

It was due to Mr. Wester's interest in plant life that the formula for Milky Spore was manufactured under license by the U.S. Department of Agriculture at the Fairfax Biological Laboratory, founded by Horace Wester and Howard Chittick. Mr. Wester was also active in fighting the Dutch elm disease which was ravaging elm trees along the Eastern coast. He developed a tree, called the Washington Elm, which is still resistant to the disease. His attention to horticulture was also evidenced in the daffodil field which he cultivated along the Pimmit Run border.

During the Second World War there was little change but, beginning in the mid-1940's, things began to happen and there was no turning back. The combined effects of the Depression and the War as well as the fact that the McLean area was far removed from the District led many farm owners to seek buyers for portions of their property.

The first area to be affected was the Furlong property. The Ballantrae Estate, purchased from the Furlongs, extended from north of the Wester boundary through to Dolley Madison Boulevard. This Estate was later sold to Percy Crosby, creator of the "Skippy" cartoon, who lived there until 1954. This property was subsequently sold in the late 1980's and developed into an enclave of substantial residences and aptly named "Ballantrae Estates" with its main entrance on Route 123 (Dolley Madison Boulevard).

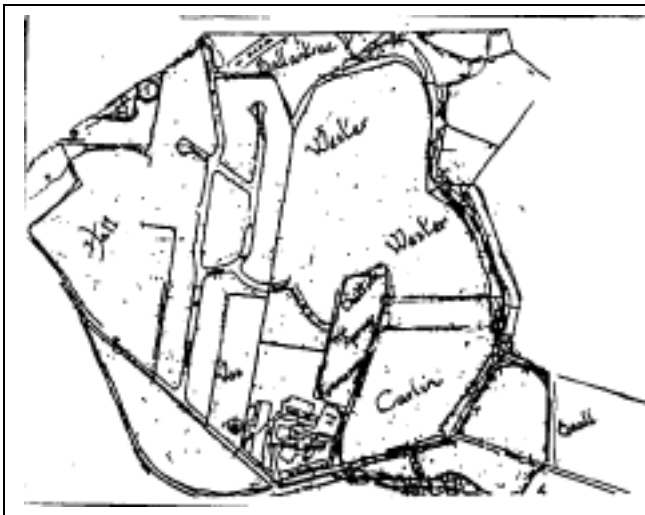
In 1944 Dr. Brooks purchased property from the Furlongs and constructed ten brick houses along the street named after him. Bert and Elizabeth Vos purchased part of the property extending behind the homes on the east side of Brookhaven in 1948. In 1951 they acquired the remainder of the property, which included the area encompassing the Watters gravesite. As noted previously, this gravesite was deeded in 1966. The Voses resided in the original Furlong home until shortly before their deaths in the early 1990's. They had managed to retain their property as an environmental sanctuary over their many years of ownership. In an effort to continue this heritage, the Voses bequeathed their property to the Potomac Appalachian Trail Club (PATC) of Washington, DC. After weighing the possibility of establishing a headquarters on the Voses former home site, the PATC sold the property to Brookhaven Estates, L.C., which developed the property "by right" without rezoning. During 1996-1997, this 6.395-acre site was developed as Highland Glen Place consisting of 12 residences.

In the late 1940's, the Walls, Weeds, Heatwoles and Herberts were building new homes in the Oakview area. This Brookhaven-Oakview area was referred to as "the Highlands." By 1950 these families realized the need to organize the Brookhaven Civic Association in order to address the problems of the new neighborhood. The most pressing issue was the need for paved roads since heavy rains and snow made the roads to the Oakview homes impassable. Under the leadership of Hazel Herbert, in 1951 the Civic Association accomplished the road paving by assessing each household \$55. In 1953 streetlights were installed at the cost per family of \$8.50 a year. The Civic Association then appointed delegates whose responsibilities were to see that the streets, lights, and water were properly maintained.

Every Fourth of July the Civic Association sponsored a fireworks display and each Christmas all the neighbors gathered to celebrate the season's festivities. In 1963 the Association distributed a single-page alphabetical listing of all the residents and their telephone numbers. This reference permitted neighbors to more easily contact one another, whether for enjoyment or emergency.

As development progressed, many new issues faced the growing community. With the addition of new homes (1950 – Jefferson Place; 1962 – Forest Villa/Furlong), the Civic Association recognized that increased storm water flow along Brookhaven Drive was placing too great a strain on the wells which frequently caved in. Mr. Hand from Falls Church Water Works agreed to connect the water pipes into the Brookhaven area without cost to property owners. When a planned rezoning of the Forest Villa Tract was proposed which would divide lot sizes to one-quarter acre and less, the Civic Association acted to establish lot sizes one-half acre or greater. Involved at the time as a result of the proposed small-lot rezoning was the Civic Association's action to secure acquisition of the Pimmit Bend Park.

The Fairfax County Flood Plan for Pimmit Run as designed by the planners would have encroached on various properties. The Civic Association managed to have the tract of land which abutted the Smoot property be called "Pimmit Run Stream Valley Park" and be designated as county land for the "people of Fairfax." And, more importantly, that this tract remain undeveloped.



William Carlin sold portions of his property to Carl Zimmerman, to John McGarvey (his son-in-law), and to Frances Adelhart (now the Boothe property). Dr. Hibbins bought William Carlin's original home site (now designated as Lot 35) in the 1950's and he lived there for the next decade. In 1947 Ross Bateman bought four acres from William Carlin. Originally designated as Gloucester Place, it was developed in the early 1980's and is now Chowning Place.

(N.B. Carl Zimmerman willed his property to St. Dunstan's Episcopal Church with the stipulation that if it were to be sold, the Arlington Diocese of the Catholic Church would have the first option to buy if they so desired. They did and later in 1979 the Diocese turned over the property to St. John's Church.) The original Zimmerman residence has now been razed, and the property is designated to accommodate future expansion in support of St. John's Church.

The Civic Association confronted Fairfax County again in the 1960's over a portion of the County's Master Plan for Highways. According to the plan, a major dual-lane passenger and truck expressway would be constructed from Old Dominion (now Old Dominion Square townhouses) along Pimmit Run to Kirby Road. The plan involved taking property in Brookhaven, cutting it off from Pimmit Bend Park and the almost total destruction of Pimmit Bend Park as a park entity. Supported by Salona Village Civic Association and representatives of Ballantrae farms, the Association's opposition gathered strength when various McLean associations and interests formed a general protest.

Although the Civic Association successfully prevented further consideration of this Plan, the County, nevertheless, was given permission to install electric wires along the proposed route. This additional source of high voltage electric power was necessitated by the growing McLean and Langley communities as well as by the construction of the new CIA headquarters.

In 1951 Saint John's Church purchased land from Andrew Furlong for the site of the new church. In 1953 it became officially the Church of St. John the Evangelist (patron saint of John Carlin). The school opened in 1957. The convent was built in 1967. Reflecting the growth of the McLean community, the parish was divided in 1961 – the western portion becoming Saint Luke's Parish on Georgetown Pike.

By 1962 Madison Court was developed as well as the Forest Villa area intersecting Furlong. The Civic Association was involved in the need to obtain new water lines for these homes and replace the old water pipes now found to be contaminated. The Association joined with the McLean Citizens Association in opposing multi-story apartments along the Old Dominion-Pimmit Run tract. Vinson Hall, however, was the forerunner of the town houses soon to be built in the McLean area after which the issue of multiple-house dwellings was settled.

In 1961 Fairfax County connected McLean's sewers to the District of Columbia's sewerage system. When the treatment capacity proved inadequate to serve the growing area around the plant, County officials decided to expand a nearby Treatment Plant and abandoned the McLean Plant. About three years later, local residents bought the two 90-foot diameter trickling filters for \$215,000 and, on Memorial Day, May 26, 1966, the first season of the Highlands Swim Club was launched with approximately 200 members paying annual dues of \$50. (An earlier bid to construct a membership swimming pool on the Hall property had been defeated when the Civic Association decided that a serious traffic hazard would develop.)

