

VILLAGE OF FRIENDSHIP HEIGHTS

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February 3, 2022

Ms. Rebeccah Ballo
Historic Preservation Supervisor
Montgomery County Planning Department
2425 Reddie Drive, 13th Floor
Wheaton, MD 20902

Dear Ms. Ballo:

On behalf of the Village of Friendship Heights, The Ottery Group has submitted to your office a Maryland Inventory of Historic Properties (MIHP) application form for the Joseph F. Pyles House at 4608 North Park Avenue, Chevy Chase, MD 20815, located in the Village of Friendship Heights.

We request that this property be considered for listing on the Locational Atlas and Index of Historic Properties.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, which appears to read "Julian P. Mansfield". The signature is written in a cursive style.

Julian P. Mansfield
Village Manager

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

1. Name of Property (indicate preferred name)

historic Joseph F. Pyles House
other

2. Location

street and number 4608 North Park Avenue ___ not for publication
city, town Chevy Chase ___ vicinity
county Montgomery County

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

name Trustee of the Joan A. Estrada Family Trust
street and number 4608 N Park Ave telephone
city, town Chevy Chase state MD zip code 20815-4501

4. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Circuit Court liber 19683 folio 00090
city, town FRIENDSHIP HGTS tax map HM33 tax parcel 0000 tax ID number 07-00494613

5. Primary Location of Additional Data

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

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u> 1 </u>	<input type="checkbox"/> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	<input type="checkbox"/>	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<input type="checkbox"/>	<input type="checkbox"/> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	

7. Description

Inventory No.

Condition

excellent ___ deteriorated
 good ___ ruins
 fair ___ altered

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

The Joseph F. Pyles House is a ca. 1907, two-story, ell plan Late Victorian Folk frame house transitioning to Foursquare. It has been restored and is in excellent condition. It retains its two-over-two windows, dropped wood siding, and a hipped roof that contains a central brick chimney. The roof extends over the walls to form wide eaves. It is rectangular in footprint, being two bays wide and three bays deep counting the narrower rear, ell. The house features a one-story front porch with bracketed posts and a now-enclosed smaller matching side porch on the ell.

The house sits on its original parcel facing what had been High Street when Friendship Heights was platted in 1901¹. High Street was retained, complete with its dog leg bend, as a vestige of the former farm road to the Eld Farm. The house sits close to the street and has a paved side driveway with parking spaces for cars. The property has a sizeable, green rear yard that slopes to the south. There is one small outbuilding to the south of the main house that appears to be a shed². To the house's east and south, a few modest, detached single-family dwellings from roughly the first half of the 20th century characterize this corner of Friendship Heights as a vestige of the lower-density neighborhood it once was. To the immediate west stands a very imposing multistory apartment building at 4620 North Park Avenue.

The house retains most of its historic materials and clearly exhibits workmanship and design. While the roof is clad with newer, asphalt shingles, the house is clad in dropped wood siding that appears to be original and is in excellent condition. The fenestration is original overall, with two over two, double-hung wood sash windows having functional, louvered wood shutters throughout most of the house. The foundation is primarily composed of concrete block with a portion at the rear of the house composed of stone, possibly associated with an addition that was in-place by the mid-20th century. The house has a basement with foundation walls likely composed of concrete block and stone. (Note: Access to the interior of the house was unavailable during the preparation of the inventory form.)

There is a one-story porch on the east face of the ell at the rear of the house. The house is currently used as an office building.

The front façade is two-bays wide and faces north toward North Park Avenue. Concrete steps lead to a wood plank porch that is sheltered by a half-hipped roof, which is supported by square posts and decorative wooden brackets, with pendant details and decorative cut-outs on the porch supports. The front porch matches the posts, brackets, and trim on the rear porch. The porch has a wooden balustrade and wood deck; the porch floor is supported by brick square piers. The front door is a replacement door with top glazing and a paneled lower section. The front door is positioned on the east side of the house and one two-over-two wood-framed sash window is adjacent. Two windows are centered on the second story above the porch. The house was the subject of a rehabilitation prior to 2015 (See Attached Figures).

The west façade has two-over-two wood-framed sash windows in three bays in the upper and lower story, with only the first set of windows being within the main block of the house. The second set of windows aligns with the join between the main block and the rear ell and the final window is within the ell. The middle bay of windows is aligned with the join between concrete block and stone foundation materials, suggesting that the foundation may have been modified during construction of the addition. One cellar window with bars is present in the foundation wall, approximately in line with the middle bay of windows, offset slightly towards the north.

¹ For more information on "Friendship" and much of the early history of the area along the Wisconsin Avenue and River Road corridors, see Jane Waldman and Kim Williams, National Register of Historic Places Multiple Property Nomination, "American University Park in Washington, D.C., Its Early Houses: 1800-1911" and also Kim Prothro Williams, National Register of Historic Places Multiple Property Nomination, "Tenleytown in Washington, D.C.: Architectural and Historic Resources, 1791-1941."

² The original "Friendship Village" subdivision included privies, well houses, coops, sheds, and other outbuildings, which are exemplified by the small shed outbuilding at 4608 North Park Avenue.

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The south façade and rear of the building has an ashlar-faced stone foundation that is partially above-ground and though painted over, appears to show grapevine mortaring. A modified enclosed porch is present on the southeast corner of the house with partially exposed trim and supports that appear to match the extant front porch; these may be contemporary and associated with the construction of the rear addition, or if the ell and rear porch are original then the front and rear porch trim may be original to the construction of the house in ca. 1908. The upper-level rear has a window that is converted into a door and a two-level deck leading off the second story on the south side of the building. The lower level of the ell has a pair of windows beneath the second story deck with bars, and lacking shutters. Other windows on the addition are two-over-two wood-frame sash windows with bars and operating wood shutters.

