larger theme of improvements during the era leading up to the Bicentennial of George Washington's birth. In 1929, President Hoover sought appropriations for “imposing” entrances to the District (Garden Club of America 1932 bulletin, as quoted in Ravenel 1993). The National Capital Park and Planning Commission and the Fine Arts Commission studied many ideas and plans for such entrances. On October 10th, 1930, the Garden Club endorsed planting at the city's entrances as part of Bicentennial preparations. The club recommended that there be placed “at the passages from the contiguous states into the District of Columbia two shafts or columns surmounted by eagles and that it also be suggested that the beauty of these be enhanced by a dignified planting of evergreens and native shrubs as extensive as the available space will allow.” (Ravenel 1993) Garden Club of America markers such as those at Chevy Chase Circle seem to have met such wishes.

According to the National Park Service, during the 1950s the markers at Chevy Chase Circle were removed from the center of the circle and relocated to small median triangles nearby on Connecticut Avenue. This placement left the markers vulnerable to vehicular accidents, and shortly after the installation, one marker was damaged in a crash. This marker was then removed at some point from the median and in 2000 the NPS retrieved the marker from a nearby backyard. The following year the remaining marker suffered damage as a result of an automobile accident (Hopper 2001). The Garden Club of Chevy Chase, a branch of the Garden Club of America, repaired and conserved both markers before NPS reinstalled them within the circle. National Park Service personnel placed each marker along an off-axis line on either side of the fountain, in between benches and azalea beds that contained wooden bollards. Additional protection for the markers was achieved by installing them on concrete foundations. The current location is meant to be temporary until a formal design for additional bollards or other protection devices around the entire circle is completed (Wheelock, “Assessment of Effect Form, Reinstall Garden Club Markers at Chevy Chase Circle” 2003).

BENCHES

First installed in 1956, the benches at Chevy Chase Circle are placed in an arc along the outer edge of the plaza that surrounds the fountain. The benches are placed facing the fountain, so visitors can view the memorial fountain. ("Revised planting plan/ Res. 335A – Chevy Chase Circle/ Rock Creek" 5 February 1956: TIC 892_81029). Composed of reinforced concrete supports with wood slat seats, these benches were commonly used by the NPS throughout the city. Over the years, the benches have been repaired numerous times due to automobile accidents at the site. Most recently, a 2001 accident left four benches damaged, and another accident in 2003 necessitated repairs to even more. (Dvorak, "Keepers" 2003). The National Park Service has been careful to replace damage pieces in the same materials and style as the original (Wheelock, "Assessment of Effect Form, Repair/Rehabilitate Chevy Chase Circle, Res. 335A" 2003). There is one noticeable difference between the original benches and the newly repaired ones – many of the concrete supports appear smoother and whiter than the older weathered concrete supports.

FLAGPOLE

According to "The Town of Chevy Chase, Past and Present," Girl and Boy Scouts used to raise flags from a pole located in the center of the circle circa 1918 (1990: 62). This pole no longer exists; it was removed by 1933 when the fountain was installed. Therefore, the flagpole falls before the period of significance, and its absence does not detract from the site's integrity.

OTHER FEATURES

Wooden bollards measuring 8" square by 4' high were installed within the azalea beds in 2003. These posts are meant to prevent automobiles from causing damage to the site's interior, particularly the fountain. The bollards are concealed inside the azaleas, so they are almost hidden.

Character-defining Features:

Feature: Garden Club of America markers

Feature Identification Number: 95971

Type of Feature Contribution: Contributing

IDLCS Number: 5362

Feature: Benches

Feature Identification Number: 95970

Type of Feature Contribution: Non-Contributing

IDLCS Number: 5363

Chevy Chase Circle
Rock Creek Park - DC Street Plan Reservations

Feature: Wooden Bollards

Feature Identification Number: 95972

Type of Feature Contribution: Non-Contributing

IDLCS Number: 5362

Landscape Characteristic Graphics:



Standard National Park Service benches line Chevy Chase Circle's inner walkway (CLP digital photofile, June 18, 2004).



Sandstone Garden Club of America marker (CLP digital photofile, June 18, 2004).

Vegetation

Until 1933, Chevy Chase Circle's vegetation was limited to lawn ("The Town of Chevy Chase" 1990: 62). With the development of the Newlands Memorial Fountain, however, plantings were added. Under the supervision of the Garden Club of America and architect Edward Donn, the site was planted with willow oaks, spreading English yews, and panels of lawn ("Notables Attend" 1933). Sometime after 1956, the spreading yews were replaced with azalea beds which have remained in place to the present. The willow oaks and lawn panels still remain as well.