In 1967, a new development began in the East Avenue/Munhall Court section (originally called Carlin Terrace). This development presented the Civic Association with the question of whether newly developed contingent areas should automatically be included as members, be invited to join the Civic Association, or organize their own civic association. In this instance, Carlin Terrace residents chose to become part of the Brookhaven/Forest Villa Civic Association (BFCA). At the same time, the parameters of

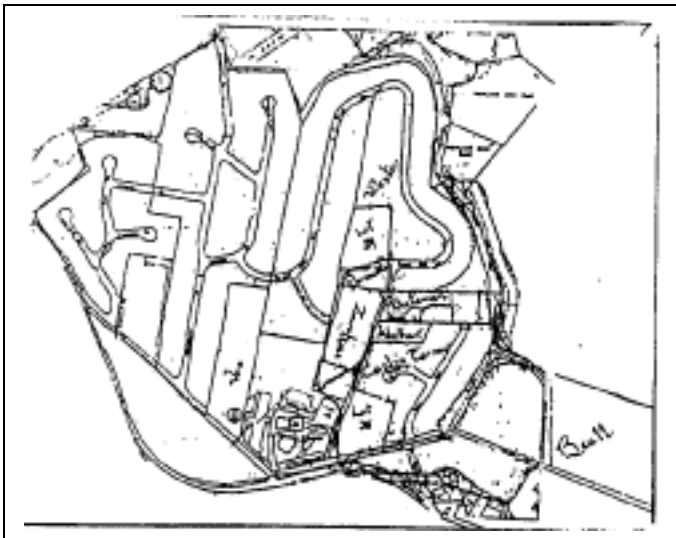
the BFCA were determined to extend from Little Pimmit Run on the west to Old Dominion on the south and Kirby Road on the east.

Other issues confronting the Civic Association during the late 1960's included vandalism at the Highlands Swim Club which led to the installation of lights at the courts and buildings, the use of the wooded areas for hunting, and hazardous road conditions at the intersections of Linway/Brookhaven and Oakview/Brookhaven which ultimately led to placement of stop signs. The threat of lowered insurance rates prompted the Civic Association to urge the installation of fire hydrants in appropriate places in the newly developed areas.

In conjunction with the national movement on environmental protection, air pollution control ordinances were passed in Fairfax County which forbade the burning of leaves in McLean where trash collection was available. The Civic Association supported this ordinance which requires private collectors to pick up leaves and grass clippings.

At this time, the Civic Association developed a more comprehensive directory and provided it to all Association members. It outlined useful family and residential information. The format was significantly expanded over the straightforward name roster/phone number technique that had been earlier in use.

The second wave of property division began when in 1965 Horace Wester sold the remaining undeveloped area of Forest Villa Woods to developers. The Civic Association maintained a close watch on the Cardinal Construction Company, especially with regard to rezoning issues. Members of the Civic Association reviewed all plans and attended many hearings. New homes appeared at the top of the hill and a road was laid to connect with the first portion of Forest Villa.



In 1971 Dominion Woods subdivision was developed on the Hall Farm, adding 43 new members to the Civic Association. The sale of the four-acre Bateman tract, at the juncture of Forest Villa and Carlin Lane and extending back to East Avenue, prompted the Civic Association to again proactively ensure that zoning was not downsized.

Originally the land had been zoned R-1 (only four homes could be built on the four acres). Despite

strong protests of the Civic Association and of individual homeowners based on storm water drainage issues and the existence of a 60-foot cliff at the rearmost property line, the

builders gained approval for rezoning the area to R-5 (9 homes could be built on the four acres).

Carlin Lane had originally continued straight north, past the original St. John's Church, to an old farmhouse and barn. During the period when the Carlins owned this property, the road was no doubt used as a cow path and wagon trail between homesteads. As such, its maintenance was the responsibility of the property owners. During the early stages of the planning and development of the remainder of Forest Villa Woods, there was much controversy over the use of Carlin Lane. A major issue involved whether the road was a private or public thoroughfare.

Given the dilemma over Carlin Lane, a number of alternatives were considered to bypass this relatively undeveloped access road. One proposal was to connect Forest Villa Lane with East Avenue through the rear of the Bateman property. Another proposal was to terminate Forest Villa Lane as a cul-de-sac where it reached the top of the hill. There was also a proposal to install a barricade on Forest Villa Lane at the south end of the Odenkirk property. All of these proposals eventually gave way to a more prudent and economically viable approach.

Despite the increased usage by new Forest Villa residents, the responsibility for maintenance remained with property owners along Carlin Lane. Occasionally the County provided grading and there was some repair work done by St. John's Church as far as the convent. The development of Chowning Place, and the use of Carlin Lane as a school bus route, resulted in routine County maintenance. Notwithstanding these developments, Carlin Lane remained an undeveloped, single-lane gravel road for many more years.

In 1979 there was again considerable discussion between property owners and the County concerning the need for a wider road. Issues regarded the amount of land to be given over by the property owners in order to accommodate such a move and the question of financial responsibility for the paving of the road. The development of the land across from St. John's (Lot 35), and the 1986 construction of homes on this property resulted in the realignment of the Linway Terrace access to Carlin Lane. The realignment bypassed the entrance to St. John's Church. While this section of Carlin Lane was widened and improved, the upper part of the road from the convent (now, The Youth Apostles Institute) to the intersection with Chowning Place remained a single lane, gravel surface road.

The property extending along Linway Terrace from East Avenue to Kirby Road was a portion of land belonging to the Beall family who had purchased this land from Thomas S. Wren. Hunting Hills of McLean and Linway Park Drive (the Kenner Tract of 8-9 acres) were developed in 1985. Since Linway Park Drive is a private road, it was determined that a separate homeowner's association was required to deal with its immediate problems. However, the residents decided to remain affiliated with the BFCA for community matters and the Security Patrol.

The undeveloped land northwest of the intersection of Forest Villa and Carlin Lane, Lot 29, raised another zoning issue. In 1984, Robert Young Associates had bought the property from Paul Horowitz and announced its plans to build 6 to 9 houses. They sought rezoning from R-1 to R-3 (2-3 houses per acre). Through meetings with the Civic Association, the developers agreed to restrict building to no more than six traditional homes and to provide a private street. Construction of these homes began in March 1986, and resulted in the creation of Poplar Place, a private cul-de-sac of six residences.

The increase in the number of burglaries in the Brookhaven/Forest Villa area (averaging one robbery per week) was reflected in a similar increase in crime in the County. This was attributed to limited personnel and a decrease in budgeted funds for the Fairfax County Police Department. Following the lead of surrounding neighborhoods, particularly Potomac Hills, the Civic Association in March 1980 organized the volunteer Security Patrol. Nearly 70% of the 230 homes responded and successfully reduced the burglaries in the area.

However, a victim of its own success (one break-in during 1983), the patrol leaders found it increasingly difficult to sustain commitment, to maintain an active force, and to raise funds for the equipment. In an effort to strengthen the Patrol, the operation was reorganized in 1984 and divided into four zones/teams for scheduling and administrative purposes. At the time, nearly 90% of the 270 homes were participating in the daytime/nighttime patrol. Unfortunately, the program is no longer active. However, many residents remain abreast of crime and violence incidents through the McLean Substation Crime Watch Program available on the internet.

In 1992 the saga of Carlin Lane was finally resolved satisfactorily. Past Association leaders, Fred Doyle and Bob Moll, had laid the groundwork with County staff and the Dranesville Supervisor's Office for action. Harry Bacas, newly elected as Association President, appealed for support to Ernie Berger, the Dranesville Supervisor. With surprising speed, unused funds were identified and approval obtained from the Board of Supervisors to bring this section of Carlin Lane to standard. That Carlin Lane is no longer a cow path is testament to the good work of many.

The Civic Association was organized to assist all members and to provide an orderly and informed channel through which County officials and departments might be contacted and advised. Each member is provided an opportunity to propose ways to create a better community. As the needs of the neighborhood change, so also do the demands made upon the Civic Association.

In June 1985, delegates of the Civic Association were once more assigned responsibilities for key interests, e.g., monitoring of undeveloped plots, zoning, environment (gypsy moths, Japanese beetles), information dissemination (newsletter), re-examination of the Civic Association constitution and by-laws, and the revision of the Neighborhood Directory.

2007 Update

The Civic Association has managed to move into the 21st Century with vigor and a modest sense of accomplishment. In the past 20 years, the existing small farmlands and undeveloped properties have given way to infill development, raising issues associated with increased population and traffic densities. Environmental issues, particularly storm water management and neighborhood traffic ingress/egress concerns, are at the forefront of future efforts. And as has been the case in the past, the availability of funding and resources to deal with these growing problems will ultimately determine our future success.

Association Presidents

	From/To
Paul Kelly	1968
Yuil Black	1968-1971
Don Borcharding	1971-1973
Dennis Moore	1973-1977
Frederick J. Doyle	1977-1984
Larry Farrell	1984-1986
Bob Teeter	1986-1987
Bob Moll	1987-1989
Duncan McRae	1989-1992
Harry J. Bacas	1992-present

Evermay

By Edwin A. (Al) Kuhn, Sr.