The east façade has windows and spacing identical to the west façade of the building, with addition of one small four-over-four window adjacent to the frontmost second floor window, possibly marking a staircase or washroom on the upper floor.

8. Significance

Inventory No.

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____
Specific dates	1907	Architect/Builder	likely Joseph F. Pyles	
Construction dates	ca. 1907			
Evaluation for:				
<input type="checkbox"/>	National Register	<input checked="" type="checkbox"/>	Maryland Register	<input type="checkbox"/>
				not evaluated

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

Statement of Significance

The Joseph F. Pyles House is significant in the pattern of events in history associated with the context of Streetcar Subdivisions in then-Washington County and Suburban Maryland (National Register of Historic Places Criterion A). The house is the most intact, tangible remnant from the first wave of subdivision development in Friendship Heights that occurred at the turn-of-the 20th Century and was deliberately planned to benefit from two streetcar lines: the Tenallytown and Rockville Railway, and the short-lived Glen Echo Railway. While there are other streetcar subdivisions along the same rail lines with numerous builder and architect-designed houses from the late 19th and early 20th centuries, the Joseph F. Pyles House is the only remaining structure in Friendship Heights from the initial building period of the streetcar subdivision. Within the same context, the house is a good example of a carpenter/builder-constructed dwelling in one of the emerging suburbs that sprang up along commuter rail lines in the Washington, DC metropolitan area in the late 19th and early 20th centuries. The modest house, likely built by Pyles who is listed in City Directories as a “carpenter,” deviates from the late 19th century Folk Victorian vernacular by its omission of bay windows, turrets, decorative shingling and other typical Queen Anne style features. Instead, the house begins to usher in the 20th century Foursquare with its compactness of form, simplicity of expression, and hipped roof. The house, in its original location, retains feeling and association with the first wave of subdivision in Friendship Heights, and its design, workmanship, and materials clearly reflect a builder-type house for a working-class occupant of a streetcar suburb.

Narrative: Settlement of Friendship Heights to Present Day

The Joseph F. Pyles House stands in its original location at 4608 North Park Avenue (formerly High Street), situated today among the various high-rise apartments and condominiums that have replaced all but a handful of the early 20th century structures that comprised Friendship Heights and The Hills, two streetcar suburbs. The complete transformation began in the mid-1960s, when new height allowances caught the attention of real estate developer Thelma “Tim” Edwards. The Joseph F. Pyles house is located on the western edge of today’s Friendship Village, platted in 1901 as “Friendship Heights” and established as a Special Tax District known as the “Village of Friendship Heights” in 1914, on land outside of Washington, D.C. in southern Montgomery County, Maryland. Built in c. 1907 according to Montgomery County records, the Joseph F. Pyles house is the oldest surviving structure of Friendship Heights’ early development and stands as a distinguished landmark of the streetcar suburb planned and built here at the turn of the twentieth century. The original subdivision that was Friendship Heights, like that of Tenallytown, American University Park, Chevy Chase, Takoma Park, Somerset Heights, and Glen Echo, was highly dependent on the services offered by the network of commuter rail lines and electric street cars that allowed people to live farther away from their places of work in Washington City. During the early stages of development, these communities attracted the skills of a variety of professionals, including builders and craftsmen like Joseph F. Pyles, who purchased the quarter-acre lot on North Park Street and likely built his own house. Joseph F. Pyles likely contributed to the construction of the neighborhood overall, along with his brother, William, who was also a carpenter and resided with his family across the street from the house at 4608 North Park Avenue (continued).

9. Major Bibliographical References

Inventory No.

Lampl, Elizabeth Jo and Kimberly Prothro Williams, *Chevy Chase: A Home Suburb for the Nation's Capital* (Maryland Historical Trust Press), 1998.

White, Melanie Rose, editor, *Village of Friendship Heights: The First 100 Years* (Village of Friendship Heights), 2015.

King, Leroy O., Jr., *100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital*. (Taylor Publishing), 1976.

See National Register Multiple Property Nomination, "Streetcar and Bus Resources of Washington, D.C., 1862-1962" by E.H.T. Tracerics, May 2006.

10. Geographical Data

Acreeage of surveyed property 0.1949725

Acreeage of historical setting

Quadrangle name Washington West

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Joseph F. Pyles House at 4608 North Park Avenue occupies Block P9 in the Town of Friendship Heights, Montgomery County, Maryland. The lot occupies 0.1949725 acres of land.

The lot on which 4608 North Park Avenue is located has been associated with the property since the house was constructed on the site circa 1907. In June 1901, at the time the land was subdivided and platted for development, the lot was designated Block 9. Historic land records describe the lot as follows: Being the Northwestern portion of Block Nine (9) in that subdivision or tract of land formerly known as "Friendship", said subdivision being known as "Friendship Heights" as shown by a plat made by William J. Latimer, Surveyor, in June, A.D. 1901, and duly recorded among the records of said Montgomery County, Maryland, in Plat Book JA#1 as Plat #45, the said land being contained within the following meters and bounds: Beginning for the same at a white marble stone at the Northwestern corner of said Block Nine, it being at the intersection of the Southern line of High Street with the Western boundary on outline of said subdivisions and running thence with said Western outline South 20,3' East 214.45 feet to a stone, thence North 2,31 East 194.06 feet to a stone to intersect the Southern line of High Street of aforesaid, and thence with said street and the Southern line thereof South 86,45 West 112.83 feet to place of beginning, containing 10,890 square feet of land more or less."

11. Form Prepared by

name/title	Kathryn Nuñez		
organization	The Ottery Group	date	11/24/2021
street & number	P.O. Box 4265	telephone	(301) 946-0219
city or town	Silver Spring	state	Maryland

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

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

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-697-9591

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Historic Narrative and Context (continued)

Pre-Subdivision Years (prior to 1899)

During European colonization of the region, the Friendship Village property, and by extension the Joseph F. Pyles House property, was originally part of a 3,124-acre land grant made by Charles Calvert to James A. Stoddert and Colonel Thomas Addison in 1713 titled "Friendship." By 1760, John Murdock, a descendant on the Addison side, had constructed his frame house, "Friendship" on high ground along today's Massachusetts Avenue that is today part of the American University campus.

