WARD 6
HERITAGE GUIDE

A Discussion of Ward 6 Cultural and Heritage Resources

District of Columbia
Office of Planning

Ward 6 Heritage Guide
D.C. Office of Planning

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Unless noted otherwise, images from the DC Office of Planning
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This Heritage Guide is among a series of guides on the cultural resources and community heritage of the District of Columbia's eight wards. Each guide focuses on the historical development of communities within the current ward boundaries.

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Right: Columbia Railway Company Car Barn at 15th and Benning Road NE in the 1960s before its demolition in 1971.
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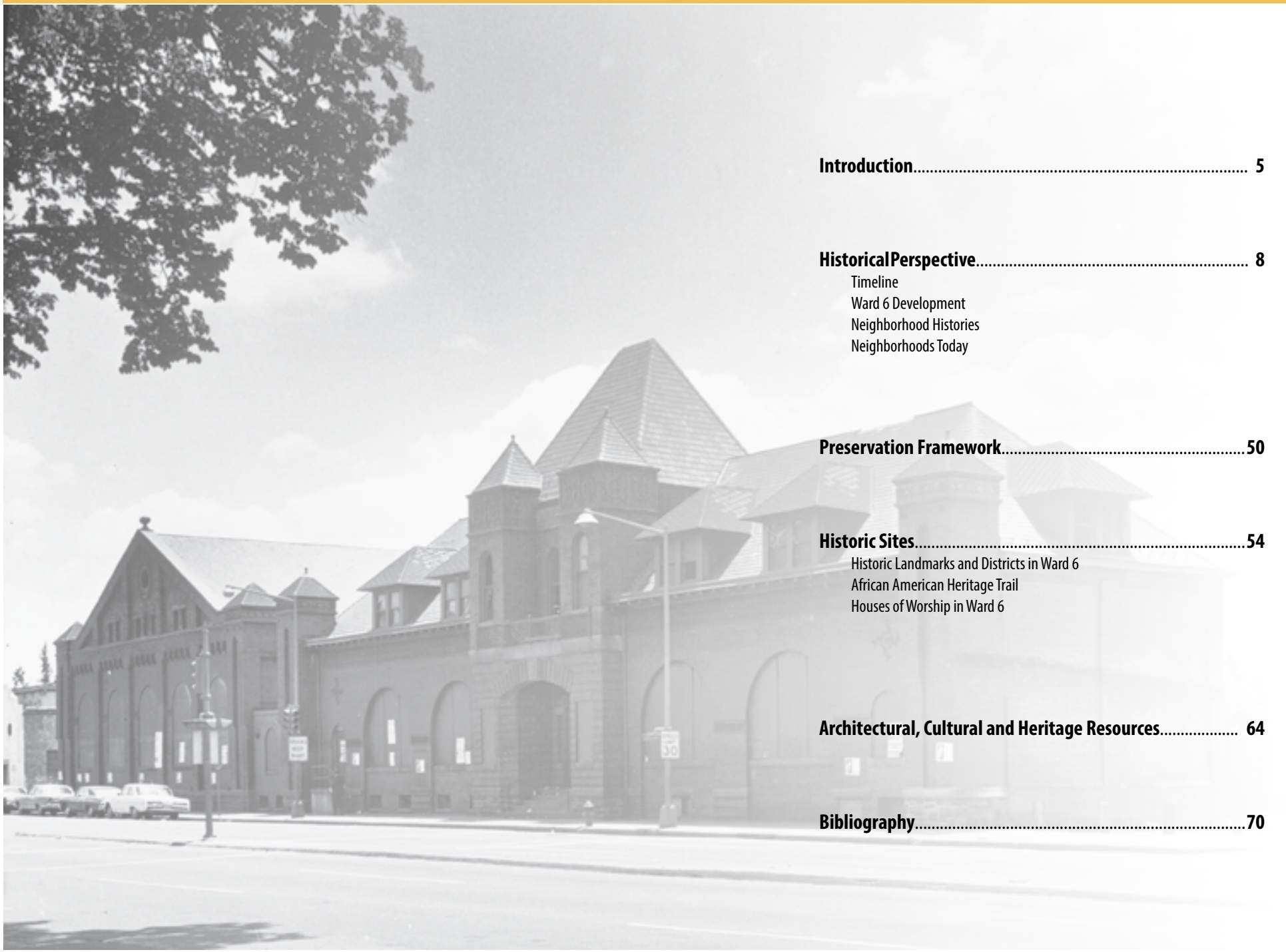
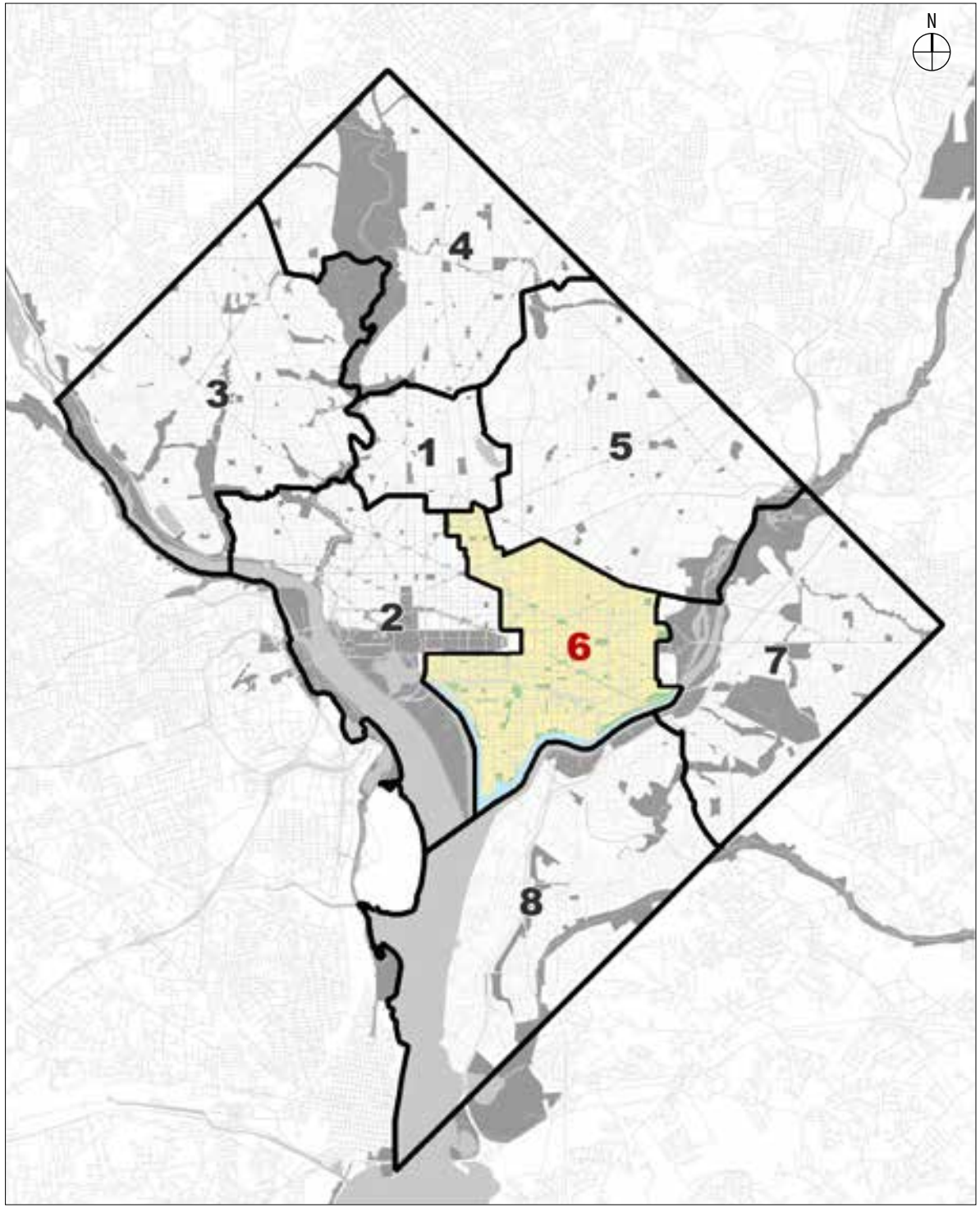