April 2007

Introduction

The Evermay Subdivision (Evermay), which is located in the Dranesville District of Fairfax County, is now fully built and consists entirely of single-family homes. Evermay sits on about 85 acres of land that about 100 years ago comprised a large family farm. Construction of homes started in 1966, but beginning in 1969 the history of Evermay is best described by presenting the history of the Evermay Community Association (ECA), which is a voluntary membership, non-profit (Section 501(c)(4)) social-welfare and charitable homeowners association.

The Physical Setting and Noteworthy Neighbors of Evermay

Evermay is situated near the junction of Dolley Madison Boulevard (Rt. 123) and Georgetown Pike (Rt. 193).¹ Evermay was built in two major parts. The original part, on the south side of Rt. 123, consists of 127 building lots that are zoned R-2. The second major part, on the north side of Rt. 123, consists of 32 lots zoned R-3. The land, for the most part, is relatively level; however, there are some elevated areas toward the southern boundary of Evermay. The builder installed a seven-foot high brick wall along Rt. 123, adjoining the bordering parts of Evermay, with each section of the wall being owned by the adjoining homeowner.

At the western end of Stoneham Lane, in the south part of Evermay, there are seven homes that officially are part of the adjacent Lynwood Subdivision on Evermay's western border, but whose only means of road access is through Evermay. These seven homes are considered part of the "Evermay Community," which thereby consists of a total of 166 homes.

Evermay homes were custom-designed, but in most cases drew upon one of the builder's basic designs. The homes are all-brick, with cinder block and plaster walls, and with cedar-shake or slate roofs. Over the years, high-quality additions were added to many homes.

Evermay has four significant institutional and public-park neighbors:

- To the north and east of the Rt. 123-Rt. 193 junction is the Central Intelligence Agency. The ECA has had close contact with the CIA at times over matters affecting the community, e.g., highway rerouting to accommodate additional CIA employees, construction of a guard house near the entrance, and establishment of contact points to report any suspicious activity.

¹ See Fairfax County Property Maps #22-3 and #31-1.

- Contiguous with Evermay's southern border is The Potomac School, with grades K-12, occupying 90 acres that are zoned R-1, but which operates under a Special Exception to the Fairfax County Zoning Act. The School was established at that location in 1950 with an initial student enrollment of 245. Over subsequent years, it constructed many additions, acquired adjacent properties and has steadily increased its authorized enrollment. Of great significance to Evermay is the fact that the School's only means of road access is through Evermay via the Potomac School Road. The School now has a maximum potential authorized enrollment of 1,075 students. For these reasons, continuing interaction with the School became a major preoccupation of ECA over an extended number of years.
- Langley Fork Park, on land owned by the National Park Service (NPS), but operated by the Fairfax County Park Authority, is just to the north of the northern part of Evermay, across Rt. 193; and the NPS' Claude Moore Colonial Farm is a bit farther north. These parks have little or no impact on Evermay, but they afford convenient areas for outdoor recreation.
- Clemyjontri Park is contiguous with the western side of the northern part of Evermay. There is no road access to the park from Evermay, and the park has a 70-foot buffer zone between it and Evermay. The ECA's principal concerns are with this buffer zone, including control of invasive plants, installation and maintenance of transitional landscape screening, and the elimination or control of mosquito breeding areas. ECA also is concerned about any potential Park-related parking on Evermay streets.

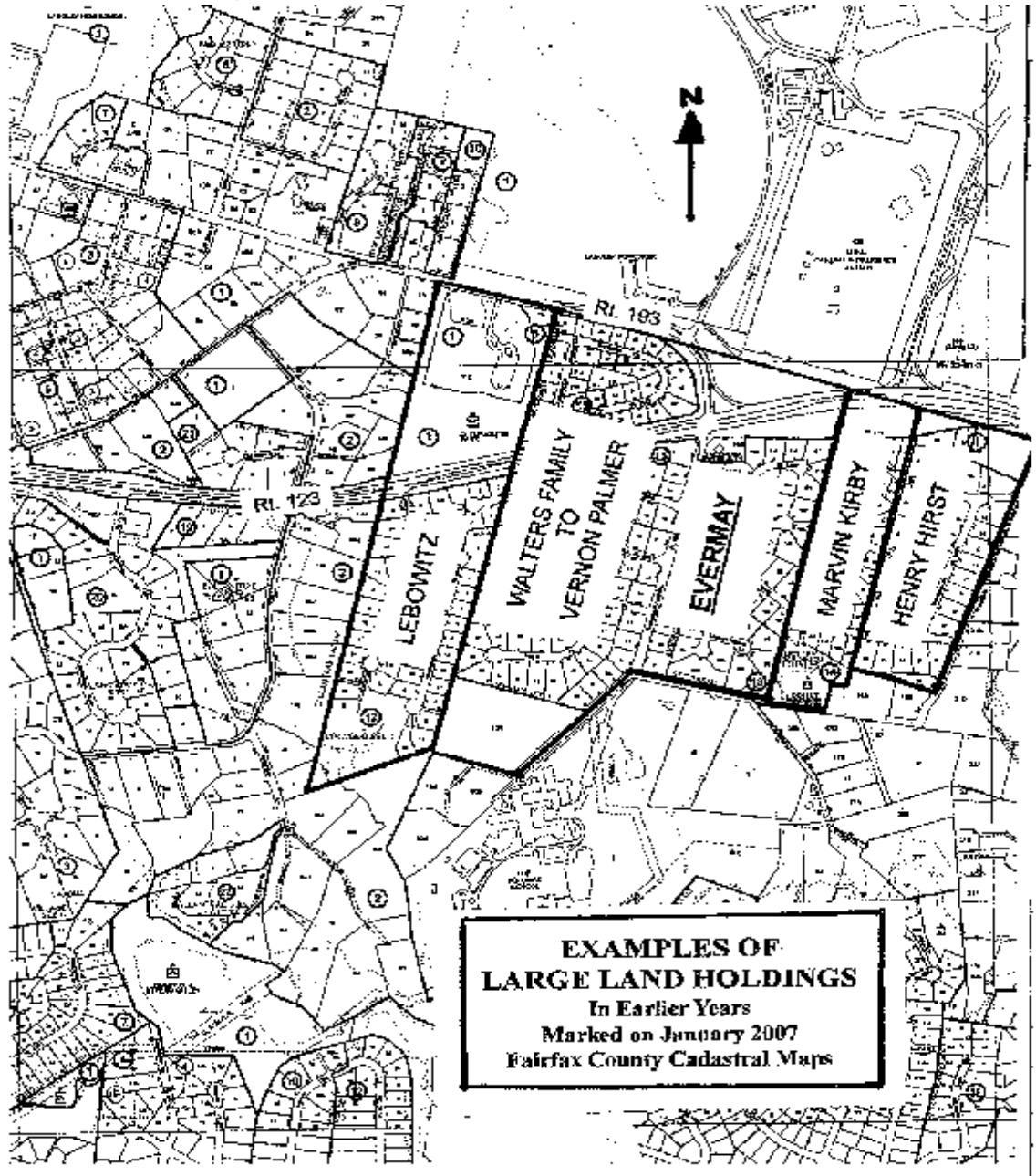
Evermay is conveniently located on a direct commuting route just 2.5 miles from Washington via the Chain Bridge and less than six miles via Key Bridge. With good access to Washington, the Pentagon, major shopping centers and offices of professionals in the Tysons Corner area, and the Reagan National and Dulles International airports, Evermay has attracted a number of prominent individuals who made it their home, including U.S. Senators, Congressmen, and foreign ambassadors.

Origins of Evermay

In 1649, the land comprising Evermay was part of a five million acre tract called the Northern Neck Proprietary that was granted by King Charles II. In 1719, Thomas Lee acquired a 2,862-acre tract from Catherine, Lady Fairfax, that he named Langley. This area extended along the Potomac River roughly from today's Chain Bridge northward to a point not far from Route 495 at the American Legion Bridge, and inland a varying distance south of Georgetown Pike, including present-day Evermay.²

By the year 1900, large tracts of farmland in the vicinity of present-day Evermay were owned by the Walters family. In 1930, Julian M. Walters died, and the land passed

² Carole L. Herrick, A Chronological History of McLean, Virginia (Lorton, Virginia: Capitol Advantage Publishing, 2001): 1-3, 68.



to his heirs, including a grandson, Robert Vernon Palmer. By 1953, he and his wife had acquired virtually all of the land now constituting Evermay. Parts of the land were operated as a dairy farm.³ (See Map labeled “Examples of Large Land Holdings in Earlier Years” on p. 35)

In 1962, Dolley Madison Boulevard (Route 123) was constructed as a four-lane divided highway. This included an entirely new right-of-way across farmlands from Trinity Methodist Church (on Route 123) to near the CIA entrance to avoid what later became the Langley Fork Historic District. One of the farms divided by this construction was the Palmer family property. Vernon Palmer, as he was known, and his wife Bessie were the principal owners. They had a house, barn and outbuildings on what is now the northern part of Evermay. The Palmer property—on both sides of the highway—eventually became Evermay, with a small exception at the southern end of the tract that later was acquired by The Potomac School.