The Village of Friendship Heights originates from the marriage of two subdivisions, "Friendship Heights" and "the Hills," on land originally owned by the Shoemaker and the Eld families, who have inhabited the area since the late eighteenth and early nineteenth centuries, when Eld purchased land from Isaac Shoemaker. The Shoemakers, a Quaker family arriving from Philadelphia around 1791, owned the portion of the Friendship Tract later subdivided by Albert Shoemaker as the "The Hills," the land overlapping with Joseph F. Pyles House property and extending south of today's North Park Avenue to the area one mile north of Tennallytown. The Elds, arriving from England in 1811, owned the property subdivided as the "Friendship Heights" tract, the land extending north of North Park Avenue. North Park Avenue/High Street was originally the farm road leading to and terminating at the Eld farmhouse. According to the 'slave census,' at least four members of the Shoemaker family are recorded as enslavers. In contrast, Aquila Eld did not appear to own enslaved peoples; however, this is not definitive. Other plantations that were acquired from the original Friendship Tract in vicinity of the Friendship Village property include the Loughboro's Milton and Posey plantations. Throughout most of the nineteenth century, the landscape surrounding the limits of Washington D.C. was primarily rural, comprised of swaths of agricultural land cultivated for wheat or tobacco, with intermittent woodland and meandering stream valleys. However, as electric trolley lines and urban transportation networks began to expand after the Civil War, reaching north from inner urban centers like Georgetown into southern Montgomery County in the 1890s, the agricultural landscape that dominated the region outside the district limits began to transform into a network of single-family residential subdivisions. The extensive urban transportation systems beyond the limits of the city originate from the advent of the electric streetcar in Richmond, VA around 1888. In that same year, the Georgetown and Tenallytown Railway was chartered and later started in 1890. The Tenallytown and Rockville Railway began in 1890 with stops in Tenallytown, Somerset, Alta Vista, Bethesda Park, Montrose, Halpine, Fairgrounds and Rockville. Later, the Glen Echo Railway connecting Wisconsin and Willard Avenue with Glen Echo was established in 1891, and the Chevy Chase Railroad in 1892.

The promise of potential business in these developing community centers attracted entrepreneurs, some of whom bought large amounts farmland extending along the major arteries leading into the city.

Although the streetcars created accessible connections to the city, the remote nature of the communities that emerged were isolated and shielded from the unpleasant realities of the city, including the means in which natural resources and human labor are exploited to manufacture the goods and services that the new suburban middle class identify with. Furthermore, isolation from social diversity served to entrench racially discriminatory policies and covenants that support racial segregation that emerged in Chevy Chase and was encouraged by its designers. This overt segregationist approach would have affected the desirability of land in Friendship Heights for non-white buyers.

The Subdivision Formative years (1900-1964)

Following the success of the neighboring suburban communities like at Chevy Chase and Somerset, the Village of Friendship Heights was established in a location north of the Glen Echo Railroad (now Willard Avenue) and west of the Rockville & Tennally-Town Turnpike (now Wisconsin Avenue) which provided a streetcar line that extended from Georgetown to Tennally-Town and later Friendship Heights, in 1891.³ In 1897, a branch of the Glen Echo Railroad was built to connect to Chevy Chase, terminating at Chevy

³ The Glen Echo Railway would be short-lived, ceasing operation in 1900.

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Chase Circle. Seeing the potential of the area, Henry W. Offutt, grocer turned real-estate investor and eventually becoming a banker, platted the 16 acres acquired from subdivision made by the Shoemaker and Eld families for the development of “Friendship Heights” at the turn of the 20th century. The new subdivision appears in early photographs to emulate the suburban aesthetic propagated by the Chevy Chase Land Company while at the same time retaining its own unique character. A 1901 plat map surveyed by William J. Latimer depicts five rows of approximately quarter acre lots extending west of the Rockville & Tennally-Town Turnpike (Wisconsin Avenue) and the associated rail-line. Six larger parcels averaging between one and two-and-a-half acres comprise the western portion of the subdivision extending off of High Street, originally the access road to the Elds farmhouse. These larger lots would have provided greater land area for domestic agriculture, workspace, or later subdivision. One parcel directly adjacent to the Turnpike appeared to have been already sold inscribed with label as “LIBBEY’S LOT.” The subdivision abuts to the “BALL’S” property owned by the Ball family since c.1854 and reputed as the location of the old “change station” for the rail line.⁴

Over the next decade single-family style houses were built on the parcels as they were sold to the emerging commuter class families. The community that emerged spoke to the suburban ideal while also retaining rural characteristics that set apart Friendship Heights from other “leisure class” subdivisions. For example, homeowners sometimes bought adjacent lots to promote the growth of gardens or orchards. Many residents owned cows and mules, including a “noisy” cow owned by the Shoemakers. Windmills, individual residential wells, and chicken coops were common. An annual hog slaughter was a necessary and popular tradition of the community members.⁵