WARD 6

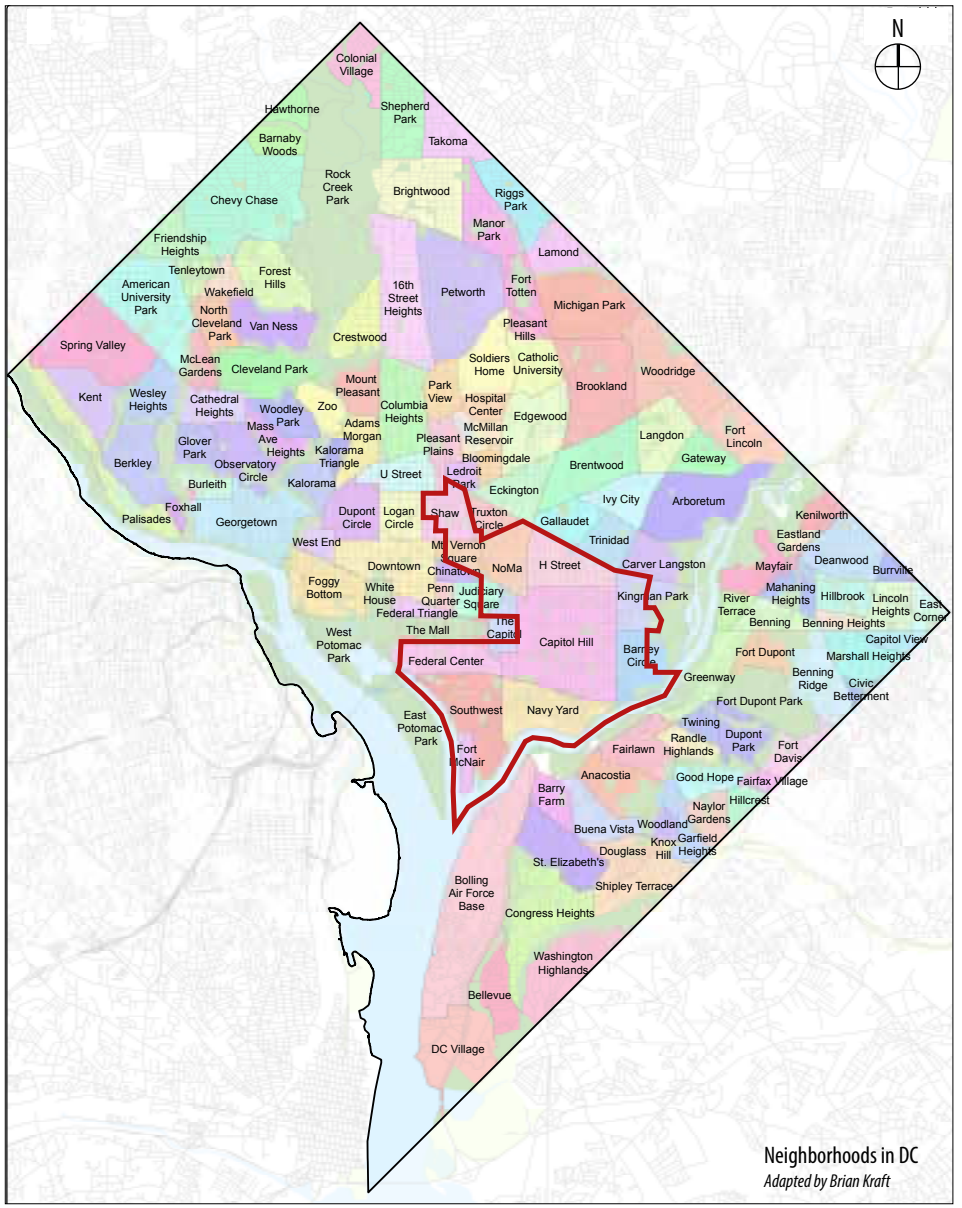


The tale of Ward 6 is the history of Washington City and its evolution into a modern metropolis. Part of the ward's distinction comes from the fact that it is the only one of the District of Columbia's eight wards wholly situated within the boundaries of the original Washington City as delineated by the L'Enfant Plan. Its location at the confluence of two rivers also informed its development, especially in the early decades after the District's founding, when waterways were essential transportation corridors.