Trees

Since 1933, thirty willow oaks (*Quercus phellos*) have stood at even intervals along the circle's perimeter, in a formal ring pattern. This type of oak is a deciduous tree native to the District-Maryland area, though more typical of Southern states (Collingwood and Brush 1964: 204). Willow oaks reach a height of about forty to sixty feet and are characterized by narrow,

willow-like leaves and a round-topped symmetrical crown (Collingwood and Brush 1964: 204-205). At Chevy Chase Circle, the mature trees appear to be about fifty feet tall. However, not all the circle's trees are original to 1933. Disease, death, and accidents have necessitated replacement of individual trees from time to time. National Park Service staff has taken care to retain the pattern and species with each new installation.

A planting plan for 1956 did not affect the layout of the oaks ("Development Plan Chevy Chase Circle" 27 November 1956: NCP 69.335A-26). In 1974, disease was the culprit behind the removal of three trees (Townesley 1974). Likely afflicted with oak wilt, these trees were removed because they presented a safety hazard and were replaced that same year with new three-inch diameter trees.

Perhaps a more common danger to trees at Chevy Chase Circle than disease is the threat of reckless drivers. In 1977, approximately 60 drivers had crashed into the circle, and many of these accidents involved trees (Stevens 1977). At the time, a newspaper polled residents about how to remedy this problem, and several people suggested removing trees in order to reduce the impact of accidents on drivers (Stevens 1977). However, others thought the drivers were at fault rather than the trees. The trees were not removed. The automobile problem has persisted, and newspaper articles regularly read "trees scraped" or "smashed." (Dvorak, "Curbing the Damage" 2002; Wagner 1990: B4.) With a large and steady traffic volume using Chevy Chase Circle daily, the threat to the trees and other features is likely to continue.

As of May 2005, thirteen of the original thirty willow oaks remained. Three trees dated to 1974, and another two dated to around the same time, though the exact year they were planted is unknown. Ten trees were planted in the last few years and four of these have died. The final two spaces are void of trees.

In addition to the willow oaks, another tree species has recently been introduced at Chevy Chase Circle. The National Park Service planted 10 pink flowering Sugar Tyme crabapple trees between 1996 and 1998 within the two larger azalea beds to the east and west of the fountain (Patner 1996: A1). Four such trees, eight in total, are currently found at regularly-spaced intervals within each bed. The addition of the crabapple trees was part of a \$24,000 program the Friends undertook for beautifying and maintaining the circle (Patner 1998: A1).

Shrubs and Flowers

From 1933 until at least 1956, Chevy Chase Circle contained spreading English yews (*Taxus baccata repandens*) planted in eight irregular clusters that together formed an arc around the Newlands Memorial Fountain ("Chevy Chase Circle – Newlands Memorial Fountain, Showing Basin and Planting Layout" 12 November 1932: NCP 69.335-12; "Plot Plan – Existing Layout/ Chevy Chase Circle – Res. 335-A/ Newlands" 16 September 1948: TIC 892/81025; Wymer, "Fountain at Chevy Chase Circle" photo #795, 1949). The Garden Club of America donated

and planted the yews as part of the memorial and, according to the Evening Star, also planted a “colorful fringe of fall flowers” around the fountain (“Notables Attend” 1933). While the flowers do not appear to have survived long past the fountain’s dedication, the yews were present through mid-century. A photo from 1949 shows the yews arranged so that visitors could move between plantings and approach the fountain (Wymer, “Fountain at Chevy Chase Circle” photo #795, 1949). Visitor access appears to be the reason why National Park Service staff decided sometime after 1956 to remove the yews and install a flagstone walkway around the fountain (“Development Plan Chevy Chase Circle” 27 November 1956: NCP 69.335A-26). NPS did not replace the yews, but instead introduced azalea beds in a ring around the new circular plaza and benches, which were subsequently added. Azalea beds were located on three grass panels to the east, west, and south of the fountain sometime after 1956. The smallest grass panel to the north was not developed with its benches and flowers until a later date, which was likely soon after. An Osmanthus hedge was also recommended to be planted behind the new benches, but there is no evidence they were planted initially.