The first home to be built in Friendship Heights was probably the home of Henry Offutt and his family. Richard Ough, a prominent builder in the D.C. area, was recalled by a former Friendship Heights resident as one of the primary builders who worked on houses at Offutt’s subdivision and lived in the house across the street from Offutt, now Humphrey Park.⁶ Ough built important houses not only in Friendship Heights, but in other streetcar subdivisions like the Palisades of D.C. and Somerset of Chevy Chase, and with his son, William A. Ough, is credited with designing commercial and residential buildings in Georgetown and Tenleytown in Washington, D.C. By 1904, Richard Ough in partnership with his son, establish the “Richard Ough Co” and designed various two- and three- story houses for the middle class that utilized popular architectural styles like that of Colonial Revival.⁷ In addition, Friendship Heights benefited directly from other carpenters and builders who were its early residents, such as the Pyles, and Albert Shoemaker. Like Richard Ough, the Pyles were one of the early builders in the community. According to the 1901 plat, the Joseph F. Pyles property was originally a part of a 1 and 7/1000 – acre triangular lot at the western edge of the subdivision titled “Lot 9.” The property comprising 10,890 square feet was purchased by Joseph F Pyles and Bertha Anne Pyles, his wife, from Henry W. Offutt on January 11th, 1906. Less than a year later, a foursquare structure in a folk Victorian-inspired style was built on the property, presumably constructed by Joseph F. Pyles. According to the U.S. Censuses from 1910-1940, a brother who was also a house carpenter, named William Pyles, settled on a lot on the opposite side of North Park Avenue/High Street from the residence of Joseph and Bertha Pyles. Brothers Joseph and William Pyles would have likely offered their trade-skills as a builders and craftsmen to the construction of neighborhood overall. William A. Collins, also a carpenter who lived near Pyles according to the 1910 census, is identified as building a number of homes in Friendship Heights.

⁴ White, Melanie Rose, editor, *Village of Friendship Heights: The First 100 Years* (Village of Friendship Heights), 2015, p 7.

⁵ White, Melanie Rose, editor, *Village of Friendship Heights: The First 100 Years* (Village of Friendship Heights), 2015, p 7-8.

⁶ William Offutt, *Bethesda: A Social History of the Area through World War II* (Bethesda: The Innovation Game, 1995, p 219).

⁷ Glen Hurst NRHP Form

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In 1914, the 32 acres comprising the “Village of Friendship Heights and the Hills” was officially recognized by the Maryland legislature as a Special Tax District. By that time, the neighborhood was bustling with life and occupied by a diverse range of wage earners including John D. McAuliffe, “engineer,” John S. Sheiz, “salesman,” and William Voigt, “engineer” for the “electric railroad.” Furthermore, the natural appeal the suburban ideal and growing wealth of the region attract more affluent homeowners, who tended to occupy the more public and sought-after street-side venues and construct lavish family homes. The community that emerged was one populated with an eclectic assortment of houses associated with a balanced network of middle and working class members including for example, contrasting Queen Anne/Early Colonial Revival architectural styles adopted by members of the middle class to the Victorian-inspired American foursquare adopted by working class like the Pyles, for example.

The racial demographic residing at Friendship Heights was likely primarily white during the height of the Jim Crow era, with a larger population of African Americans residing in the River Road African Community right next door. Although there is little to no evidence of racial covenants detailed in the original property records at Friendship Heights, like examples found at Chevy Chase, segregation existed. According to Offutt, at least some of the commercial businesses that developed along Wisconsin Avenue in Friendship Heights in the early 20th century enforced racist policies including some that made African American laborers use the rear entrance of the buildings.⁸

In contrast to Friendship Heights, there is much evidence that suggests that the subdivision comprising Chevy Chase were highly segregated. Francis Griffith Newlands, a notorious racist who once called for a repeal of the 15th Amendment, designed Chevy Chase to exclude the participation of African Americans and other non-white homeowners. During the development of Chevy Chase, for example, Newlands secured 2,000 acres for the development of Rock Creek Park, which was designed to increase property value and serve as a buffer between white communities and emerging black communities on the “wrong side of town”⁹, as with Georgetown’s African American community and commercial district that bordered the west side of Rock Creek’s gorge. Some subdivision of Chevy Chase, such as Harry Martin’s Third Addition, prohibited “persons of the African race” from the purchasing land in order to maintain racial homogeneity of the community.¹⁰ House fronting and side-street residence were exuberantly priced with price minimums to potentially ‘price-out’ non-white property owners. In 1909, the Chevy Chase Land Company won a lawsuit to reacquire lots bought near Western Avenue by black families. At the time of the Great Depression, many of the deeds contained restrictions forbidding the sale or rental to blacks and Jews.¹¹ At Friendship Heights there is historical evidence of a lynching that took place on the banks of Willard Avenue creek opposite to Mark Shoemakers house, and while neither the culprit nor the race of the victim is disclosed it is presumed that this event followed a pattern of race-based violence that sustained white supremacy throughout the Southern states.¹²

⁸ William Offutt, Bethesda: A Social History of the Area through World War II (Bethesda: The Innovation Game, 1995, p 224-225)

⁹ McArdle, Terence, “The racist history of Chevy Chase, long home to Washington’s power players,” *The Washington Post*, September 29, 2018, <https://www.washingtonpost.com/history/2018/09/29/racist-history-chevy-chase-home-power-players-like-brett-kavanaugh/>

¹⁰ Lampl, Elizabeth Jo and Kimberly Prothro Williams, *Chevy Chase: A Home Suburb for the Nation’s Capital* (Maryland Historical Trust Press), 1998, p 120.

¹¹ McArdle, Terence, “The racist history of Chevy Chase, long home to Washington’s power players,” *The Washington Post*, September 29, 2018, <https://www.washingtonpost.com/history/2018/09/29/racist-history-chevy-chase-home-power-players-like-brett-kavanaugh/>

¹² White, Melanie Rose, editor, *Village of Friendship Heights: The First 100 Years* (Village of Friendship Heights), 2015, p 6.

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Much of the early 20th century character in and around Friendship Heights no longer exists. Only a handful of houses from the early streetcar years remain in the vicinity of Friendship Heights, just outside the subdivision, and include: the 1899 Edwin C. Reynolds House on Willard Avenue, the 1908-12 Sara Loughboro Brown House at 5004 River Road (Locational Atlas #35-152), and the 1913 Solyom House on River Road. And the River Road African Community that lined River Road and was a vibrant community just to the northwest of Friendship Heights, was eradicated in development that spanned decades.