Because much of Washington's early history as the federal city occurred within the area now defined as Ward 6, it is natural that the ward would hold a large collection of historic resources, some pre-dating to the move of the seat of the United States government to Washington. As the home of several historic districts—Capitol Capitol Hill, Mount Vernon Triangle, Mt. Vernon Square, parts of Shaw and Greater U Street—many Ward 6 residents live in communities devoted to preserving the city's look and heritage. And because of its proximity to the national government, clusters of federal buildings, many displaying impressive architectural features, are located in the ward.

Mostly located east and south of the Capitol, the present-day boundaries of Ward 6 stretch to Florida Avenue on the northeast, and the Anacostia and Potomac rivers on the southeast and southwest. The ward borders the south side of the Mall, and extends northwest as far as the Shaw community, following an irregular boundary up Massachusetts Avenue to 7th Street, and ultimately as far as 11th and S streets, before returning along New Jersey Avenue. In recent decades, the The ward boundaries have fluctuated with changes is deviation from a compact boundary, as well as a shifting border over the years, has led to some confusion about what and where Ward 6 is.

The diversity within these current political boundaries has also contributed to a multi-personality ward, the only ward located in all four quadrants of the city. Its neighborhoods or communities range from industrial to military installations to modern residential high rises to government office buildings to rowhouses to houseboats. Along with the diverse communities and building types come widely varied interests of residents, and many stories about the origins and development of the Ward.



Neighborhoods in DC
Adapted by Brian Kraft

Benefits of a Ward 6 Heritage Guide

This guide is intended to expand awareness and appreciation of historic and culturally important places in Ward 6. It is one of a series of guides for each of the District's wards that also aims to promote planning strategies that will sustain these community assets. The guides complement the District of Columbia's Historic Preservation Plan by providing more detailed community-specific information and analysis not included in the citywide plan.

A cultural or heritage resource can be a site, building, structure, object, or ritual of importance to a community or culture. The significance of that resource, whether traditional, historic, religious, educational, or other, helps to illustrate the hallmarks of a community's identity or way of life.

Residents of Ward 6 live amid more than 110 historic landmarks and several historic districts. The Capitol Hill Historic District, for example, in the center of the ward, is one of the largest residential historic districts in the country. By contrast, Mount Vernon Triangle, although one of the smallest historic districts in the city, is highly significant as a representation of an early commercial and automobile servicing community. The broad range of cultural resources in these and other diverse neighborhoods such as Hill East, Rosedale, and Shaw East, give Ward 6 its historic identity.

Capitol Hill Rowhouses

Some of these neighborhoods and resources do not have official historic designation, but are valued just as much by their residents. An example is Old Southwest Washington, so vital to the early story of the District and to its immigrant and African American presence. The remaining historic resources here are among a number of cultural districts and symbols in Ward 6 which are not widely acknowledged.

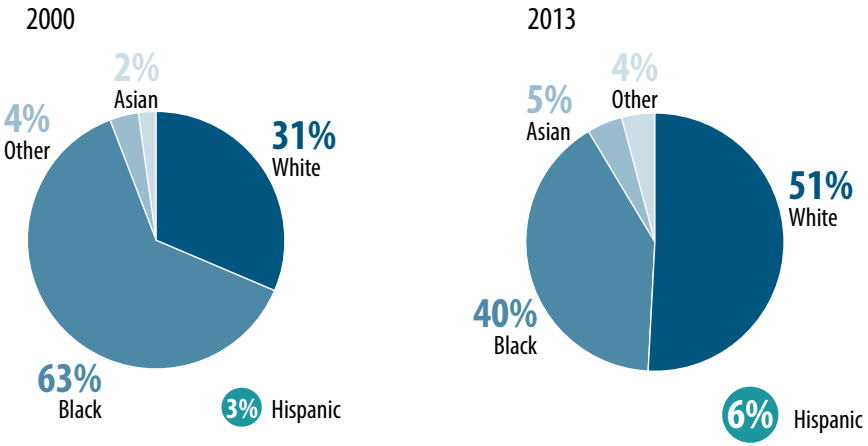
As the ward develops, historic resources may be threatened or even demolished if they are left unrecognized and unprotected. The DC Historic Preservation Office, along with community partners, seeks to promote stewardship of the ward's heritage by assisting residents in identifying important cultural icons and places, and by facilitating initiatives to promote, preserve, and reuse the ward's significant historic resources.

This guide presents a brief history of Ward 6, providing a foundation for understanding the ward's heritage. The historical overview is followed by some suggested strategies and actions for achieving shared community goals—such as recognizing and promoting continued use of historic resources. Finally, the guide identifies places of historical or cultural significance that might be considered when development or heritage planning is undertaken. The intent is to encourage collaboration among those holding a wide range of preservation interests in Ward 6.

