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STATEMENT OF SIGNIFICANCE

Lyon Park is an excellent example of one of the many residential subdivisions that emerged in Arlington County after the first World War to support the burgeoning population flocking to the nation's capital and its suburbs. The middle-class suburban community, framed by major transportation corridors, is primarily tied to the arrival of commuter railways that provided convenient daily access from the Arlington suburb to Washington, D.C. The development continued to expand with the advent of the streetcar and the population's growing reliance on the automobile. Lyon Park was the first of several suburbs in Arlington County platted by speculative developer Frank Lyon. Although containing some earlier buildings, the neighborhood developed primarily over the several decades between 1919 and 1951, under the direction of Lyon and Fitch, Incorporated, which was later renamed Lyon Properties, Incorporated. Lyon Park, as designed by engineer and landscape architect William Sunderman, contained sloping and flat lots available with or without trees, along both curving and grid-pattern streets, all expanding out from a central community park. The original subdivision of Lyon Park was smaller than the present neighborhood and was expanded to the east, south and west between 1920 and 1951. The chronological development of the current Lyon Park neighborhood is documented by its architecture, which includes a range of construction dates from 1891 up to the infill construction in the latter part of the twentieth century. Varying from large two-and-a-half-story brick dwellings to smaller wood bungalows, the neighborhood is generally defined by its eclectic collection of Queen Anne, Craftsman, Colonial Revival and Tudor Revival style residences. Each style, as represented in Lyon Park, reflects the suburbanization of the style rather than the initial high-style expression. As a whole, the early twentieth-century suburb of Lyon Park achieved significance as a planned residential community developed between 1891 and 1951. Furthermore, the earlier residences scattered throughout Lyon Park document the early development of Arlington at the turn of the twentieth century.

The district meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with the period of significance extending from 1891 to 1953. The neighborhood consists of 973 properties including 910 single dwellings, 41 multiple dwellings, 2 churches, 18 commercial buildings, one community center, 1 park, and 521 secondary resources such as garages and sheds. In all there are 1,165 contributing resources and 329 non-contributing resources.

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Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history.

Lyon Park meets Criterion A of the National Register of Historic Places as a planned community that developed to support the expanding middle-class suburban population of Washington, D.C. during the first and second quarters of the twentieth century. This early commuting suburb was originally served by the Great Falls and Old Dominion Railroad, which cut across northern Arlington and provided easy access for commuters between Great Falls and Rosslyn. By 1912, the Bluemont branch of the Washington and Old Dominion Railway was laid along the route of present-day U.S. Interstate 66. The double-track line ran from Bluemont Junction near Glencarlyn to Thrifton Junction (now Lyon Village Shopping Center). The route, which traveled across the Aqueduct Bridge by a single track into Washington, D.C., included thirty-five stops in Arlington. Similarly, by 1924, the Washington-Virginia Railway Co. (formerly the Washington, Alexandria and Mount Vernon line) had a total of sixty-four stops in Arlington.

The increasing acceptance of the automobile and the need for efficient transportation routes into the District of Columbia dictated the 1932 construction of the Memorial Bridge and the opening of the George Washington Memorial Highway. In turn this led to the abandonment of the Great Falls and Old Dominion Electric Railway in 1935, which historically had been the area's fastest mode of transportation.¹ Within easy reach of these major transportation corridors, Lyon Park was firmly established as a commuting suburb of Washington, D.C. by 1950.

Criterion C: That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The suburban neighborhood of Lyon Park meets Criterion C of the National Register of Historic Places for its substantial concentration of domestic architecture of the early twentieth century, representing the Queen Anne, Craftsman, Colonial Revival, Tudor Revival, Art Deco and Moderne styles that were popular during the period. The majority

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of the residences were speculatively designed by local builders and architects, including Frederick E. Westenberger and Keith A. Brumback. The earliest houses erected within the original Lyon Park subdivision generally represented the Queen Anne and Craftsmen styles. As the neighborhood continued to grow, Colonial Revival and Tudor Revival became the prominent styles. The majority of the dwellings are set back from the street and were later augmented by sun-porches, side wings, rear ells, and attached garages.

As the population of Arlington grew, residential construction in Lyon Park increased in the 1920s and 1930s and house sizes and stylistic features began to change in response to a new clientele. Consequently, a substantial number of new houses were built within the original borders of the neighborhood, as well as in the additional sections that had been added to Lyon Park. The dwellings were modest with minimal ornamentation and many of them were products of mail-order companies or local realty enterprises that offered modest foursquare buildings, Cape Cods and bungalows ornamented in a variety of styles, including Tudor Revival, Craftsman, and Colonial Revival.