Urbanization and Multi-Family Residential Years (1964-Present)

Throughout the first half of the twentieth century, the community continued to utilize the electric streetcar line for transportation of goods and people to and from the city; however, the streetcars were scaled back prior to 1962 when the system was dismantled and replaced with automobiles and buses. According to Montgomery County Land Records, Joseph Pyles mortgaged his property at Friendship Heights and Chevy Chase shortly after the end of War World I. Joseph F. Pyles transferred part-ownership of the house and property at 4608 North Park Avenue to Bertha Anna Pyles, his wife, in 1947. After Joseph's death, the house became property of Bertha Pyles and Anna E. Michanski, possibly her sister, who kept it in the family until their deaths in 1970 and 1971, and in 1975 the house was acquired by the current owner.

Around 1950s, plans were in motion to radically change the Village of Friendship Heights to accommodate emerging businesses enterprises of the time. This effort was spearheaded by a Mrs. Thelma (Tim) Edwards, a business woman/real estate agent once known as Friendship Heights' "unofficial mayor" in the 1960s, brokered deals with business leaders that would radically change the character of the community.¹³ As a real estate broker, Edwards systematically bought and sold land and made deals that would draw in new business to the city including the Woodward & Lothrop department store and the Gieco Headquarters south of Willard. In the 1950s, Edwards secured a deal with Lord & Taylor, winning a contract over Edward Asher, president of Chevy Chase Land Co. In 1964, Edwards saw opportunity in a new policy that applied to special tax districts like Friendship Heights allowing zoning for buildings 145 feet high. This ushered in a radical transformation that replaced the remaining single-family houses with high-rise apartments and condominiums. Overnight, land values accelerated from near fifty cents per square foot to sixteen dollars. The promise of the wealth generated by the high rises and commercial business in the modernized community was enough to sway Metro consultants to connect the Red Line to Friendship Heights. The changes that took place at Friendship Heights in the 1960s transformed the subdivision into vibrant new community that embraced the wealth and power of participating businesses, but one that was radically different to its original character.¹⁴

Conclusion

The Joseph F. Pyles House is significant in the pattern of events in history associated with the context of Streetcar Subdivisions in then-Washington County and Suburban Maryland (National Register of Historic Places Criterion A). The house is the most intact, tangible remnant from the first wave of subdivision in Friendship Heights that occurred at the turn-of-the 20th Century. Without it, there is no remaining tangible connection to or evidence of the early 20th-Century neighborhood that was deliberately planned to benefit from two streetcar lines—the Tenallytown and Rockville Railway, and the short-lived Glen Echo Railway—or that an entire community of families living in single-family dwellings existed until 1964, 56 years prior to the present-day community of

¹³ Quinlan, Adriane, "The Pastel Dream Of the Developer Thelma Edwards Made a Little Pink House Building Block for Friendship Heights," *The Washington Post*, August 11, 2006, <https://www.washingtonpost.com/archive/lifestyle/2006/08/11/the-pastel-dream-of-the-developer-span-classbankheadthelma-edwards-made-a-little-pink-house-her-building-block-for-friendship-heightsspan/5f7cc3ed-844d-4733-87ef-ad9f217cceece/>

¹⁴ Historic houses still present at Village of Friendship Heights includes: c.1907 Joseph F. Pyles House; c.1929 "The Pink House/Thelma Edwards House" at 4607 Willard Ave.; c.1934 dwelling at 462 N Park Ave.; and c.1954 dwelling at 5406 Shoemaker Farm Ln.

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multifamily apartment buildings. While there are other streetcar subdivisions along the same rail lines with numerous builder and architect-designed houses from the late 19th and early 20th centuries—in Tenallytown, American University Park, Somerset, Potomac Palisades, and Chevy Chase, for example—there is nothing remaining in Friendship Heights from the initial building period of the streetcar subdivision except this house. Other remaining single-family dwellings were constructed in 1929 (4607 Willard Avenue), 1934 (4602 North Park Avenue), and 1954 (5406 Shoemaker Farm Lane).

Within the same context, the house is a good example of a carpenter/builder-constructed dwelling in one of the emerging suburbs that sprang up along commuter rail lines in the Washington, DC metropolitan area in the late 19th and early 20th centuries. Real estate developers like Henry Offutt not only sold lots in subdivisions to builders like Pyles who built and owned their homes, but they often employed these craftsmen to build other houses in their subdivisions. The modest Joseph F. Pyles House still exhibits Queen Anne-style influences but begins to move away from the late 19th century Folk Victorian vernacular by its omission of bay windows, turrets, and more typical Queen Anne style massing, along with any decorative shingling. Instead, the house begins to usher in the 20th century Foursquare with its compactness of form, simplicity of expression, and hipped roof. The house, in its original location, retains feeling and association with the first wave of subdivision in Friendship Heights, and its design, workmanship, and materials clearly reflect a builder-type house for a working-class occupant of a streetcar suburb.

The house at 4608 North Park Street has character, interest, and value in representing the early streetcar subdivision development of Friendship Heights. (Criterion A). As the sole remnant from the initial wave of construction in this streetcar-era community, the house is a familiar, visual feature of the neighborhood and shows that Friendship Heights was indeed an important node along several streetcar lines; it didn't just spring up as a high-rise and commercial community in the 1960s and 1970s. The house is the key to understanding that there was an earlier development here consisting of a community of people representing a range of occupations. There were wage-earners like Joseph Pyles, a carpenter, who presumably built his own home and may have constructed others in emerging subdivisions. And there were people like Henry W. Offutt, the subdivision's developer, whose career moved from being a grocer to a real estate developer and president of a major bank. The compact Foursquare house at 4608 North Park Avenue, with vestiges of the Victorian Folk tradition, stands out among the dense, multi-family high rises that proclaim Friendship Heights as a Metro-focused, transit-oriented, high-density community. This well-preserved house evokes the earlier, first-decade-of-the-20th-century chapter when Friendship Heights was comprised of families living in detached, single-family homes, many on lots with a semi-rural character inclusive of chicken coops, windmills, and wells. The Joseph Pyles house is a key resource that retains integrity to convey the historical significance of the early development of the Friendship Heights subdivision that followed the establishment of the streetcar lines.