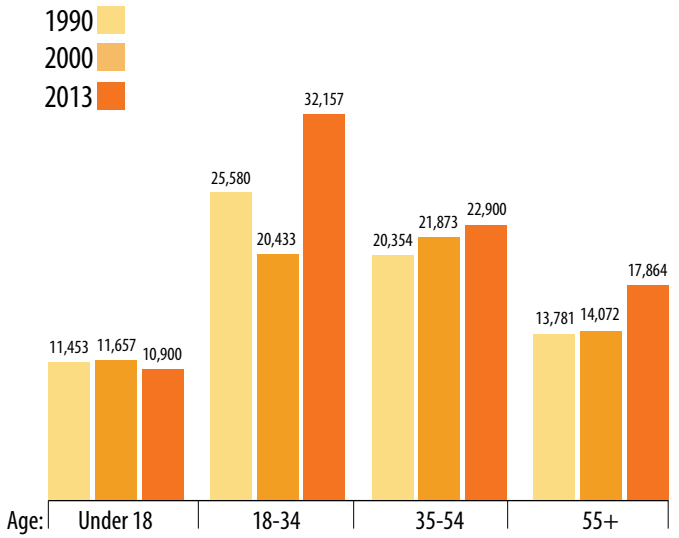
Friendship Baptist Church (1886), now a historic landmark adapted as an arts and culture venue

Ward 6 Demographics

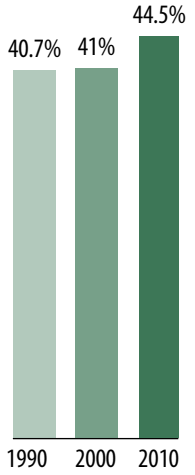
Race and Ethnicity



Age



Home Ownership %



HISTORICAL PERSPECTIVE

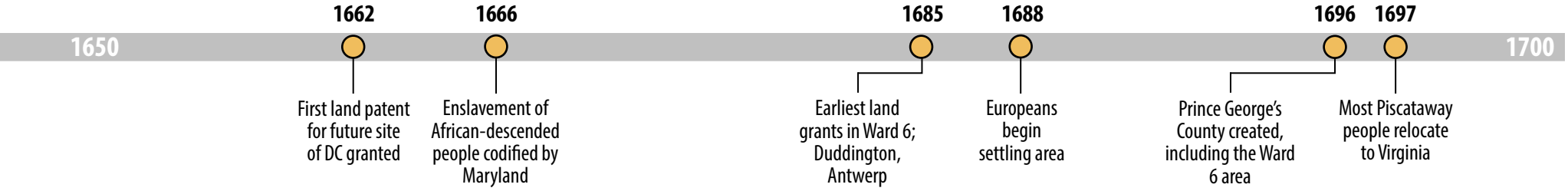
Historical Background

Many communities have sprung up in Washington since its founding. Much of the city's history and development revolves around its relationship and proximity to the Capitol as the center of national government. Because of its location, this influence has been particularly strong in Ward 6, where history has often been intertwined with the activities of Congress and the workings of the government. At the same time, growing numbers of residents in the ward have worked hard to maintain the identity of their neighborhoods as separate and apart from the community of national governance. This brief guide aims to help depict a fuller story of this rich and intertwined history.

First and Second Residents: The story of Ward 6 begins within the vee formed by the Potomac and the Anacostia Rivers. The land was originally an area of marshes, streams, terraced plains and bluffs with broad valleys inland. It is at the fall line between the hard rocks of the Piedmont and the soft erodible Coastal Plain. According to the Powhatan Museum, the first "neighborhoods" of Ward 6 were peopled by members of the Powhatan "Confederacy", including the Algonquian-speaking Anacostins and the Tauxenent/Dogue.

These groups traveled the rivers, establishing fishing and farming settlements along the tidewaters, and quarrying soapstone for use as trade currency and quartzite for tools. Powhatan, the king or chief of the alliance (and father of fabled Pocahontas), held caucuses of the various tribes on today's Capitol Hill. The area of Fort McNair was the likely site of a Native American village occupied as late as 1670. But following incursion by Europeans, the native population gradually declined from disease, warfare, and outmigration.

Map of Washington City in 1792 drawn by N.B. Johnson in 1947



Plan of the City of Washington based on Ellicott's adaption of L'Enfant's plan.

The area of Ward 6 became part of the sparsely populated Prince George's County, established in 1685 as a political subdivision of the Maryland colony. White settlers with their enslaved labor, both black and Indian, took to the countryside and farmed tobacco, which became the major cash crop of the region.

More than a century later, George Washington, on becoming President of the new United States, felt that the still mostly undeveloped, but well-situated terrain, with shorelines on two navigable rivers (and close to his own home just downriver), would be the ideal setting for the new nation's capital.

1700

Slave labor incorporated into operations of tobacco economy

1748

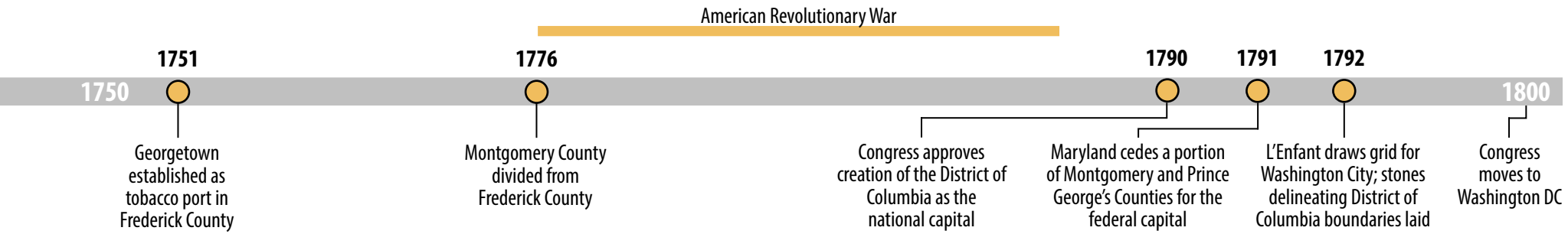
Frederick County divided from Prince George's along a line drawn from the mouth of Rock Creek

The New Nation's Capital: By 1790, the eve of Washington's founding, the area of Ward 6 comprised a patchwork of small farms and a few larger plantations, with enslaved black workers and a few free people of color living alongside a few white merchants, landowners, and farm workers. The Maples on Capitol Hill, recently restored (and known as Friendship House from 1930-2010), is an fine example of a late 18th century manor house. Originally set in grounds occupying the entire city square, the house was designed by William Lovering in 1795 for William Mayne Duncanson, a wealthy merchant who later faced bankruptcy due to land speculation.