Additional residential development occurred to the east and south of the original neighborhoods during the 1940s. Various public works programs, operating from Washington, D.C. during the Great Depression followed by the need for an increased work force during World War II, led to a population surge in Washington, D.C. which spilled over to the suburbs. In order to meet the needs of the population, multiple dwellings began to be constructed. Within Lyon Park, large-scale apartment complexes and rows of twin dwellings were constructed in order to meet the increased housing demand. By the mid-1950s, the Lyon Park neighborhood was complete.

HISTORIC BACKGROUND

Arlington County

Arlington County is a twenty-six-square-mile community located in Northern Virginia along the Potomac River, across from Washington, D.C. The county is bounded by Fairfax County to the north and west, the town of Alexandria and Four Mile Run to the south, and the waters of the Potomac River to the east. The county's association with the nation's capital began as early as 1791, when Virginia ceded approximately thirty-one square miles of land, now known as Arlington County and the city of Alexandria as the

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site for the nation's capital. Forty-one-foot-square sandstone markers were erected in 1791-1792 at one-mile intervals marking the District of Columbia boundary. Major Andrew Ellicott was the chief surveyor, assisted by Benjamin Banneker, an astronomer, and others. Ten of these stones still mark the boundary of Arlington, although one of them has been moved from its original location.

At the time of the founding of the nation's capital, Arlington was still a small crossroads community with only scattered development within the environs. Andrew Ellicott commented on Arlington's rural character on June 26, 1791 in the "Surveyors Camp, State of Virginia:"

"The country through which we are now cutting one of the ten-mile lines is very poor. I think for near seven miles, on it there is not one house that has any floor except the earth, and what is more strange is it is in the neighborhood of Alexandria and Georgetown..."²

When Virginia officially ceded the land in 1801, the population of the country was 5,949 with all but 978 living in the Town of Alexandria.³ It was during this period that Arlington ceased to be under the jurisdiction of Virginia and Fairfax County and became part of the County of Alexandria of the District of Columbia. With the introduction of a circuit court, orphan's court and levy court, the town of Alexandria became the seat of local government, and the commercial and social center for the thirty-one square miles ceded by Virginia. Referred to as the "country part" of the county, Arlington remained rural with agricultural interests. The land was improved and maintained by just a few large plantations throughout this period, most notably the Alexander-Custis plantation known as Abingdon, and the Custis-Lee house known as Arlington. The remainder of the cultivated land was primarily made up of small plots held by farmers and tenants.

Although the population of the Arlington area continued to increase in the early nineteenth century, the majority of the county's population remained concentrated in the town of Alexandria. Of the 8,552 who lived in the county in 1810, only 1,325 lived in the rural part of the county. By 1820, the rural population had increased by only 160 persons with a total of 1,485 of the 9,703 total county residents living outside town limits.⁴

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The ties of the Arlington area to Washington, D.C. were physically manifested with the construction of bridges that replaced the ferries of colonial times. The first bridge to cross the Potomac River into Arlington was located at the site of the current Chain Bridge. The new bridges, and Arlington's proximity to Alexandria, resulted in the development of local turnpike companies and several turnpikes running west to Leesburg.⁵

Alexandria County, including the city of Alexandria and Arlington, was returned to the Commonwealth of Virginia following a referendum among its citizens in 1846-1847. Alexandria remained the area's center of commerce, trade, and domestic development, spurred on by the construction of canals, railroads, and trading routes. Improved roadways and the railroad further encouraged commercial prosperity by providing the necessary links between farms and commercial centers. The railroads, however, did not cross the river until after the Civil War (1861-1865), when Union forces laid rails along Long Bridge.⁶

In the decades leading up to the Civil War, the population of Alexandria County, continued to grow with 9,573 residents in 1830. By 1840, the population had increased by only 394 residents. The 1850 census shows a steady increase to 10,008 and to 12,652 in 1860. Those living in the rural part of the county in this period remained in the minority, numbering 1,332 residents in 1830 and 1,508 residents in 1840, with a decline to 1,274 residents in 1850.⁷ Most of those employed in rural areas were listed in the census of 1850 as farmers or laborers, although other professions included teachers, merchants, papermakers, carpenters, millers, shoemakers, clerks, tollgate keepers, blacksmiths, and clergymen.