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Title History for the Joseph F. Pyles House

Date	Grantor	Grantee	Book	Page	Area (sq. ft.)	Notes
11.10.2000	Joan A. Estrada	Trustee of the Joan A. Estrada Family Trust	19683	90	10,890	Being the Northwestern portion of Block Nine (9) in that subdivision or tract of land formerly known as "Friendship", said subdivision being known as "Friendship Heights" as shown by a plat made by William J. Latimer, Surveyor, in June, AD 1901, and duly recorded among the records of said Montgomery County, Maryland, in Plat Book JA #1 as Plat #45.
3.08.1994	Joan Estrada	The Joan A. Estrada Family Trust, Joan A. Estrada, Trustee	12408	501	2,397	
7.17.1975	William A. Volkman JR. (See notes)	Joan A. Estrada	4668	841	2,397	William A. Volman JR., surviving co-personal representative of the Estate of Bertha Anna Pyles, who died on or about March 28, 1970, and J. Willard Nalls, personal representative of the Estate of Anna E. Michanski, who died on or about November 18, 1971, and Willard Nalls in his own right, Liber & folio references: 13899/624 and 5509/259
9.19.1968	Anna E. Michonski and Frank E Doyce, husband	Friendship Heights Citizens Committee	3796	776	2,397	Deed of Dedication for a Right of Way to enlarge street; refers to 1071/194 - "Being a part of the parcel of land described in a conveyance from Alger Y. Barbee to Joseph F. Pyles and Bertha Anna Pyles by deed 1071/194"
5.1.1947	Alger Y. Barbee	Joseph F. Pyles and Bertha Anna Pyles, wife	1071	194	10,890	Transfer of property to Barbee establishing spouse Bertha Anna Pyles as co-owner of property. No reference to preceding deed instrument in transfer of property to Barbee..
5.1.1947	Joseph F. Pyles	Alger Y. Barbee	1071	191	10,890	
Gap in title chain						
4.19.1920	Joseph F. Pyles	Henry Maurice Talbott and William H. Talbott	393	338	10,890	"Unto the said Henry and William Talbott, in trust to secure unto a certain Willie G. Holland or order the Payment of the sum of one thousand dollars, evidenced by his one promissory note as therein described"
1.11.1906	Henry W. Offutt	Joseph F. Pyles	184	449	10,890	Purchase of Lot 9 by Pyles one year before house was built.

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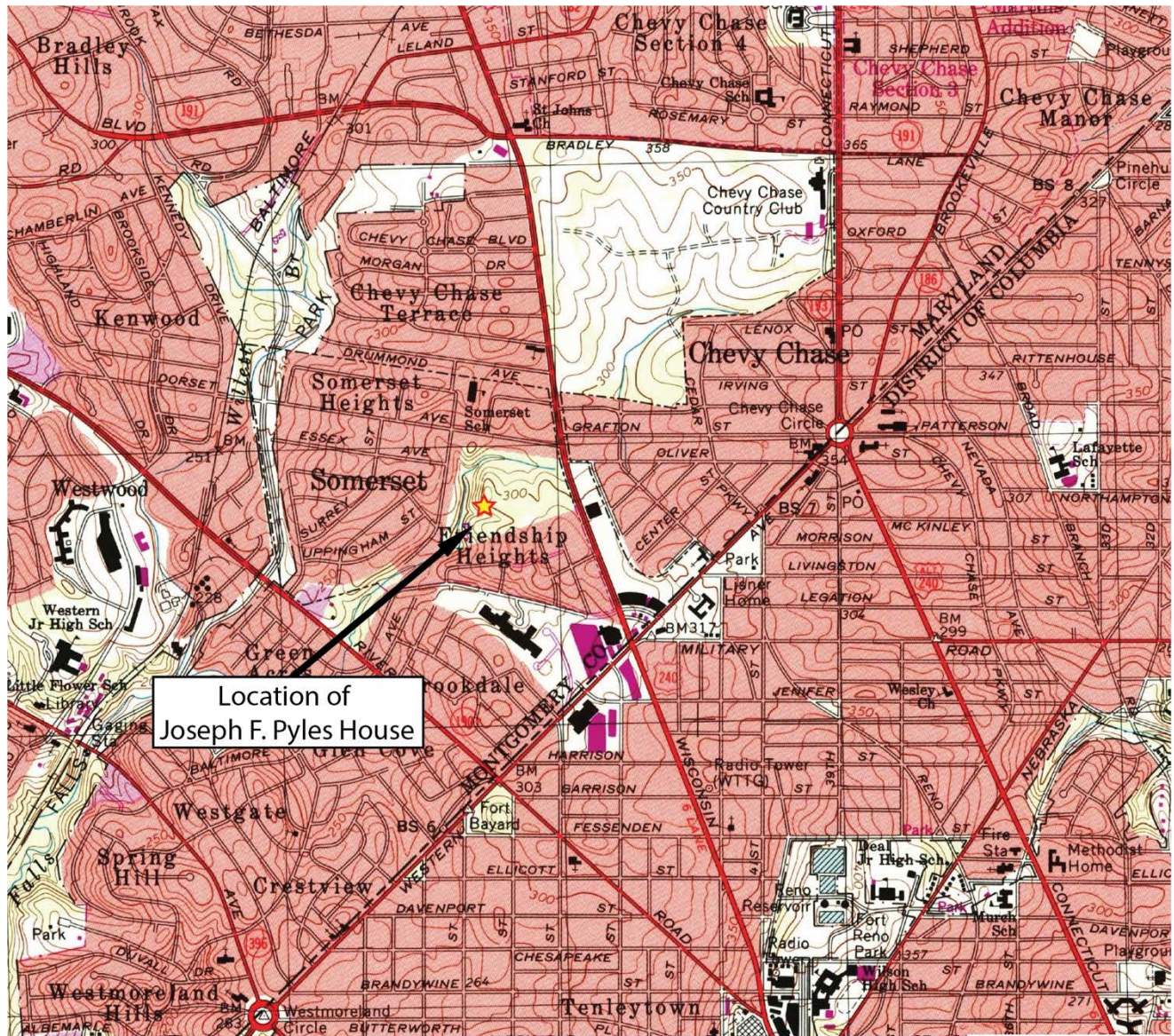