In 1987 a revised planting plan was designed and installed replacing all the azaleas and planting the Osmanthus hedge behind the benches, as was approved in the earlier 1956 plan (“Revised Planting Plan/ Res. 335A – Chevy Chase Circle/Rock Creek” 1987: TIC 892_81029). Though the National Park Service had put thousands of dollars into the site, in the early 1990s a local resident believed more maintenance work was necessary to beautify the park (Patner 1996: A1). Barbara Price started the Friends of Chevy Chase Circle to improve the park’s landscape features with private funds and guidance from NPS. Ten Sugar Tyme crabapples, over 400 Delaware Valley White azaleas and 300 low-growing floral carpet roses were purchased and installed between 1996 and 1998 in the hopes of creating a “tableau of pink flowering crabapple trees, masses of white azaleas and a wide carpet of pink roses.” (Patner 1998: A1.) The older azaleas and Osmanthus hedge were entirely removed to make way for new azaleas and roses, planted back to back in the same bed, then surrounded by mulch and metal edging.

Like the willow oaks, flowering shrubs at Chevy Chase Circle have also been damaged repeatedly by automobile accidents. In 2001, a driver plowed into the park, crushing azalea beds and splintering benches before crashing into the fountain (Dvorak, “Driver Sought” 2001: B12). After cleaning up the site and replanting as needed, NPS personnel sought a mechanism to protect the fragile fountain, and Garden Club markers from further destruction. They chose short wooden bollards, and in 2003 installed fifty of them within the azalea beds. Besides being near the fountain, the azalea beds were chosen because the bollards could be hidden within the shrubs. (Dvorak, “Keepers” 2003). At present, the roses and azaleas are maintained and 2000 Apeldoorn tulips were planted as a spring floral display (Chevy Chase Village, “Village Crier,” May 2005).

Character-defining Features:

Feature:	Willow Oaks
Feature Identification Number:	95976
Type of Feature Contribution:	Contributing

Chevy Chase Circle

Rock Creek Park - DC Street Plan Reservations

Feature: Crabapples

Feature Identification Number: 95974

Type of Feature Contribution: Non-Contributing

Feature: Azaleas

Feature Identification Number: 95973

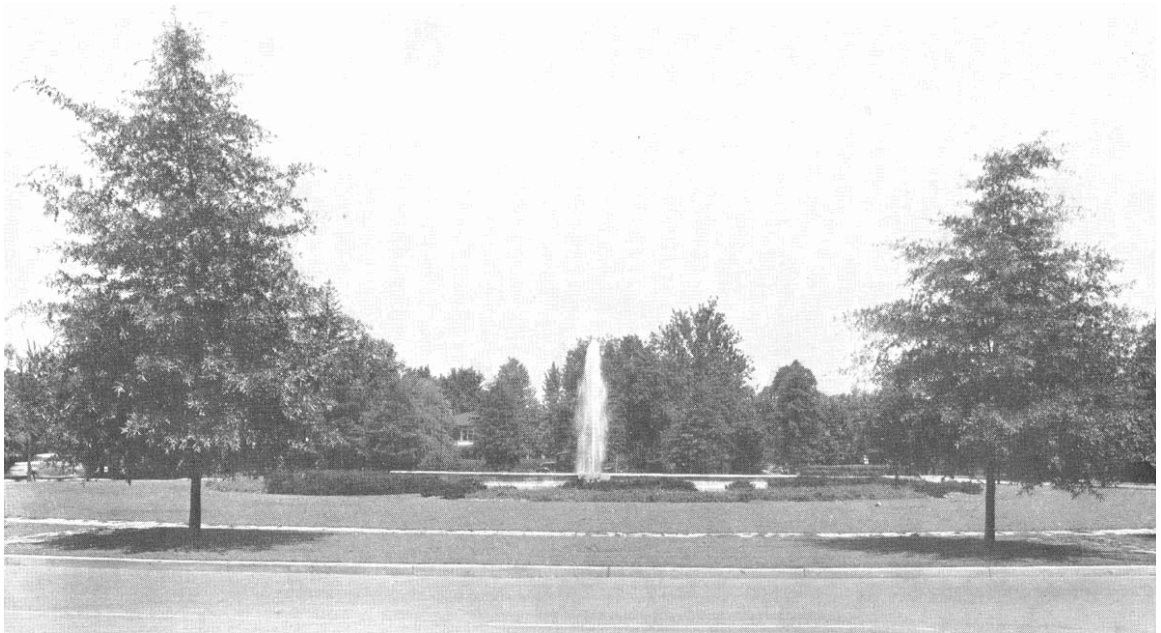
Type of Feature Contribution: Non-Contributing

Feature: Roses

Feature Identification Number: 95975

Type of Feature Contribution: Non-Contributing

Landscape Characteristic Graphics:



*Overall image of Chevy Chase Circle showing the original shrub and tree planting.
Reprinted from the Report of the Commission of Fine Arts "July 1, 1929, to December 31,
1934.*



Ring of willow oaks remaining along the perimeter of the circle (CLP digital photofile, May 26, 2005)



Crabapples and roses, both recently added, accompany azaleas in shrub beds (CLP digital photofile, June 18, 2004).