The Evermay Subdivision was developed and constructed by a single person, Mr. Gene H. May, who built over 1,000 single-family homes in the Washington area before his death at age 80 in 2005.⁴ While completing building the subdivision of Villamay in Alexandria in the mid-1960s, he and his wife, Barbara May, turned their attention to land acquisition for a new subdivision, which he later named Evermay.

The land was acquired from Vernon Palmer, his wife and a related party who had a small interest in the property in 1964.⁵ At that time, it was not being actively farmed. In 1966 part of the acquired land was subdivided into residential building lots, and certain portions were dedicated as streets and public thoroughfares, all of which comprised Section One of Evermay. Included in the deed that recorded this action was a set of 12

³ See Deed Book 468, pages 454-460, recorded November 14, 1945, which recites a history of relevant land transactions dating back to 1873. See also Will Book 45, pages 460-466, recorded September 15, 1953, and Deed Book 1534, pages 1-7, March 8, 1957.

⁴ Gene May was highly regarded by his clients and neighbors. On January 18, 2005, The ECA Board of Directors passed the following Declaration:

“To Gene H. May: The Directors of the Evermay Community Association, on behalf of all the residents of Evermay who have known you over the years as the founder, builder and fellow resident of the premier community of Evermay, in which we are privileged to live, declare as follows: Your integrity in all of your dealings and determination to construct high-quality homes that would stand the test of time are legendary. You not only built the homes, you reside in the community as a very good neighbor who can be counted upon to help others in the community, whenever requested. You have unfailingly responded with freely-given advice and assistance. You have earned our admiration and respect; we salute you for your accomplishments and express our appreciation for all of your contributions to Evermay.”

⁵ See, for example Deed Book 2509, pages 32-33 and pages 44-46, recorded September 14, 1964.

“conditions and restrictions” described as covenants running with the land.⁶ These same covenants and restrictions (Restrictive Covenants) were included, unchanged, in the subdivision and dedication deeds for each of the subsequent sections comprising Evermay, for a total of seven numbered sections.

Evermay construction started in 1966 with the building of a display house at 1200 Potomac School Road, which also provided an office for the builder. At that time, Potomac School Road, which extends from Rt. 123 south to its termination near the School, was a narrow, gravel-tar surfaced outlet that allowed, with care and relatively low speeds, two lanes of traffic. Evermay’s builder enlarged the road to a paved, 60-foot right-of-way, i.e., 10 feet wider than all the other streets in Evermay, with a net curb-to-curb distance of 36 feet. This permits, comfortably, two lanes of moving traffic and one lane of parked cars. This improvement, which also was of great benefit to The Potomac School, was paid for by the purchasers of Evermay building lots.

In 1985, with completion of Evermay Sections One through Six, the builder formally assigned all of his rights concerning the Restrictive Covenants to ECA. In the same deed, he granted a sign easement over Lot 1 for the “Evermay” sign on an existing brick wall at the entrance from Rt. 123.⁷

In 1987, with completion of Evermay Section Seven, the builder similarly assigned his rights concerning the Restrictive Covenants to ECA.⁸ Previously, in 1984, the builder had conveyed Parcel A in Section Seven to the Dunaway Racquet Club, a non-profit corporation established to own and administer, for the benefit of all residents of Section Seven, two tennis courts and adjoining commonly owned land.⁹

The Evermay Community Association

The ECA was organized in 1969 to advance the interests of Evermay residents. Over subsequent years, the ECA established a record of many accomplishments as a result of strong support by Evermay residents and the dedicated work of its officers, directors and committee members. Well over 100 individuals contributed substantially with their time and effort; although a few are named herein, space limitations do not permit naming all of them.

Starting about 1967-1968, Gene May allowed use of the lower level of the display house, at the corner of Rt. 123 and Potomac School Road, as a sort of unofficial meeting place, particularly on weekends when, typically, three or four residents or persons whose homes were under construction might drop in during an afternoon. One of the regular attendees was Connie B. Gay, then owner of radio stations WQMR and WGAY and a member of the Country Music Hall of Fame. In 1969, while Evermay Section One was being constructed, several burglaries of newly occupied homes were experienced. At a

⁶ See Deed Book 2838, pages 473-488, recorded November 7, 1966.

⁷ See Deed Book 6089, pages 1582-1584, recorded January 28, 1985.

⁸ See Deed Book 6673, pages 0337-0338, recorded April 1, 1987.

⁹ See Deed Book 6107, page 1653. This area encompasses about 3/4th of an acre.

meeting of residents, led by Frank E. Wall, Jr., a Task Force was established to explore creation of an association that would develop more interaction among residents and deal with common problems. On December 8, 1969, the Task Force presented its recommendations, including a proposed set of by-laws, to a meeting of Evermay residents, with 37 persons in attendance, representing almost all of the residents at that time. The by-laws were adopted, officers and directors were elected, and the ECA was established.¹⁰ This was done without involvement or direction of the builder, but with his encouragement.

The original Evermay Board of Directors had just six directors and four officers for a total of ten voting members. Over the years, as Evermay construction continued, additional directors were added so that there now are 17 voting members, including 12 directors, four officers, and the Immediate Past President. Other former presidents and the president of the Dunaway Racquet Club are automatically made board members, but without a vote. Efforts have always been made to ensure that all streets in Evermay are represented. The board meets four times a year, usually at the home of the president, and there is an annual meeting of all members of the association. Annual meetings initially were held at Evermay display house, then at The Potomac School and later at the McLean Community Center. Annual dues started out at \$12 per home in 1969 and increased to \$150 as of this writing. Payment is voluntary, but historically there has always been a high percentage of participation.¹¹

In addition to interactions concerning Evermay's neighbors, ECA has consistently placed major attention on enforcement of the Evermay Restrictive Covenants. A Committee for this purpose has addressed on the order of 100 requests for structural changes or additions. Each such request, following the committee's recommendation, is then acted upon by the ECA Board; and a written response is provided. With few exceptions, this process has been respected and adhered to by residents.

Community beautification and the external appearance of Evermay has always been an important focus of ECA's attention, particularly regarding street trees and the landscaping and maintenance of the community entrances and the grassy border along Rt. 123.

Social activities of a wide variety have been held to help bring residents together and foster a sense of community. Interest in most activities has waxed and waned over the years. A few examples are provided. In 1972 and 1973 ECA sponsored Fourth of July fireworks displays, with punch and cookies for the children. The year 1978 saw the

¹⁰ The bylaws have been revised many times subsequently, always with an approving vote by the ECA membership at an annual meeting. A major revision was approved at the November 2005 meeting.

¹¹ Inasmuch as membership and payment of dues is voluntary, the ECA is not subject to the Virginia Property Owners Association Act; however, the Dunaway Racquet Club, which pertains to the 32 properties in Section Seven, north of Rt. 123, has mandatory membership and payment of dues, which means that these properties are subject to the disclosure (upon sale) and other requirements of that Act.

first of a number of yearly dinner dances that were held at various country clubs or the Army and Navy Club in downtown Washington. Starting in 1980 a number of Easter egg hunts for children were held; in 2003 and for several years thereafter, Eddie Marrocco, an Evermay resident and well-known restaurateur in Washington, appeared costumed as the Easter Bunny. In 1985, Sally Taylor organized the Evermay Gourmet Dinner Club (later the Evermay Dinner Group, which continues today) that holds monthly dinners at the homes of its members, with each member contributing an assigned menu item. Other events included Halloween parades followed by refreshments and a best-costume prize, a group visit to the Hayloft Dinner Theater, picnics, Oktoberfest party, golf tournaments, and a community yard sale.

Highlights of other noteworthy ECA actions over the years are as follows:

1970

- ECA focused on measures to deter vandalism and burglaries, including strong encouragement to residents to illuminate their properties at night coupled with requests to the police for additional patrols.
- ECA instituted a practice of sending a floral arrangement upon the death of an Evermay family member.

1971

- ECA's request to the County to reduce the posted speed on Potomac School Road from 35 to 25 miles-per-hour was rejected, but the speed limit later was reduced as requested.

1972

- The brick wall along the south side of Rt. 123 was defaced by spray painting, and ECA planted English Ivy to cover ultimately 861 feet of the wall. ECA agreed with the builder to provide a lighting fixture to illuminate the Evermay entrance sign and to pay \$50 annually for electricity he provided.
- ECA instituted the practice of having an association representative make a personal welcoming call on each new resident.
- Concern began to emerge about unsightly asphalt patches to sidewalks where settlement had occurred.