Figure 1. Location of Joseph F. Pyles House (USGS Washington West Quadrangle, 1965)

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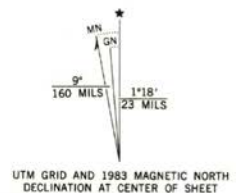
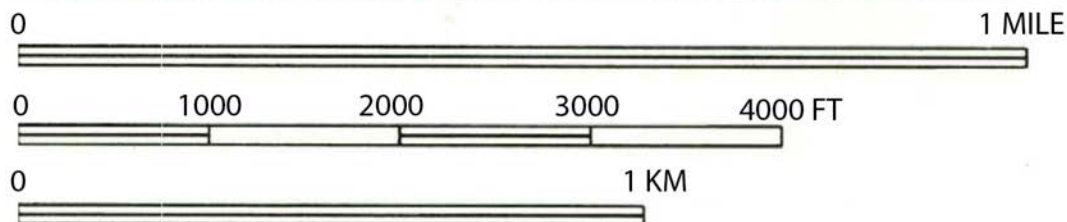
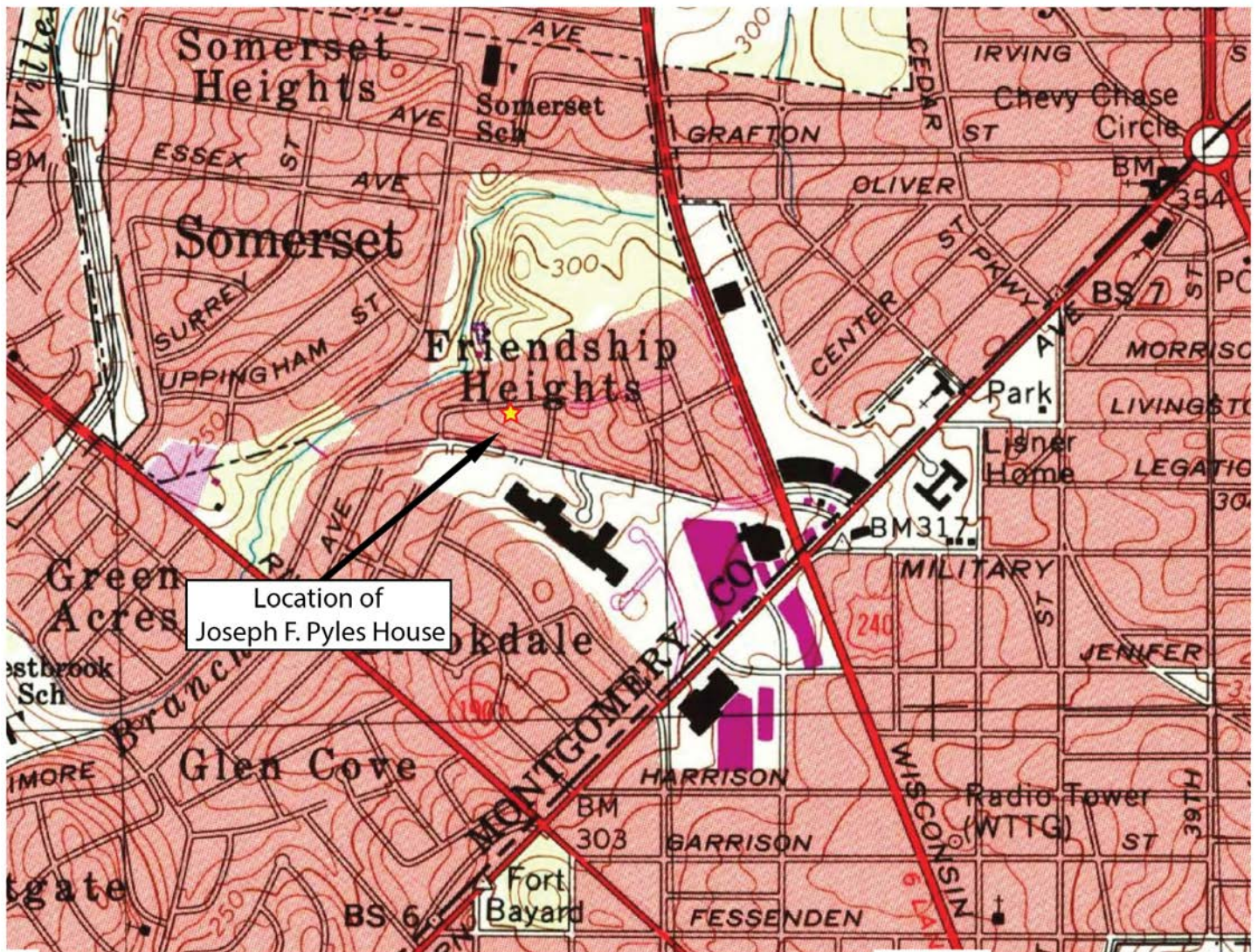