New farms continued to be developed in the Arlington area throughout the early to mid-nineteenth century. Attracted by a less industrial way of life and the availability of good inexpensive land, a number of new residences from New England and the Middle Atlantic states settled in the vicinity. Many of the residents erected dwelling houses in the county, although not all buildings were constructed as permanent residences. Providing a holiday from the sweltering heat of the District of Columbia swamps, the ridge of rural Arlington was home to a number of summer cottages and hunting lodges.⁸

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On May 23-24, 1861, Federal troops entered Virginia in order to protect Washington City during the Civil War. Additional forts were erected throughout the Arlington area in order to provide additional support to the standing forts at the low-lying edges of the river crossings. By 1862, twenty-three forts, most of them located in Arlington, had been constructed on the south bank of the Potomac River, and about 10,000 Union troops occupied these forts during the course of the Civil War, overwhelming the 1,486 residents of Arlington.⁹

During the occupation, the residents of Alexandria County suffered, Union and Confederate sympathizers alike. The economic base of the county declined as residents were circumscribed by heavy military traffic. Depredation of Alexandria County citizens by the troops was common, as was the appropriation of land and buildings in the “necessity of public interest.”¹⁰ Certainly the most famous illustration of this occupation was the Union possession of the Custis-Lee family mansion known as Arlington House, which was used as the headquarters of the commanding general. Although every effort was made at first to protect the property of the Lee family, who had vacated the site when Robert E. Lee took command of Virginia’s Confederate troops in 1861, many articles of furniture disappeared. Inevitably, the grounds suffered because of the large number of men encamped there. After the First and Second Battles of Manassas, many wounded troops, including Confederates, were brought to Arlington House. Many of the dead were buried on the estate near the house; thus establishing Arlington National Cemetery (officially founded in 1864).

With the end of hostilities, the Arlington area was left in disarray. The Union troops disbanded, leaving in their wake abandoned forts and ruined farmland. The presence of the forts and troops during the Civil War had also brought unwanted elements that remained in Arlington after the Civil War. Gambling dens, saloons, and brothels grew up in the Rosslyn area, along the route that farmers trading in Washington, D.C. and children schooled in Washington, D.C. had to take. Protected by a corrupt local government and supported by a Washington, D.C. clientele, they were difficult to close down. The presence of these criminal elements held back the development and settlement of the Arlington area. However, Arlington was able to recover and within thirty years after the Civil War, Arlington County doubled in population and there was an increase in the number of farms.¹¹

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It was during this period that lawyer and speculative developer Frank Lyon and his wife, Georgie Hays Wright moved to a modest dwelling on Lubber Lane in Alexandria County. Frank Lyon was born in Petersburg, Virginia on December 30, 1867. Lyon moved to Washington, D.C. to work for the Southern Railroad in 1886, and in 1887, Lyon became the private secretary to Walter L. Bragg of Alabama, a commissioner with the newly formed Interstate Commerce Commission (ICC), a position he maintained until 1899. While working for the ICC, Lyon attended Georgetown University Law School, receiving a master of law degree in 1890. In 1902, after spending two years as a stenographer for the Constitutional Convention of Virginia, Lyon began to practice law and formed a partnership with Robert Moore. Moore introduced Frank Lyon to the real estate business and together they began to purchase large tracts of developable land in Arlington County. However, the area's reputation as the home of saloons, gambling houses, brothels, and frequent violence, particularly in the area know as Rosslyn and the present site of the Pentagon, prevented many newcomers or speculative developers from investing in the area.

In the 1890s, a Citizen's League was formed in order to rid the area of these unwanted elements. Frank Lyon joined and became one of the leading members in their crusade. To further the beliefs of the League, as well as his own real estate interests, Lyon purchased the *Alexandria County Monitor*, a local newspaper that was initially published by the *Falls Church Monitor*.¹² Together, the Citizen's League and Lyon battled against the numerous illegal gambling dens. The owners were brought to court but no one was willing to testify against them. In order to secure a conviction, the prosecutors allowed the juror to visit the sites and place bets themselves. A number of convictions resulted and the betting parlours and gambling dens were closed.¹³ The league then turned its attention to the numerous saloons and brothels. Frank Lyon was chosen to represent the dry forces and found a legislative clause stating that liquor licenses could not be granted in Arlington without sufficient police protection. At the time the police force consisted of only one sheriff and one deputy. On April 29, 1905, petitions were filled for liquor licenses and Frank Lyon successfully argued for their denial.¹⁴ The unlawful elements had been removed from Arlington and the area was ready for development.