1973

- Acting upon resident complaints about rowdy gatherings of young people at the southern end of Potomac School Road, ECA worked with the police, who made several arrests.
- ECA sponsored a petition to the County to have the electric company, i.e., VEPCO, install street lights on the power poles along Potomac School Road and to add a few, but smaller, light poles at the southern end, which was accomplished.
- After extensive research on appropriate street trees to go between the streets and sidewalks, the Bradford Pear tree was selected. ECA negotiated a well-discounted price with Behnke Nursery, obtained permission from the Virginia Department of Transportation (VDOT), and arranged for the planting of 150 trees throughout the community as requested and paid for by individual homeowners. In addition, ECA planted some trees outside the brick wall. The planting of street trees continued in later years as construction of new homes continued.

1974-1976

– ECA sponsored a Milky Spore application program to deal with a profusion of Japanese Beetles in the community. ECA purchased the material in bulk, volunteers emplaced it, and participating homeowners paid for the material.

-- An important issue arose in 1975 over the planned rezoning of a 31 acre tract of land to the west of Evermay (south of Rt. 123) that later became the Lynnwood Subdivision. Rezoning from R-1 to R-4 was requested, which Evermay and the Ballantrae Farms Subdivision opposed. As initially planned, the new community was to have no direct access to Rt. 123, and all of its traffic was to be funneled through Evermay and Ballantrae Farms, the latter being situated on the other side of the tract. Certain Ballantrae Farms residents petitioned the County to eliminate the road access through their community, which would have routed all of the Lynwood traffic through Evermay streets, already being congested by Potomac School traffic during commuting hours. Although ECA opposed this, it was approved by the County. ECA thereupon sponsored a petition to the County requesting that there be no direct road access for Lynwood through Evermay. This was approved, which left a relatively short “stub” road at the western end of Evermay Drive.

1977-1978

-- Street tree planting and milky spore application continued as new streets were developed.

-- A major effort, led by Gloria Adams, which continued for several years, was made to have VEPCO place underground or reroute the high-voltage power lines along Potomac School Road—without success due largely to the high estimated cost.

-- A notable policy decision was made at the 1978 annual meeting, namely to have the ECA assume full responsibility for landscaping and maintenance of the public area at the Evermay entrance sign. In later years this evolved into hiring an independent contractor to do the work, including mowing the lawn areas on both sides of Rt. 123 adjoining Evermay. This became ECA’s principal continuing financial undertaking.

-- An ad hoc committee of residents was established to prune all street trees as necessary. In subsequent years, ECA coordinated use of a contractor to prune the trees, with each homeowner paying for his own trees.

1980

-- In December 1980, ECA commenced a major ECA undertaking that continued for over 19 years before ending in May 2000. Eleanor and Dr. Milton W. Werthmann were the organizers and sponsors for many years of a Neighborhood Security Patrol. Many other residents, too numerous to name, subsequently contributed greatly, for example, Terry Daly, Glenn Goodhand, Mack Hodges, Robert Green, Nikii Frank, Ginny Thorson and Barbara May. The patrol was manned by volunteer residents using their own vehicles, with magnetic “Evermay Security Patrol” signs displayed, while patrolling Evermay streets in the evening. Initially there was a radio base station, manned by residents, in contact with the patrol car.

1982

-- In 1982, Evermay’s builder requested that ECA consider the Restrictive Covenants “theirs” and work “side-by-side” with him in a smooth transition to full responsibility as the decision maker for covenant administration and enforcement. Previously, ECA had cooperated with him in the resolution of specific cases. This new approach continued

until responsibility for the covenants was fully and formally assigned, in subsequent years, exclusively to ECA.

1984

-- In 1984, ECA coordinated the obtaining of a "backyard build" of Media General Cable installations in Evermay, in contrast to visually intrusive front-yard terminal boxes.

-- Another significant undertaking, led by Kent Maxfield, was close interaction with the CIA concerning realignment of the Rt. 123 and Rt. 193 intersection. The results, in part, included CIA's funding of a noise and traffic barrier wall between Evermay and Rt. 193.

1985

-- Charles Ciccone, then president of ECA, commenced publication, for ECA, of the "Evermay News," a professional quality newsletter that was sent to all residents several times a year. He continued as Editor for the next 18 years.

-- In January 1985, the builder formally assigned to ECA all of the rights reserved to him in the Restrictive Covenants, along with a sign easement at the entrance to Evermay, with respect to Sections One through Six, i.e., south of Rt. 123.

-- In 1985, The Potomac School requested the County, as a Special Exception to the Zoning Act (issued as SE 85-D-097), to authorize a full high school, adding grades 10-12, along with an increase in student enrollment from 550 to 812. Based on the School's assurances of a high percentage of students bused to school and extensive carpooling, ECA supported the School's request and entered into a formal Memorandum of Understanding on December 19, 1985, in which both parties pledged cooperation and prompt addressal of each other's concerns.

-- For the first time, ECA negotiated a contract for the entire community for trash collection services, with set rates and individual billing to homeowners. The contract, with AAA trash Removal Services, was renewed periodically over the years.

1986

-- Effective this year, annual ECA dues were raised from \$25 to \$50 per household in view of increasing costs.

-- An agreement was reached with Kent Maxfield, owner of the end portion of the brick wall at Dunaway Drive, for the emplacement thereon of an Evermay sign, maintenance of the area, and reimbursement to him of the cost of providing electricity for sign lighting.

1987

-- In March 1987, the builder formally assigned to ECA all of his rights in the Restrictive Covenants for Section Seven, north of Rt. 123.

-- In July 1987, ECA was successful in obtaining a traffic signal at the intersection of Rt. 123 and Potomac School Road.

-- The ECA, for the first time, acquired insurance covering its officers and directors along with other related coverage. The coverage was extended to the Dunaway Racquet Club, which pays ECA for the extra costs of covering itself and its two tennis courts.

-- In November 1987, ECA filed a suit in the Fairfax County Circuit Court against an Evermay homeowner who had, in May 1986, installed an eight-foot diameter satellite dish antenna in his side yard without having obtained approval of the ECA, as required by the Evermay Restrictive Covenants. Prior thereto, ECA had exerted considerable effort to obtain removal without court action. The matter was settled without trial in June 1988 when the homeowner agreed to remove the antenna.

1989

-- ECA led an effort to remove from the County's Comprehensive Plan and from VDOT's 2010 State Highway Plan the proposed widening of a section of Dolley Madison Boulevard, from the George Washington Parkway past Evermay to the entrance to the Dulles Access and Toll Roads, which residents believed would have very adversely altered the nature of the McLean community. The planned widening would have converted the four-lane highway to a six-lane divided highway, with major environmental consequences and lack of effectiveness inasmuch as no widening of the connecting roads was feasible, e.g., the George Washington Parkway. ECA, which labeled the undertaking "Communities United to Prevent Widening of Route 123" (Curb-123) and, spearheaded by resident Edwin (Al) Kuhn, secured the cooperation and support of 20 nearby community associations and the McLean Citizens Association. In August 1990, the Board of Supervisors directed its chairman to advise VDOT of the County's opposition to the widening, with a request to remove it from the VDOT plan, which was done.

1991

-- Effective this year, annual ECA dues were increased from \$50 to \$75 per household.
-- The ECA, in an effort that began in 1988, was successful by early 1991 in obtaining a resumption of new gas heating service to Evermay homes. (New gas service had been halted in the mid-1970s during an energy crisis, necessitating more costly all-electric or heat-pump installations.)
-- The Potomac School asked the County for a Special Exception Amendment (SEA 85-D-097-1) to increase enrollment from 812 to 875. The ECA, while endeavoring to be a good neighbor, realized that the School was not meeting the traffic-limitation assurances previously given. In fact, School-related traffic had increased substantially, and the percent of students bused had declined from 54% to 33%. ECA nevertheless endorsed the request, but insisted upon a contractual agreement (Agreement), entered into on October 1, 1991, that required the School to take further measures to reduce traffic, including increased use of buses. The Agreement also stated that there would be no further enrollment increases unless certain traffic-limitation measures, satisfactory to ECA, were met.

1993-1994

-- Persistent ECA efforts that continued over a period of fifteen years finally succeeded, with the enlistment of political support in obtaining VDOT's agreement to replace all Evermay sidewalks that had subsided, otherwise became misaligned and presented a safety hazard, or that had received unsightly, supposedly "temporary," black asphalt patches.
-- The Bradford Pear trees that had been planted along Evermay streets up to 20 years ago became generally recognized as having some genetic defects (shallow roots and clustering, weak branches), and were at or near the end of their useful life. Many were removed as the sidewalks were repaired. As a replacement street tree, upon the advice of VDOT and others, ECA selected the Aristocrat Pear, a much improved cultivar of the Bradford Pear; and ECA coordinated their purchase and planting.