Recently restored 1795 manor house, the Maples, on Capitol Hill

The potential of a new capital attracted an abundance of speculators and developers, some more well-intentioned than others. Among them were property owners like Daniel Carroll and Notley Young (a major slaveholder), who gave land to the federal government in exchange for a promise that Congress would divide the land into lots and return half of those lots to them. The various machinations that took place for the federal city to take form and become a reality have been well-documented. Malfeasance and corruption were hallmarks. Among those engaged in questionable efforts to maximize profits from the establishment of the capital were men with names that live on in Ward 6—Greenleaf, Law, and Carroll, for example.

Early Development: In 1791, engineer Peter (Pierre) L'Enfant, hired to lay out the city, based much of his plan on the area's topographic features, centering on the high dry grounds of three finger-like knolls that overlooked the Potomac estuary. One of the knolls, the Wicomico Terrace rising 88 feet above the river, became the site of the Capitol. The site was erroneously called Jenkins Hill, but the land was actually owned and donated by Daniel Carroll (though a Thomas Jenkins had property in Ward 6 about seven blocks east of the Capitol). Between what became the Capitol and the White House, along today's Constitution Avenue, Tiber Creek flowed from the northern edge of the new city, bending west at the Capitol to empty into the Potomac.



The peninsula southwest of the Capitol at the confluence of the Potomac and Anacostia Rivers was bisected by Saint James Creek, later just James Creek. Buzzard Point was the name for the eastern section of the peninsula. It was the site of prosperous Indian fishing and trading villages, and later bird-hunting grounds for the new settlers. Greenleaf Point formed the west section, which later became Fort McNair.

Landowners and speculators envisioned housing in the area for the city residents to come, but very little was formally constructed. James Greenleaf's partners began twenty two-story houses along South Capitol Street, but never completed them, leaving them roofless and windowless. More successful was the four-unit Wheat Row on 4th Street SW, and the Washington-Lewis and Duncanson-Cranch houses around the corner on N Street SW, both designed by William Lovering and completed in 1794. Among Washington City's oldest domiciles, they have been incorporated in today's Harbour Square development.

The elegant 1796 house at 6th and N Streets SW was also designed by Lovering for a granddaughter of Martha Washington, Eliza Parke Custis, and her speculator husband Thomas Law, for whom the house is known. Nearby Greenleaf's Point was also the site of reputedly the first Catholic Church in Washington City, a one-and-a-half-story building called Saint Mary's, or Barry's Chapel, after James Barry, the wealthy merchant who built it for workers in 1806.

Wheat Row, circa 1970s
Library of Congress

War of 1812

1800 | 1801 | 1804 | 1807 | 1810 | 1814 | 1820

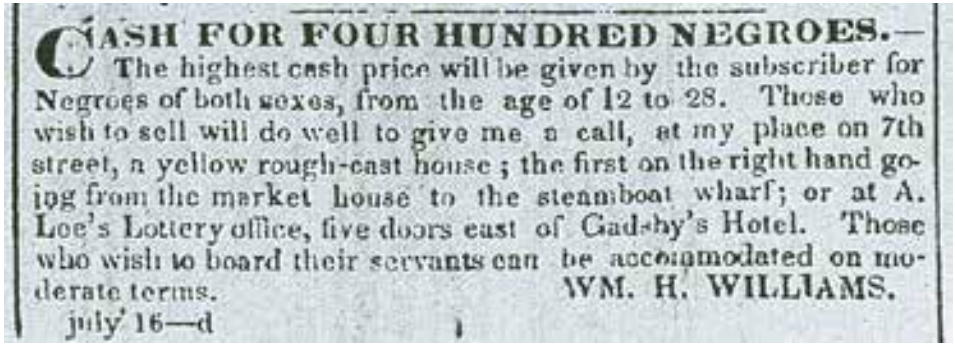
- 1801: First Organic Act places the District under control of Congress
- 1804: Wooden toll bridge constructed across Anacostia River, but burned in 1814
- 1807: Schoolhouse for Blacks, and Christ Church erected near the Navy Yard
- 1810: Construction of Washington City Canal begins
- 1814: British march into Washington and burn the Capitol and White House
- 1820: Navy Yard Bridge (11th Street Bridge) erected

"Low-Budget Constantinople:" Although L'Enfant imagined that the city would develop to the east and south of the Capitol, construction began from the Capitol building and spread unevenly to the west. Intended broad boulevards were in reality muddy byways strewn with garbage and sewage, and traversed by livestock and slave coffles. One of several slave pens in the ward was the infamous Williams establishment, between 7th and 8th Streets SW on what became Independence Avenue. Here the kidnapped free man of color Solomon Northup was held until sold into slavery further south. He later wrote of the horrors in *Twelve Years a Slave*.

The capital city was described disparagingly by any number of newcomers and visitors, including government officials, lobbyists, diplomats, merchants, and writers. A "low-budget Constantinople" was one tag. Another writer called Washington the "Cinderella of the Swamps." However, one Ward 6 landowner, William Prout, wrote glowingly in 1791 that L'Enfant's plan was "the beautifullest…ever produced, and there is no doubt it [Washington] will be one of the finest cities in the world."

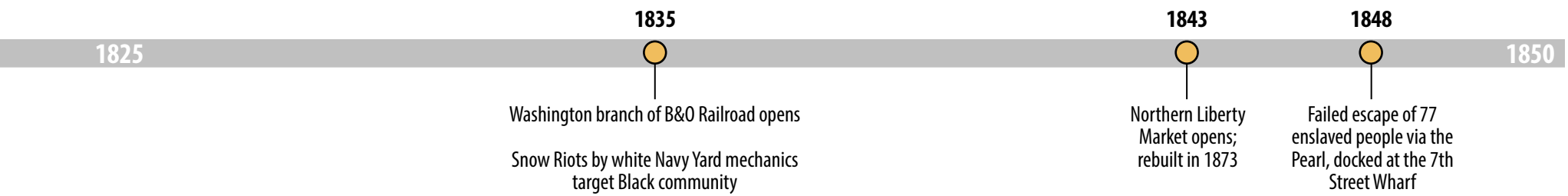
In the northwest section of the ward, Seventh Street led to a turnpike and the northern agricultural areas that provided food and trade for the new city. Pennsylvania Avenue, a main east-west route traveled by stagecoach, cart, and carriage, was just a bumpy dirt road connecting to the Potomac River port of Georgetown and the Maryland countryside beyond the Anacostia River.