The Platting of Lyon Park

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Between 1910 and 1919, Frank Lyon and his law partner R. Walton Moore purchased about 300 acres of land to develop as an extension to Clarendon, which was platted as “Moore’s Addition 1, 2, 3, 4, 5, 6, and 7 to Clarendon.”¹⁵ Clarendon, platted in 1900 by Bostonian Robert Treat Paine, Jr., consisted of twenty-five acres of land near the intersection of what was then the Falls Church-Georgetown Road (now Wilson Boulevard) and the Washington, Arlington & Falls Church Electric Railway line (today the path of Washington Boulevard).¹⁶ Moore, who later became involved in politics, eventually sold his interest in “Moore’s Additions” to Frank Lyon.¹⁷ In 1919, Frank Lyon platted 102 acres of the property as Lyon Park. William F. Sunderland, landscape architect and engineer, designed the plan for Lyon Park, laying out the fifty-foot lots along straight and curving streets. Sunderland also developed Frank Lyon’s second development in Arlington, known as Lyon Village. Within the heart of the 102-acre development, two-and-a-half acres of land were set aside for use as a public park. At the intersection of North Pershing Drive and Washington Boulevard, commercial development was encouraged to provide shopping for the residents.

Lyon and Fitch, Inc., founded by Frank Lyon in 1920, oversaw the development of the neighborhood. C. Walton Fitch, a graduate of Cornell University, oversaw the land sales for the company. Charles W. Smith, Lyon’s son-in-law and law partner, served as treasurer. Lawrence Michael was a salesman for the firm who later went on to become president of the company. The stated purpose of Lyon and Fitch, Inc. was “to buy, sell, improve, develop, lease and exchange real estate, to borrow money, make and secure same on real estate; to build sewers, and to provide and construct all other betterments and facilities; to contract for the contracting business; to subdivide real estate into lots, parks, streets, and alleys, and to sell or dedicate the same to the use of the public...”¹⁸

As a real estate developer, Lyon’s personal attitude regarding liquor was forced upon prospective buyers. Every deed of sale clearly stated that “liquor shall never be sold or dispensed on the property or from any building erected thereon, nor shall said property be used for the conducting of any business that constitutes a nuisance to other lot owners in the subdivision, such as a soap factory or like industry.” Covenants regarding the prospective residents and the cost of the buildings to be constructed in the suburb were also included in the deeds of sale, which stated, “neither said property nor any part thereof nor any interest therein shall be sold or leased to any one not of the Caucasian

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race, nor shall any house costing less than \$2,000 other than an outbuilding, be erected thereon.”¹⁹

A 1920 promotional brochure, produced by the real estate company highlighted the amenities offered by Lyon Park such as natural shade, pure water, clean sewers, gas, electricity, cement sidewalks, mail by carrier, playgrounds and parks.²⁰ The death of one of Lyon’s sons from a fever contracted from a polluted stream appears to have been the driving influence in the requirement that good water and sewer drainage be provided for the neighborhood’s residents.

In the 1920s, building sites in Lyon Park cost between \$350 and \$500, and a minimum of two lots were sold to any single buyer. Lyon and Fitch oversaw the construction of some of the houses, but the majority were constructed specifically for the buyers. A six-room house set on four lots cost about \$9,000. The designs of dwellings erected by private owners were subject to review by the real estate firm’s architects.²¹

One of the main selling points emphasized in the promotional literature was the existence of a central community park. The two-and-a-half acres of land set aside as a public park is bounded today by North Pershing Drive, North Fillmore Street, North 4th Street, and North Garfield Street, and in 1920, contained a natural grove of trees and a large spring. A plan of the park, which accompanied the advertisements, showed proposed meandering walkways, a lake, springhouse, picnic tables, and a community center. Although the lake was never realized, the community center was erected in 1925. Lyon and Fitch, Inc. donated \$500 towards the construction of a community center, not to exceed construction costs of \$2,000. The Lyon Park Citizen’s Association oversaw construction of the community house. Funds were collected from the neighborhood and individuals who donated \$25 or more became life-time members of the Lyon Park Community Center Committee. The committee’s motto in their original constitution read: “A social, civic and recreative center; so democratic as to attract the humblest; so wholesome as to appeal to the exclusive; so broad in scope as to bring youth, maturity and old age into closer companionship to the benefit of all.”²² By the winter of 1924, construction had begun but was halted because of rising construction costs. A fair, held in the summer of 1925, raised the \$800 needed for the completion of the building.