1995

-- An insulator arm atop a VEPCO power pole on Potomac School Road failed, causing a high-voltage wire to fall and contact a lower voltage circuit. A resulting power surge entered some nearby Evermay homes and caused significant damage. Tom Fritz, then

ECA President, led efforts to hold VEPCO accountable. VEPCO replaced the insulator arms on all poles along the road with an improved design.

1996

-- The Potomac School requested authority from the County (SEA 85-D-097-2) to construct 10,000 square feet of new athletic facilities. ECA's principal concern was that the new facilities would be used by School families, alumni and others in a manner tantamount to a health club, which would add to the continually worsening traffic congestion on Potomac School Road. In a contentious proceeding before the Planning Commission and the Board of Supervisors, the ECA did succeed in having the County limit alumni and other outside usage to six one-day events annually. In addition, prohibitions were established against the parking of School-related vehicles on Evermay streets.

1997-1998

-- In July 1997, in proceedings before the County that extended to November 1998, The Potomac School again requested authority from the County (SEA 85-D-097-3) to construct new facilities, notably including a Performing Arts Center and a new Upper School. In June 1998, the School amended its request to include a 13-acre tract of recently acquired land, known as the "Lee family property" located adjacent to the southeast part of Evermay, which would be used for parking and athletic fields. The School, at ECA's request, completed a major survey of all potential access routes to the School, with a report entitled Access Study of Second Entrance to The Potomac School, Phases I and II; however, the results led to no apparently available way to acquire such an access route at that time. With no demonstrated reduction in School-related traffic and no improvement in the busing percentage, ECA sought mandatory busing and traffic limitation measures. Although this was not successful, the ECA obtained County-imposed Development Conditions (Conditions), attached to the approved SEA, that strictly limited events at the School on Sundays and, at all times, limited the use of School facilities by outside groups.

2001-2003

--In November 2001, the IRS granted ECA's request to be officially designated as a non-profit Section 501 (c)(4) organization; thereafter, ECA's reserve funds were held in interest-bearing accounts.

-- An important new issue arose that would require substantial ECA involvement as it evolved several years later. This stemmed from the conditional donation, by Adele Lebowitz, to the Fairfax County Park Authority (FCPA) of a major tract of land that adjoined the northern part of Evermay, i.e., the homes on the west side of Dunaway Drive. An ad hoc committee of concerned residents living on both sides of the tract met with the FCPA to provide input into the planning. ECA's principal concerns were with conceivable parking by Park patrons on Evermay streets, road access to the Park through Evermay, noise generation from a planned carousel, vandalism and after-hour use, and an adequate buffer zone with transitional screening. On January 16, 2002, the Fairfax County Park Authority Board approved a Clemyjontri Park General Management Plan and Conceptional Development Plan (Park Plan) that appeared to meet ECA concerns, including the establishment of a 70-foot buffer zone.

-- In December 2002, The Potomac School requested authority from the County (SEA 85-D-097-4) to increase enrollment from 875 to 1,075, i.e., a 23 percent increase. With

School-related traffic counts documented at a high level and little change in the percentage of students bused, and without concurrence from the ECA as required by the 1991 Agreement, ECA requested that the SEA application be withdrawn. When this was not done, ECA entered suit in the Fairfax County Circuit Court seeking injunctive relief. Thereupon, the School and ECA entered into intensive negotiations that resulted in an amendment to the 1991 Agreement. This was completed in June 2003 with the able assistance of Evermay resident Rodney F. Page, Esq. and outside counsel, and the court action was withdrawn. The amended Agreement required the School to adhere very strictly to specific busing requirements and limitations on School-related vehicle traffic. In addition, a schedule of compensatory damage payments to ECA was prescribed in the event of noncompliance. In return, ECA agreed to support a multi-year increase in enrollment to 1,075, with demonstrated compliance by the School with all requirements as a prerequisite. The new traffic limitations measures were also incorporated in the County's mandatory Conditions in the SEA. As events later demonstrated, this interaction between the School and ECA inaugurated a new era of close cooperation between the two parties, in which the School made major changes in its busing and other operations in order to meet the agreed requirements.

2004

- Effective this year, annual dues were increased from \$75 to \$100 to replenish ECA reserve funds spent on litigation and for other increasing costs.
- ECA opposed a proposal by Verizon to increase the height of a power transmission pole, near the junction of Rt. 123 and 193, by 10 feet and place atop it a cell-phone antenna platform. The County Planning Commission, nevertheless, approved the application. A subsequent application, by Cingular/Sprint, which requested authority to add an additional 20 feet in height to the pole, accompanied by additional antennas, was withdrawn when the County advised the applicants that an SEA was required. The existing pole is generally visible throughout the northern part of Evermay.

2005

- Effective this year and for two additional years, annual ECA dues were increased from \$100 to \$150 per household to provide for anticipated major beautification work at Evermay's entrances and along the brick wall.
- Elton Hailey, in memory of his deceased wife Jayne, donated 40 crepe myrtle trees to be planted along the north side of Rt. 123, adjacent to Evermay. ECA funded the cost of removing some old trees and their stumps.
- The brick walls along Rt. 123 were steam cleaned (for the first time), ivy was removed, and Evermay sign lighting was overhauled and improved.
- In August, ECA orally reported to the Fairfax County Health Department that a large population of mosquitoes existed along the eastern border of Clemyjontri Park, adjoining Evermay, which constituted a nuisance and possible health hazard (with West Nile Virus being a principal concern). The Health Department's Dr. Jorge Arias responded immediately, found depressed areas containing stagnant water teeming with mosquito larvae, and set mosquito sampling traps. These traps confirmed the presence of "a very high number of mosquitoes compared to other traps [in the County]," but most significant was laboratory testing of the samples that disclosed the presence of West Nile Virus. The Health Department promptly applied larvicide to pools of water; arranged for the County, in an unprecedented action, to spray a Permethrin barrier along the park's border with

Evermay; and commenced a long-term continuing program of weekly monitoring the park for mosquitoes during the appropriate season, with laboratory testing of samples.

- The experience just described caused ECA to commence a strong effort to have FCPA develop more detailed plans to implement the approved Park Plan, with particular reference to the buffer zone, including removal of invasive non-native plants (including tall bamboo, which becomes a mosquito habitat when it matures and falls), the planting of adequate transitional screening, grading to eliminate mosquito breeding areas, and a commitment to perpetual maintenance of the buffer zone.

2006-2007

- In continuation of the work started the year before on improving Evermay's external appearance, further improvements were made to Evermay sign lighting and a major redesign and replanting of the landscaping (overgrown) at the Potomac School Road entrance was completed. In addition, numerous intrusive vines, undesirable trees and other vegetation were removed.
- The ECA posed no objection to a new application, by Cingular, to use the Verizon pole for cell-phone antennas inasmuch as the antennas would be placed 10 feet below the Verizon antennas, resulting in only a marginal increase in visual intrusion. Another application, by T-Mobile, was submitted to the County to add 10 feet to the pole; it remained in limbo after the applicant was informed of the need to obtain an SEA.
- The Potomac School commenced detailed consultation with ECA concerning a new request to the County for a substantially revised master plan for facilities. The School fully accommodated all ECA concerns and requests, and submitted its application in December 2006 (i.e., for SEA 85-D-097-5). ECA, accordingly, endorsed the application as submitted.
- During the fall semester of 2006, it was fully documented that the School met its busing and traffic-limitation requirements, with a major increase in student busing and a substantial reduction in School-related vehicle traffic. Accordingly, ECA advised the County that no objection was posed to an increase in student enrollment from 921 to 975 as authorized by the Agreement and the County's Conditions.
- With the formal opening of the northern part of Clemyjontri Park in early October 2006, inadequacies in transitional screening in the buffer zone became evident. In response to ECA's requests, the FCPA removed one major stand of tall bamboo from the buffer zone as a test case and regraded the immediate area. In addition, FCPA engaged a contractor to prepare an overall Invasives Control Plan for Clemyjontri Park, and ECA arranged a meeting for all concerned residents to be briefed on the plan, ask questions and provide comments.