Azaleas in bloom (CLP digital photofile, May 7, 2003).

Views and Vistas

The original Garden Club of America's plant selection consisting of high canopy willow oaks ringing the perimeter of the circle and the low massing of yews at the base of the memorial fountain, helped to direct views to the central fountain jet. The circle's 1933 landscape was perceived as a drive-by or walk-around visual experience rather than a walk-through pedestrian experience.

Sometime after 1956 additional walkways were introduced and the shrub plantings were modified by the NPS, providing for the first time, a controlled walk-through visual experience. Although this change introduced new design elements to the circle, the drive-by and walk-around views remained essentially the same.

Character-defining Features:

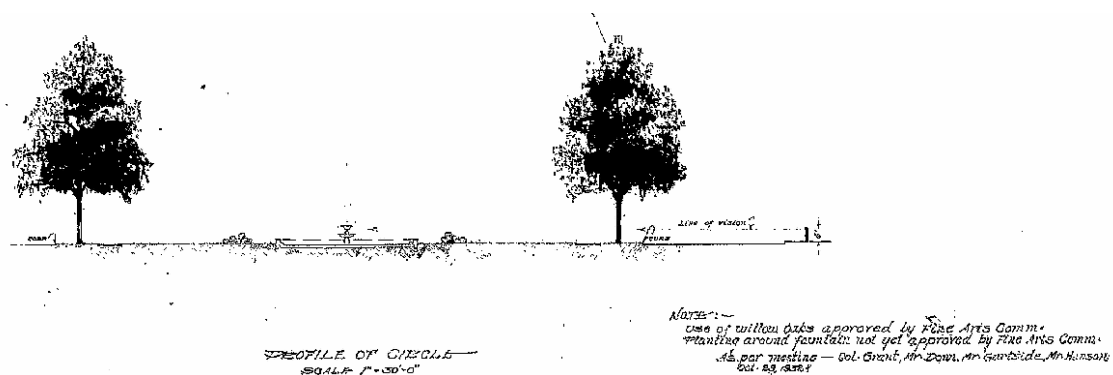
Feature: Views to the circle from surrounding roads leading to Chevy Chase Circle.

Feature Identification Number: 107135

Type of Feature Contribution: Contributing

IDLCS Number: 5362

Landscape Characteristic Graphics:



Important external sight lines are highlighted in a cross section through the circle. The high canopy willow oaks provide an uninterrupted view to the central fountain. (Chevy Chase Circle) OPBPP, Oct. 1932: NCP 69.335A-23)

Condition

Condition Assessment and Impacts

Condition Assessment: Poor

Assessment Date: 07/02/2002

Condition Assessment Explanatory Narrative:

Several automobile accidents caused major damage to the memorial fountain, willow oaks, shrubs and benches. Severe cracking in the fountain plaza was also apparent.

Condition Assessment: Good

Assessment Date: 09/23/2005

Condition Assessment Explanatory Narrative:

The fountain and benches, which were in poor condition in 2002 after an automobile accident, are now rehabilitated and in good condition. Walkways which were crumbling in 1998 have been reset and repointed. According to PMIS report #26241, these changes have brought Chevy Chase Circle's condition from poor to good.

The Assessment Date refers to the date that the park superintendent concurred with the Condition Assessment. The Date Recorded information refers to the date when condition was first assessed by the author of the report.

Condition Assessment: Fair

Assessment Date: 09/22/2011

Condition Assessment Explanatory Narrative:

Several landscape features have deteriorated since the last reassessment was conducted in 2005, resulting in the park's condition being downgraded from good to fair. In order to improve Chevy Chase Circle's appearance and return it to good condition, the impacts listed below need to be addressed.

The Assessment Date refers to the date that the park superintendent concurred with the Condition Assessment.

Impacts

Type of Impact: Structural Deterioration

External or Internal: Internal

Impact Description: A member of the National Park Service's List of Classified Structures team last inspected the Newlands Memorial Fountain in 2010, at which point the fountain was found to be in good overall condition but minor cracks and chips allowed water to

leak out of the basin and pool on the surrounding plaza. The LCS inspection also found vegetation growing in joints at the base of the fountain, as well as some cracks in the fountain's coping. Further, the memorial inscription on the south side of the fountain was deemed worn and largely illegible. Recommendations were made to remove the biological growth, repoint, fill in cracks, and remove the resultant carbonate leakage, but this work has not been undertaken and all of the abovementioned problems persist.