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The Lyon Park Community Association has continuously owned the building and maintained the surrounding parkland.²³ The building served many purposes in the history of the community. The Lyon Park Community Center Committee and the Lyon Park Citizen's Association sponsored dances and community fund-raisers at the community center. The center also was used by neighborhood and county-wide organizations, such as a meeting hall for local churches waiting for permanent buildings, and the Lyon Park Women's Club (formed 1924), which worked to improve social conditions in the Lyon Park neighborhood.

Another selling point of Lyon Park was its accessibility to the commuter trains running from Arlington to Washington, D.C. These commuter trains and streetcars provided an inexpensive, reliable form of transportation for people living in the growing suburbs of Arlington, and were often used by real estate developers to attract residents. In 1920, Lyon and Fitch advertised the transportation amenities afforded prospective residents of Lyon Park:

“Elevation 260 feet above Washington – three miles west of White House. One mile west of Arlington Amphitheater...Macadam Road to Georgetown via Key Bridge, and to Potomac Park via Military Road through Fort Myer, Arlington and Highway Bridge. Falls Church cars of Washington-Virginia Railway from 12th and Pennsylvania Avenue reach property in twenty minutes. Also cars via Georgetown and Rosslyn. Commutation rates.”²⁴

These commuter trains encouraged government workers, based in Washington, D.C., to relocate to the Virginia suburbs. According to the 1920 U. S. Census, the majority of the first residents who purchased lots in Lyon Park came from Washington, D.C. and other parts of Virginia. Many of them were employed by the U.S. government as clerks, bookkeepers, stenographers and secretaries. Other jobs held by the residents in 1920 include teachers, salesmen, butchers, plumbers, chauffeurs and printers.²⁵

Development within the original boundaries of Lyon Park was completed by 1922. During the 1920s and 1930s, Frank Lyon continued to expand his development by purchasing and platting land to the east, south, and west of the original development.²⁶ These purchases more than doubled the size of the development from 102 acres to 215.

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The Great Depression suppressed the extensive building rate during the late 1920s and early 1930s. Therefore, construction in Lyon Park did not begin on many of these new portions until the mid-1930s. Some of the new lots became home to a number of single-family residences, but most of the newly acquired land was subdivided for multiple dwellings.

Garden Apartments, Apartment Houses and Apartment Complexes: 1934-1954

The explosion of the population in the Washington, D.C. metropolitan area between 1934 and 1954 as a result of the federal government's New Deal programs, increasing need for wartime workers and return of World War II veterans, led to a crippling housing shortage throughout the area.²⁷ Arlington County, its rural landscape soon to be an image from the past, became one of the fastest developing counties in the Washington, D.C. metropolitan area.²⁸ The number of Arlingtonians continued to grow, with the population reaching 26,615 residents in 1930. This number more than doubled ten years later with a total of 57,040 residents in 1940. Of those employed in 1940, more than 40% were involved with the government on a local, state, and federal basis. These workers, who made up the largest group of families and individuals in need of rental housing, spurred the government to become involved in housing developments. "Increased rentals for...apartment units..., coming in the wake of the largest federal payrolls since the World War (I), were the primary reason for the great revival of...building. Thousands of new employees of the New Deal agencies rapidly took up the slack in residential space, causing rentals to increase 25 percent and more."²⁹ The Federal Housing Administration (FHA), established in 1934, became the primary mortgage insurers for thousands of residential projects, both single-family and multiple dwellings, throughout the United States. The FHA's involvement in Arlington County directly impacted a number of the large apartment complexes that would be constructed in the county between 1934-1954. The county's location along the banks of the Potomac River across from Washington, D.C. attracted a number of developers with FHA-insured mortgages to construct these large-scale housing projects. Where the FHA was not directly involved, it influenced the designs and layouts of hundreds of the complexes and individual apartments being built in Arlington County. The dramatic increase in population during the 1930s and the limited availability of affordable rental housing for middle-class government workers made the county a prime development area.