Association Presidents

Frank E. Wall, Jr.	1969— 12/71
Glenn Goodhand	12/71—12/73
Edwin (Al) Kuhn	12/73—12/75
Rocco Larizza	12/75—12/76
Mike Keane	12/76—12/77

Gloria Adams	12/77—12/82
Maurice (Mo) Whalen	12/82—12/84
Charles Ciccone	12/84—12/86
Kent Maxfield	12/86—12/88
Ben Blood	12/88—12/90
Jim Simes	12/90—12/92
Eloise Brooks	12/92—12/94
Tom Fritz	12/94—12/96
Jan Perriello	12/96—12/00
Manny Garcia	12/00—05/02
Barbara Sekhar	05/02—12/02
Clifton Farrell	12/02—03/04
Edwin (Al) Kuhn	03/04—12/06
Milton W. Werthmann Jr., M.D.	12/06—

Two ECA presidents, Gloria Adams and Jan Perriello, subsequently served as president of the McLean Citizens Association (MCA). Evermay customarily has a representative serving on the MCA Board of Directors.

Broyhill McLean Estates

By Brian Higgins, Nicole Ritchie and Sandy Schaefer

Oral Histories provided by Robert Reid, Louise Gary, Bill Frazer and Sidney Dewberry

April 2007

When Broyhill McLean Estates was built in the late 1950's, milk was still delivered door to door and there was only one stoplight in McLean.ⁱ M.T. Broyhill and Sons Corporation built Broyhill McLean Estates and presented it as one of the best really close-in locations in Northern Virginia – ideally situated to take advantage of “new transportation arteries such as the George Washington Memorial Parkway and the Circumferential Highway [Beltway].”ⁱⁱ Even then Broyhill foresaw that a climb in home values was destined for this unique locale because of its proximity to “new national institutions such as the mammoth Chantilly Airport and the ‘Little Pentagon’ CIA building.”ⁱⁱⁱ Today, Broyhill McLean Estates forms an arc around nearly 25% of the McLean Central Business District and is the only subdivision that fronts McLean's three major thoroughfares: Dolley Madison Boulevard, Old Dominion Drive, and Chain Bridge Road. See map on page 48.

The Land

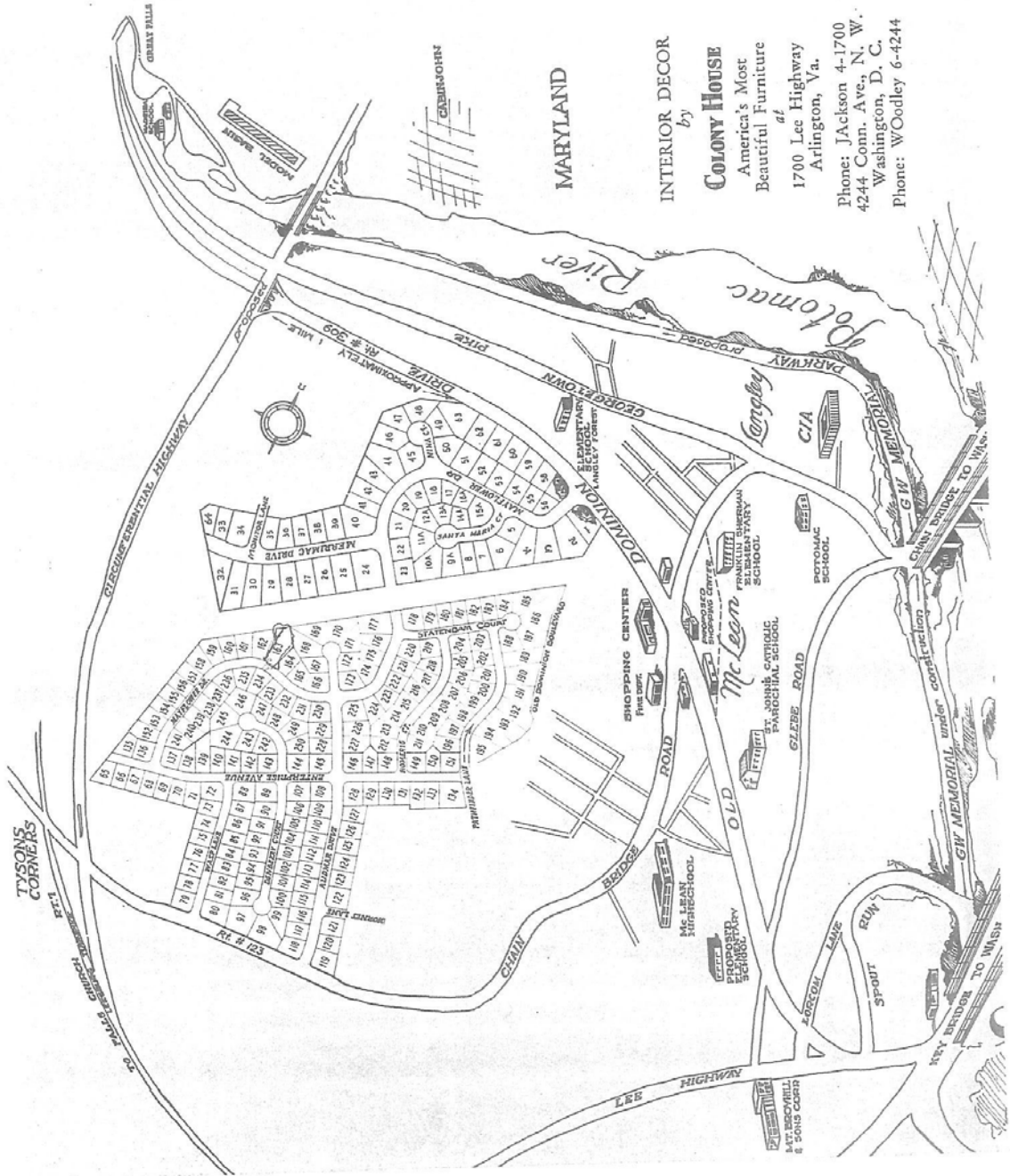
In the 1950's M. T. Broyhill & Sons purchased Drew Farm for the subdivision. Fred Drew owned a large dairy farm and pastureland that covered the area from the early 1900's. Mr. Drew's daughter, Mrs. H.C. Gilpatrick, lived in another home on this estate called Killoran; its entrance was at 7103 Old Dominion Drive, between Rt. 123 and Balls Hill Road. According to original homeowner Louise Gary, Ray Gilpatrick, who lived in the Killoran house and attended her church, sold most of his estate which was originally owned by Fred Drew to Mr. Broyhill. In 1961, Ray Gilpatrick sold his remaining 12-acre property, including his large house, to the Dominican Sisters who established the Dominican Retreat.

A significant section of the neighborhood north of Rt. 123 was previously known as “the kite hill.” Before the hill was graded for homes to be built, children would come to fly their kites on the hill.^{iv} Dead Run drains the subdivision into the Potomac River. The western branch drains two Evans Farm ponds under Merrimac Drive and around the Retreat House; the eastern branch flows along the eastern property line of Pathfinder Lane. The two branches meet in McLean Central Park. Dead Run reminds us that the Potomac watershed extends into our back yards.

Development

Construction began on the first houses in the subdivision in 1954. Marvin T. Broyhill and his two sons, Marvin, Jr. and Joel, owned the development company. For some time after World War II, they developed dozens of subdivisions in Arlington and Fairfax and may have been one of the largest home builders in the world – up to 1500 homes per year.^v Broyhill & Sons also developed Broyhill Crest, Broyhill Park, and Broyhill-Langley Estates in Fairfax County; Broyhill Forest and Broyhill Hills in

Arlington County; and Sterling Park in Loudon County. To provide quick landscaping and shade, the developer planted two silver maples on each lot, one in front and one beside or behind the house. Various hedges were also planted, especially in front of homes and picture windows.



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This aerial photo of Broyhill McLean Estates was taken in May 1960 by original homeowner, Robert Reid of Wasp Lane. He noted that today many people compliment our neighborhood for its beautiful tree canopy. However, back in 1960, the only trees over eight feet tall were the pines at Dewberry and Mayflower. This photo is taken facing south. The long patch of red clay running horizontally across the bottom is now Dolley Madison Blvd. The green field in the upper center is today Lewinsville Park. Mayflower Drive connects the neighborhood on both sides of Dolley Madison.

On July 22, 1957, M.T. Broyhill Jr. and Joel T. Broyhill signed the Owner's Dedication for Broyhill McLean Estates. Joel T. Broyhill represented Virginia's 10th District in Congress from 1952 to 1974.⁶ Greenhorne, O'Mara, Dewberry & Nealon completed the Civil Engineering and Land Surveying. The Surveyor's Certificate was signed by James D. Nealon, Certified Land Surveyor.