Type of Impact: Deferred Maintenance

External or Internal: Internal

Impact Description: Many of the outer walkway's stones are uneven and in need of repointing and resetting. At the time of the last condition reassessment in 2005, these issues were only beginning to affect the landscape but they have worsened over the intervening six years. Without adequate intervention, conditions may become hazardous.

Type of Impact: Deferred Maintenance

External or Internal: Both Internal and External

Impact Description: The 2010 LCS inspection concluded that the Garden Club of America Monuments were darkened from pollution and needed to be cleaned. Cracks and weathering were also noted, and the recommendation was made to reset the west pillar so that it faces the correct direction. As yet no corrective action has been taken.

Type of Impact: Vegetation/Invasive Plants

External or Internal: Internal

Impact Description: Several willow oaks died in 2004-05 and need to be replaced in-kind to maintain one of the most important historic design elements, the ring of 30 oaks along the perimeter of the circle. As of August 2011, only 24 such trees were present and depressions marked the former locations of the six missing specimens.

Type of Impact: Erosion

External or Internal: Internal

Impact Description: Several spots of bare or worn turf are present within the park, and erosion is particularly prevalent on the far south side of the circle adjacent the traffic rotary. Soil infill is also present on the

south side of the outer walkway, most likely the result of water infiltration brought about by the leaking fountain.

Type of Impact:	Vandalism/Theft/Arson
External or Internal:	Both Internal and External
Impact Description:	At least two benches are in severe disrepair and need to be replaced. Their concrete standards are smashed and the wood slats are broken and worn. Another bench has been removed and is missing entirely.
Type of Impact:	Deferred Maintenance
External or Internal:	Internal
Impact Description:	Regular cyclic maintenance is needed to maintain/replace the wood slats on the benches and weed the planting beds. As of August 2011, all of the benches were in need of repainting.
Type of Impact:	Other
Other Impact:	Automobile traffic on adjacent street
External or Internal:	External
Impact Description:	Reckless drivers, or other automobile related problems, on Chevy Chase Circle the rotary have contributed to past damages within the site. The heavy traffic volume has also prevented pedestrians from crossing the road to use the site. This lack of visitors could lead to neglect of those features necessary for pedestrian use, such as the benches and walkways.
Type of Impact:	Other
Other Impact:	Trash accumulation
External or Internal:	Both Internal and External
Impact Description:	Despite limited visitation, litter has accumulated within the boundaries of the park. The installation of one or more trash receptacles may be warranted.

Treatment

Treatment

Approved Treatment: Rehabilitation
Approved Treatment Document: Other Document
Document Date: 03/17/2004

Approved Treatment Document Explanatory Narrative:

This date refers to the last update made on the project: "Repair Vehicular Damage to Chevy Chase Circle," as recorded in PMIS report #78104..

Approved Treatment Completed: Yes

Approved Treatment Costs

Landscape Treatment Cost: 52,759.00
Cost Date: 03/17/2004
Level of Estimate: C - Similar Facilities
Cost Estimator: Park/FMSS

Landscape Approved Treatment Cost Explanatory Description:

This figure includes resetting fountain stones and relining the fountain's inner membrane; it also includes the restoration of park benches. The estimate was provided by Larry Jessen and confirmed by Cynthia Cox, Rock Creek Park superintendent.

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Citation Title:	Letter, John A. Townsley, Director, National Capital Parks, to Theodore Kleinman, President, Citizens' Coordinating Committee of Friendship Heights, 10 June 1974
Year of Publication:	1974
Source Name:	Other
Citation Type:	Narrative
Citation Location:	Reservation File, Chevy Chase Circle – Land Database, Land Resource Program Center
Citation Author:	Wagner, Arlo
Citation Title:	"Old Chevy Chase Fountain Flows Again," The Washington Times, 14 November 1990, Metro B4
Year of Publication:	1990
Citation Publisher:	The Washington Times
Source Name:	Other
Citation Type:	Narrative
Citation Location:	The Washington Times Archives
Citation Author:	Wymer, John P.
Citation Title:	Fountain at Chevy Chase Circle
Year of Publication:	1949
Source Name:	Other
Citation Number:	795
Citation Type:	Graphic
Citation Location:	Historical Society of Washington, D.C.

Supplemental Information

Title: Form for Assessment

Description: A 2003 National Park Service document written by Perry Wheelock, describing project work to be undertaken on rehabilitating the fountain and benches that had been struck by an automobile. Copy located in Cultural Landscape Program office files.

Title: Francis Griffith Newlands Memorial Fountain, draft National Register Nomination

Description: June 2003 draft nominating the Memorial Fountain, written by Eve Barsoum of the National Park Service. Copy located in Cultural Landscape Program office files.