Figure 2. Location of Joseph F. Pyles House (USGS Washington West Quadrangle, 1965)

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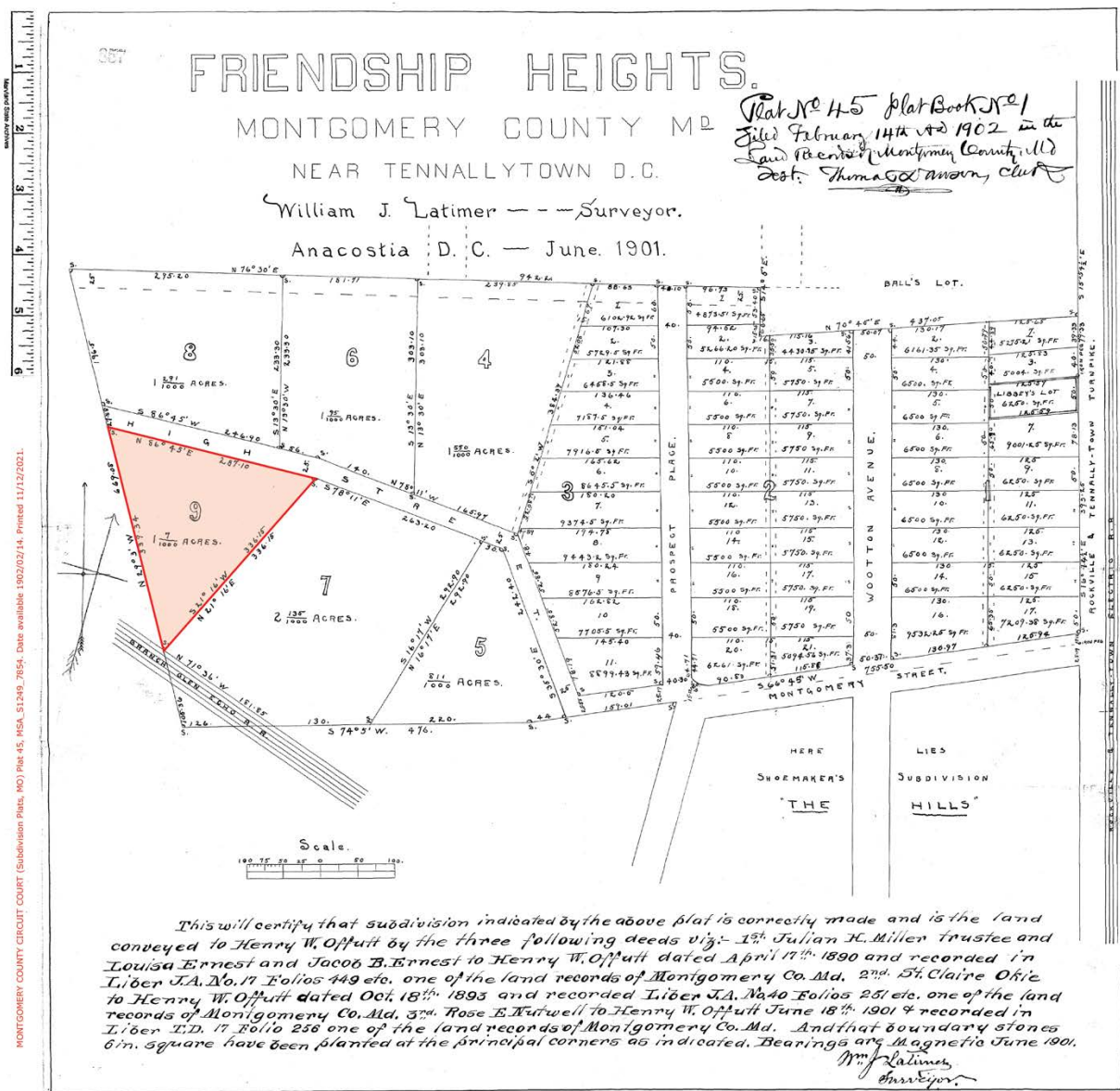


Figure 3. Plat of Friendship Heights with Lot 9 Highlighted (Plat Book 1, Plat Number 45, 1902).

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Figure 4. View of the Joseph F. Pyles House Before and After Restoration Completed Prior to 2014; Note Retention of Decorative Trim on Front Porch. From Melanie Rose White, ed., *Village of Friendship Heights: The First Hundred Years*, pp. 31 (Village of Friendship Heights 2015).

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Figure 5. North Façade of Joseph F. Pyles House, Facing South (November 15, 2021).

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Figure 6. View of Joseph F. Pyles House, Facing Southeast (November 15, 2021).

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Figure 7. View of Joseph F. Pyles House, Facing Southwest (November 15, 2021).

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Figure 8. View of Rear of Joseph F. Pyles House, Facing Northwest (November 15, 2021).

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Figure 9. Detail of Enclosed Porch at Rear of Joseph F. Pyles House, Facing South (November 15, 2021).

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Figure 10. South Façade of Joseph F. Pyles House, Facing North (November 15, 2021).

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Figure 11. Detail of Basement Entrance and Foundation Materials at rear of Joseph F. Pyles House, Facing Northeast (November 15, 2021).

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Figure 12. West Façade of Joseph F. Pyles House Showing Concrete Block and Stone Foundation Materials, Facing East (November 15, 2021).

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Figure 13. West Façade of Joseph F. Pyles House, Facing East (November 15, 2021).

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Figure 14. Detail of Front Door of Joseph F. Pyles House, Facing South (November 15, 2021).

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Figure 15. Detail of Trim and Pendant Decoration on Front Porch of Joseph F. Pyles House, Facing South (November 15, 2021).