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The beginning of World War II in Europe in 1939 turned the FHA's focus to defense housing. In Arlington County, the population jumped from approximately 57,000 in 1940 to 120,000 in 1944. The FHA Large Housing Division turned its attention to the development of more low-rent housing for the burgeoning defense requirements in the metropolitan area and throughout the United States. In order to encourage this type of housing by private developers, the FHA lowered its minimum construction, design and property requirements. Once the United States entered the war in December 1941, low-cost housing for wartime workers was essential, especially in the Washington, D.C. metropolitan area with the severe housing shortages. Changes that were adopted by the FHA to stimulate this development included the omission of service walks, a main exterior entrance and front stairs, the elimination of garages, and the construction of longer buildings.³⁰

The extensive housing shortage in Washington, D.C. led to the construction of 176 new apartment buildings or complexes in Arlington County between 1934 and 1954 to house these new middle-class residents. During the late 1930s and particularly the war years of the forties, new construction was nearly entirely devoted to the construction of twin dwellings and apartments. Lyon Park, in particular, became home to three large apartment complexes as well as many smaller apartment buildings, and streets of twin dwellings. All these multiple dwellings were built on the newly acquired property along the outskirts of the neighborhood. By 1945, the growing community of Lyon Park had expanded to 10th Street North to the north, Arlington Boulevard to the east and south, and North Irving Street to the west, with apartment complexes and commercial development along the borders.

The construction of these new apartments ended in 1944, and once again development stopped. Lyon Park, as we know it today, was completed in 1951 with two additional purchases of land along Arlington Boulevard. These small additions were divided for single-family residences, a school, and park.

Endnotes

¹ Nan Netherton and Ross Netherton, *Arlington County in Virginia: A Pictorial History*, (Norfolk/Virginia Beach, VA: The Donning Company Publishers, 1987), pp.138, 160.

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² Eleanor Lee Templeman, *Arlington Heritage: Vignettes of a Virginia County*, (New York, NY: Avenel Books, 1959) p. 102.

³ Arlington County Bicentennial Commission, *Historic Arlington*, Rev. ed. (Arlington, VA: Arlington County Historical Commission, 1976) p.219.

⁴ Census numbers from 1820 District of Columbia Census, p.219.

⁵ C.B. Rose, Jr., *Arlington County, Virginia: A History*, (Arlington County, VA: Arlington Historical Society, 1976), p.75.

⁶ Rose, p. 77, 105.

⁷ 1830 population total from District of Columbia Census, reel 35 and 1849 from District of Columbia Census, reel 932. 1850 census numbers from Lee, p. 153.

⁸ Rose, p. 69.

⁹ Rose, p.103.

¹⁰ Rose, p.105.

¹¹ Rose, p.121.

¹² Rose, p. 121.

¹³ Rose, p.154.

¹⁴ Ruth P. Rose, "The Role of Frank Lyon and His Associates in the Early Development of Arlington County," *Arlington Historical Magazine* Vol. 6, No. 4 (October 1980), pp. 52-53; p.49.

¹⁵ Letter from Frank Lyon to Mrs. N. D. Mitchell, May 25, 1936. On file at the Arlington County Central Library.

¹⁶ Dorothea E. Abbott, "The Roots of Clarendon," *Arlington Historical Magazine* Vol. 8, No. 2 (October 1986), pp.49-52.

¹⁷ Moore, originally from Fairfax, was Assistant Special Counsel of the Associated Railways and Steamship Companies of the South in matters before the ICC. In 1918, he became a judge, and in 1919, became a member of Congress from the Eighth District of Virginia.

¹⁸ Quoted in Abbott, p. 51.

¹⁹ Quoted in R. Rose, p.50.

²⁰ Quoted in Amy Ballard, et al., "Historical Analysis of Lyon Park, Arlington County, Virginia," Unpublished paper, George Washington University, May 5, 1988, p.4.

²¹ Rose, p. 55-56.

²² Margaret Troxwell, Sun Newspaper Article, 1938.

²³ Abbott, 1980, pp. 52-53.

²⁴ "Pamphlet on Lyon Park," 1920, p.3.

²⁵ Information from Arlington, Virginia 1920 Census Records, reels 1879.

²⁶ Arlington County Land Records, Office of the Clerk of Courts, Lyon Park Plats.

²⁷ For additional information, refer to *Garden Apartments, Apartment Houses and Apartment Complexes in Arlington County, Virginia: 1934-1954*. Multiple Property Documentation Form,

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completed by E.H.T. Tracerics for the Arlington County Department of Community Planning, Housing and Development, June 2002.

²⁸ James Goode, *Best Addresses*, (Washington, D.C.: Smithsonian Press 1988), p. 324.

²⁹ "D.C. Building Activities Show Boom-Like Gains," *Evening Star*, December 28, 1935.

³⁰ "Garden Apartments," *The Architectural Forum*, Volume 72, Number 5, May 1940, p. 310.