Old Duddington Manor
Library of Congress



CASH FOR FOUR HUNDRED NEGROES.—The highest cash price will be given by the subscriber for Negroes of both sexes, from the age of 12 to 28. Those who wish to sell will do well to give me a call, at my place on 7th street, a yellow rough-cast house; the first on the right hand going from the market house to the steamboat wharf; or at A. Lee's Lottery office, five doors east of Gadsby's Hotel. Those who wish to board their servants can be accommodated on moderate terms. WM. H. WILLIAMS.
july 16—d

An advertisement from the *Daily National Intelligencer*, August 1, 1836, p. 1



Southern Maryland farms furnished goods via a ferry road, now the southeast section of Pennsylvania Avenue, to the first Eastern Market, located near the Navy Yard. Other early routes in Ward 6 included "Benning's Road," a route used by United States mail service, leading by way of Maryland Avenue to Bladensburg and Baltimore. Graded and improved by 1810, Maryland Avenue was also the route taken by the British in 1814 to destroy the seat of the United States government.

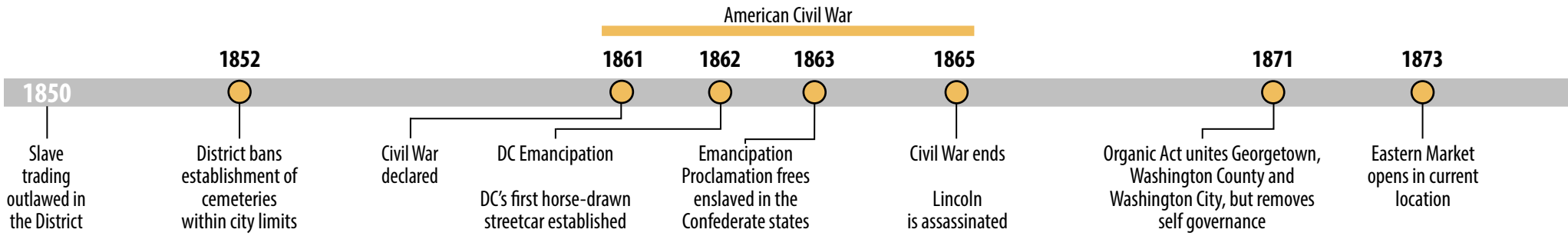
Although the eastern part of Ward 6 remained largely undeveloped for decades, one of the city's first populated areas clustered around the Capitol. It included frame housing and labor camps for the mix of free and enslaved craftsmen and laborers—black and white, skilled and unskilled—employed in the construction of government buildings. Rooming houses covered the gamut of conditions from well-appointed to hovels, all competing for space along with stables, restaurants, barbershops, churches, and slave jails.

The persistent unwillingness of Congress to appropriate sufficient funds to build and run the city hampered the Washington's development. The damage wrought during the War of 1812 further strained the limited resources for growth and maturation. However, the practice of utilizing slave labor was a boon to the building and rebuilding of government structures. The labor-intensive tobacco farming in outlying areas had leached the land of nutrients, leading to a surplus of enslaved workers available for contracting out to perform the reconstruction and continue the city's expansion. Enslaved workers were used on the heavy back-breaking building tasks, but some also worked alongside whites in the skilled finishing tasks. These early edifices of the new republic bear testimony not just to their white designers and architects, but also to the indentured craftsmen and slave laborers who are rarely recognized.

Early Navy Yard Community: The Navy Yard area grew more quickly than the Capitol boarding house area and other parts of the ward. Recognizing the Anacostia River as a strategically located deep-water channel, L'Enfant envisioned the new city's commercial center and wharves there. In 1799, the Washington Navy Yard was established at the foot of 8th Street SE. It was the first shore installation of the U.S. Navy, and was for several decades the nation's largest naval shipbuilding and shipfitting facility. It quickly attracted commercial development, serving the households of skilled and unskilled workers employed at the yard.

As the largest employer in the new city, the Navy Yard operated with white, free black, and immigrant workers, as well as hired-out slave labor. One of its enslaved workers was Michael Shiner, who later wrote an account of the activities of the Navy Yard. The historical events he observed included the War of 1812, the Snow Riot of 1835, and the kidnapping of his free wife and children.

In 1801, the Marine Corps Commandant's House and Marine Barracks were constructed, along 8th Street a few blocks north of the Navy Yard. The "Oldest Post of the Corps" gave the popular name "Barracks Row" to the thriving commercial strip along 8th Street. A particularly cherished public tradition has been the weekly Marine parade that began in 1934. Since 1957, both the Marine and Navy bands have hosted periodic concerts open to all.



As the settlements in eastern Ward 6 grew, so too did the number of churches, schools, and other institutions. The oldest extant church building in the ward is Christ Church, which is also the oldest in the original city (excluding Washington County and Georgetown). Designed by Robert Alexander, a contractor of Benjamin Latrobe, and completed in 1807 for an Episcopalian congregation, it served as the center of the Navy Yard community and was visited by several early U.S. Presidents.

The first location of Christ Church was in a tobacco warehouse on the corner of New Jersey Avenue and D Street SE, beginning in 1794. As classes were later taught there, the church and building mostly likely served as Washington's first school. In 1812, Christ Church began conducting a Sunday school for African Americans, teaching the alphabet and the Bible. Five years earlier, a short distance away, three Black men—Moses Liverpool, George Bell, and Nicholas Franklin—built what is thought to be the first African American schoolhouse in Washington, the Bell School. They had to hire a white teacher, though, in order for the school to operate. In 1810, Anna Maria Hall became Washington's first known black teacher when she opened a school on 1st Street SE.