In 1961, the neighborhood was extended along Hornet Lane and Fern Oak Court. In 1962, a four-lane bypass of the McLean Central Business District was built from Churchill Road to Anderson Road. The road, called Dolley Madison Boulevard, was built in state right-of-way in the original subdivision plats, and bisected the subdivision. The Capital Beltway opened later that year. In the 1980's, Broyhill McLean Estates welcomed new neighbors along Merrimac Drive which was extended with upscale homes. The shorter street had ended with a pond and swampy land nearby. Louise Gary recalls that swings and a baseball field had existed where these newer homes were built.

Home Features

Broyhill McLean Estates was “planned for 250 home sites on curving streets with cul-de-sacs served with all utilities, curbs and gutters with sidewalks on through streets. Lot sizes average over 12,000 square feet with elevations as high as 340 feet above sea level.” Early advertisements, like the one featured on page 53, promoted a variety of floor plans including Bi Levels (two levels facing the street), Split Levels (three levels), Ramblers (one of two levels facing the street), and Cape Cods. In 1958, houses sold from \$13,500 to the low \$20,000s.

These well-built homes featured Interior Décor by Colony House and modern General Electric Kitchens in mix-or-match colors with dishwashers and metal cabinets. Some innovative or, as some may say, experimental, architecture options were available like the USS Steelstyle models featuring steel studs, steel doors, and steel framed windows from United States Steel Homes Division. Today’s residents still tell stories of the innovative ways they have to find to hang pictures on their walls because they cannot nail into steel studs. Combine the steel framed homes with the metal kitchen cabinets, now back in vogue, and this must have been a fireman’s dream community.

Prices increased significantly during the life of the subdivision due to its prime location, quality of homes and lifestyle, home improvements and additions, and numerous other factors. Between 1979 and 2007, while the Consumer Price Index increased by 2.8 times (203.5/72.6), the assessed value of a typical home increased by nearly 9 times, land by 15 times (\$20,000 to \$300,000 per quarter acre) and improvements by 5 to 10 times.

Street Names

All but one street in the subdivision is named after a sailing ship, warship, or yacht. Marvin T. Broyhill, Jr. loved boats and suggested the names, according to Mr. Sidney O. Dewberry, the Civil Engineer who designed the subdivision and for whom Dewberry Court is named. Audmar is named after M.T. Broyhill’s own yacht which is taken from the first three letters of his and his wife’s first names: Audrey and Marvin Broyhill. The Enterprise, Merrimac, Monitor, and Wasp were ships in the US Navy. The Statendam and Homeric were cruise ships. The Santa Maria and the Nina were two of the three ships Christopher Columbus led when he discovered America. And, of course, there is the Mayflower. In 1959, Charles Gary, original owner (wife Louise) of 7024 Santa Maria Court, suggested that it would be fitting for the residents from Santa Maria and nearby Nina and Mayflower to host a block party on Columbus Day. While not always on Columbus Day, the tradition of the block party continues today!

Residents

Original homeowner Robert Reid recalls McLean still had a rural Virginia feel with local lawnmower and bicycle repair shops. There were three times as many gas stations than today but you had to trek to Lee Highway in Arlington to find a restaurant.

Local entertainment might include a visit to the horse shows in a muddy pasture where Tyson's Holiday Inn now sits, or a visit to the movie theater or bowling alley. But the real fun was in your own backyard. Since there was no central air conditioning at that time, hot summer evenings were spent out in the yard grilling and socializing with neighbors. Often neighbors would stroll down to the local grocery store where you might run into politicians who would eagerly greet you with "Let me tell you what's been happenin' up on the Hill today." Louise Gary noted that bridge was a popular social indoor activity.

Original homeowners were mainly World War II and Korean War veterans, many with GI Bill college educations, and their families, the "Baby Boomers." Like the rest of Northern Virginia and Fairfax County, they represented the influx of population that followed the vast expansion of the Federal government and provided workers for all levels of government, technology, goods, services, and public and private schools⁷ (Netherton, et al., 2004). Many residents today are professional doctors, lawyers, engineers, teachers, realtors, and business people. Others work in retail in McLean and Tysons. Others are employees or retirees of the Departments of Defense, State, and Transportation, Central Intelligence Agency (CIA), Foreign Service, Agency for International Development (AID), World Bank, International Monetary Fund (IMF), and Foreign Embassies and Military Missions.

Civic Association

Originally founded in 1959, the Broyhill McLean Estates Civic Association (MECA) was created to spearhead the founding of the non-profit McLean Swim and Tennis Association (MSTA). The neighborhood and association were instrumental in establishing this as one of the first community pools in Fairfax County. McLean Swimming and Tennis Association is a community-based non-profit recreational and social organization governed by a volunteer Board of Directors. MSTA is located on a four-acre site at 1700 Margie Drive in McLean (adjacent to McLean High School) near Great Falls Street.

In 1985 Lynn and Peggy McNulty led the re-establishment of the association, which had become inactive. The couple alternated as President for many years. A revised Constitution and by-laws were approved on May 5, 1987. The association sponsored block parties, community events, and community activism. Significant events included celebrations to honor original homeowners. Over 100 residents met at the Dominican Retreat House to honor seventy-one original homeowners on May 4, 1988 (51 were able to attend). In 1997, an "Almost Forty Celebration" at Evans Farm Inn was held and honored 55 original owners (25 were able to attend). With the 50th Anniversary of Broyhill McLean Estates approaching in the summer of 2007, approximately 30 original residents still live in the neighborhood.

By the late 1990's, the civic association, whose name was changed to McLean Broyhill Estates (MBE) Civic Association, was called upon by the neighborhood to lead the fight against development of Evan's Farm. For many years residents benefited from

the adjacent Evans Farm Inn, opened in 1959, with Sitting Duck Pub, Mill, antiques store, doll shop, pond, vegetable fields, geese, ducks, farm animals, and old farm equipment. Turkey vultures roosted in the oak trees in front of Evans Farm. While many in the McLean community wished to reverse sale of the property for development in favor of parkland in the late 1990's, the MBE Civic Association took a more pragmatic approach and tried to convince developers and politicians to at least respect the current zoning law on the books of three houses per acre to maintain the community feel. Unfortunately this did not happen but the association was able to secure a sidewalk to connect the two neighborhoods.⁸

Today the MBE Civic Association continues to keep neighbors aware of local activities and developments; it also hosts neighborhood block parties, Halloween parades, caroling, home tours, social hours, a website and more, all in the spirit of continuing neighborhood unity and pride. The MBE Civic Association strives to maintain that classic notion of neighborhood. Nearly 50 years after its inception, Broyhill McLean Estates remains not only an ideal location for living and commuting but an ideal place for those seeking a spirit of neighborly community.

Endnotes

ⁱ Robert Reid, Original Home Owner, Oral History

ⁱⁱ Broyhill McLean Estates Sales Brochure 1959

ⁱⁱⁱ Broyhill McLean Estates Sales Brochure 1959

^{iv} Louise Gary, Original Home Owner, Oral History

^v Sidney Dewberry, Civil Engineer of Broyhill McLean Estates

⁶ Broyhill, M. T. & Sons, July 25, 1957. "Deed of Dedication and Resubdivision, Broyhill's McLean Estates," Fairfax County Deed Book 1575, Pages 546-555.

⁷ Netherton, Nan, Ruth Preston Rose, and Ross Netherton, 2004. "In the Path of History, Virginia between the Rappahannock and the Potomac: A Historical Portrait," Higher Education Publications, page 63.

⁸ Bill Frazier, Home Owner, Former MBE President, Oral History



BROYHILL *McLean Estates*

We view this really close-in location as one of the best in the Northern Virginia area. The rolling countryside has been closely held by owners of unusually fine homes and estates and as a result is in a position to receive the ultimate in ideal zoning and planning. In the next few years great changes will be accomplished that will reflect a greatly enhanced set of values. New transportation arteries such as the George Washington Memorial Parkway and the Circumferential Highway; new national institutions such as the mammoth Chantilly Airport and the "Little Pentagon" CIA building will cause a high demand for home ownership in this ideal area. That is why we urge you to be an early settler and enjoy the advantage of a climb in home values that is destined for this most unique locale.

Broyhill McLean Estates has been planned for 250 homesites on curving streets and cul-de-sacs served with all utilities, curbs and gutters with sidewalks on through streets. Lot sizes average over 12,000 square feet with elevations as high as 340 feet above sea level.

Every effort has been made to obtain as much diversity to the development as possible by planning many different floor plans and front variations to our split levels, bi-levels and ramblers. Further advantage in this endeavor is given to our clients by permitting scores of changes to better suit their requirements.

It is our sincere hope that the pride we experience in the planning and construction of these properties will be perpetuated in home ownership. This, then becomes our monument to a richer and more responsible community.

M. T. BROYHILL and SONS CORP.

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