Other early institutions included what became Washington's oldest continuously operating fraternal lodge, Naval Lodge 4, comprised of Navy Yard workers. It first met in 1805 on 7th Street near K Street SE, outside the Navy Yard gates. In 1821, it moved to 5th Street and Virginia Avenue, before finally settling in 1895 on Pennsylvania Avenue near 4th Street SE, where it remains today.

The Navy also operated a hospital in rented space near the Navy Yard. However, it would not be until 1866 that a dedicated naval hospital facility would be erected on Pennsylvania Avenue at 9th Street SE—today's Hill Center.

Christ Church, 1807, is the oldest church building in Washington City

1875 — 1878: Organic Act places the District under control of three appointed Commissioners (for the next 90 years) — 1881: Permanent O Street Market building constructed — 1886: New Library of Congress begun (completed 1897) — 1890: Pennsylvania Avenue extended across the Anacostia River — 1893: Congress requires DC to make a Highway Plan extending L'Enfant street pattern into the county — 1897: Electric streetcars come to Capitol Hill and East Capitol Street — 1900

Northern Liberties Neighborhood: The northwest corner of Ward 6, part of today's Shaw neighborhood, was historically distinct from the early development on Capitol Hill. The area was first named "Northern Liberties," in part because of the 1809 "Act to Prevent Swine from Going" that permitted pigs, cattle, and other animals to roam at liberty north of Massachusetts Avenue. In 1846, a Northern Liberty market, taking the name of the community, was erected on Mount Vernon Square.

Northern Liberties was the site of the first Washington Asylum, referred to as the "poorhouse" or "almshouse." Located on 7th between M and N Streets NW, the government-run facility also became the Washington Infirmary in 1806. In 1842, the infirmary relocated into the old jail building at Judiciary Square, and the asylum was moved to Reservation 13, just beyond Ward 6.

Although 7th Street was not a prominent street in the L'Enfant Plan, its northward extension in 1818 made it the main thoroughfare from the Southwest waterfront to Rockville, Maryland. The road made the area grow, and helped forge its identity. A diverse community—European immigrants, free people of color, and later, formerly enslaved people—settled in self-built frame houses or above business establishments.

It was not until 1854 that Shaw's first religious structure was built. McKendree Methodist Episcopal Church located a mission church building at 4th Street and New York Avenue NW. Designated Fletcher Chapel, it was also one of the first buildings erected east of 6th Street NW and north of New York Avenue.

The second Northern Liberty Market circa 1915, which also served as Washington's convention center
Library of Congress

World War I

1900

1901 McMillan Plan unveiled

1904 Washington Sanitary Improvement Company builds its first housing for African Americans on Van Street SW

1907 Union Station opens

1919 Shaw black community defends against race riots by white WWI veterans

1920 Prohibition begins affecting many Ward 6 establishments

The "Disgrace" on the Island: Southwest Washington developed its own distinct character over time. Its early residences were joined by breweries, brick yards, quarries, shipping and hauling concerns, small farms, slaughter houses, and a vibrant waterfront. It became known as "The Island," because it was cut off from the rest of the city by creeks and canals. Both before and after the Civil War, Southwest was home to wealthy merchants, civil servants, free people of color, rural migrants, and European immigrants, many of whom lived in small dwellings constructed of cheap lumber and tar, often in unhealthy low-lying surroundings.

The Washington City Canal, designed in 1804 by Benjamin Latrobe, was envisioned as a great economic instrument for the city. Connecting the Tiber and James Creeks, the canal led past the White House toward the Capitol, where it took two paths, one eastward to the Anacostia River and the other south to Greenleaf's Point through James Creek, emptying into the Potomac.

The canal became instead a source of persistent controversy and dysfunction. It was expected that Potomac river tides would "flush" the waterway, but that action was stymied by flat terrain and the failure to build a waterfall and pool at the foot of the Capitol to counterbalance the tides, as proposed by L'Enfant. The area became plagued with mosquitoes and noxious odors as the canal filled with silt, garbage, carcasses from Central Market, and city sewage. One essayist wrote, "It is a matter of rejoicing to know that a plan is on foot to wipe out the disgrace which hangs over the section…"

In spite of re-dredging and narrowing, most of the canal was finally buried in 1872, through efforts led by Southwest native Alexander Shepherd, DC's short-termed territorial governor. The Tiber Creek section was diverted below ground, but the James Creek branch remained an open pestilence until 1908.

Railroads were also responsible for making the canal obsolete. The Baltimore and Ohio Railroad (B&O) made its appearance in Washington in 1835, along the tracks to its first depot at 2nd and Pennsylvania NW (just outside Ward 6). The B&O operated daily passenger trains to the foot of the Capitol building until 1851. Having outgrown its first depot, the station moved to a new facility at New Jersey Avenue and C Street NW, where it remained until 1907, when Union Station opened as a combined terminal for the B&O and Pennsylvania Railroads.

Archaeology work in Southeast uncovers a section of Washington City Canal

World War II

1925 — 1932 — 1933 — 1941 — 1948 — 1949 — 1950

1932: "Bonus Army" camp around the Capitol to protest unemployment

1933: Prohibition ends

1941: Pearl Harbor bombed

Carrollsburg and Ellen Wilson Dwelling's opened

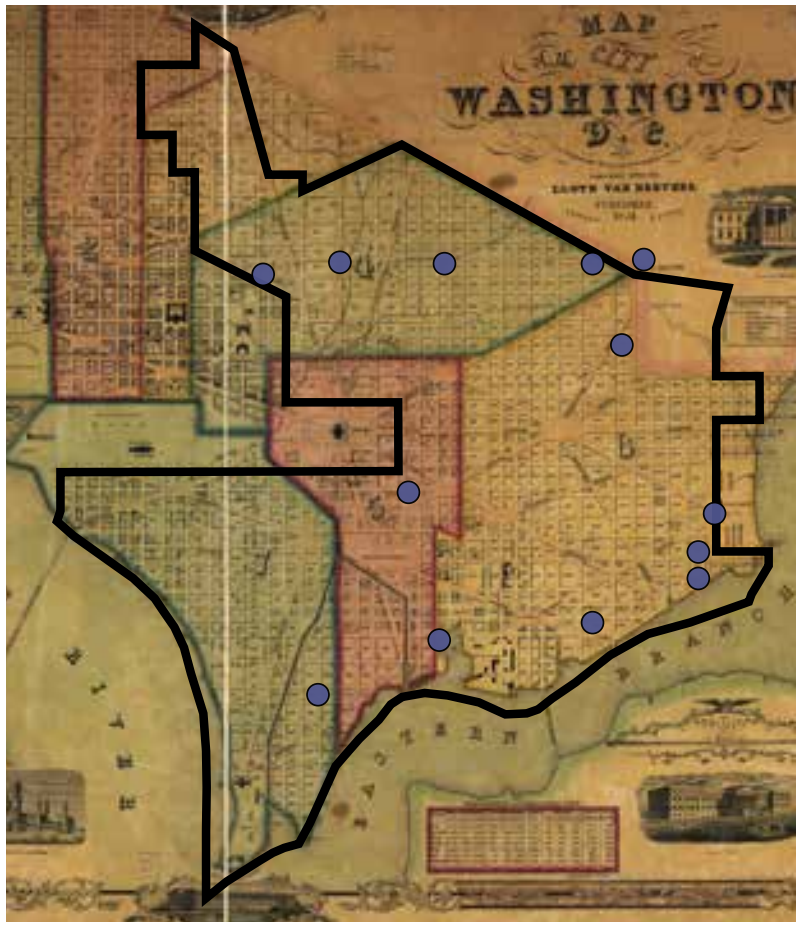
1948: Enforcement of racial covenants ruled unconstitutional in *Shelley v. Kraemer* and DC case *Hurd v. Dodge*

1949: Frederick Douglass or South Capitol Street Bridge opens after 7 years delay

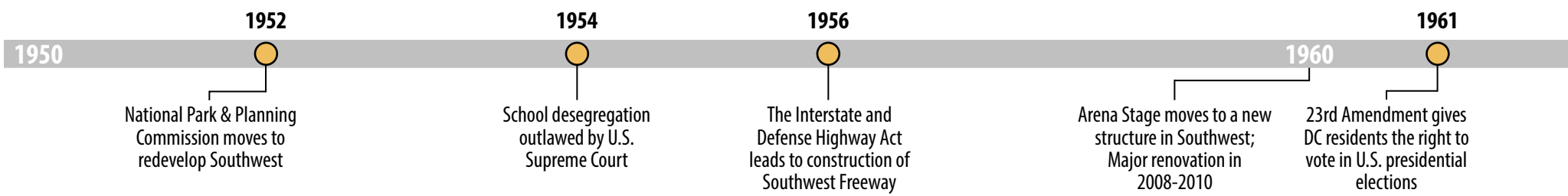
Cemeteries: Ward 6 was the site of several early city cemeteries, often adjacent to churches or within family estates, as seen on the adjacent map. Daniel Carroll, for example, was buried in Saint Peter's Cemetery near the B&O rail yards, before being reinterred at Mount Olivet Cemetery. Potter's fields, or burial grounds for the indigent, were also found in various locations around the area. Eastern Cemetery, one of two public burial grounds established in 1798 by the city, was located between H, I, 13th, and 14th Streets NE. It accepted both black and white burials, but they were separated by a fence. It was abandoned because the grounds were too marshy.

A city ordinance of 1852 prohibited new burial grounds within the city limits. The ensuing relocation of cemeteries into the county beyond Florida Avenue, Rock Creek Park, and the Anacostia River led to the closing of many small graveyards and the relocation of their burials. Graves of Washington Infirmary patients were relocated in 1853 from their Shaw site at 6th and M Streets NW to Reservation 13, at 19th and Independence SE, where victims of smallpox, like black diarist Michael Shiner, were also buried. The 1852 ruling also fed a real estate push for development of the newly available vacant land in the ward.

While most early cemeteries in Ward 6 are long gone, the most prominent burial ground remains. Established in 1807 at G and 17th Streets SE, it was called Washington Parish Burial Ground, but became known as Congressional Cemetery. The 35-acre site was considered the first national cemetery in the United States, since by the Civil War, three Presidents, two Vice Presidents, and seventy-five Senators and Representatives had been interred or memorialized there. Congressional prohibited African American burials, but nearby, at 16th and C Streets SE, was the East Methodist or Methodist Colored Ebenezer burial ground, in operation from 1824 until 1892.



Some Cemeteries, past and current, located in Ward 6



The Civil War - "One great hospital of wounded soldiers": Though Washington was the most heavily fortified city in the country, and directed the war effort, it supported the fighting primarily as an armory, hospital, and supply center. The Army's Arsenal at Greenleaf Point engaged in munitions manufacturing; the Navy Yard developed and tested new weapons; and the Marine Barracks played an early role in the capture of John Brown. All contributed significantly to Ward 6's place in Civil War Washington.

While not a combat zone, Washington still saw its own brand of destruction, mainly from the presence of federal troops and the explosion in civilian population. News correspondents and lobbyists, refugees from slavery in Virginia and Maryland, and white and black immigrants seeking war-related work, business, or service opportunities contributed to the growing number. All had an impact on the already struggling city, putting pressure on the meager housing supply, inadequate public services, and divided loyalties.

Thousands of residents found war work, from felling trees and digging trenches, to transporting people and supplies, to staffing saloons, hospitals, and government offices. An order of Catholic nuns opened Providence Hospital in 1861, at 2nd and D Streets SE—the only civilian hospital in the city. The several military hospitals included Campbell, in the Shaw area, and Lincoln, a few blocks east of today's Lincoln Square. With 2,575 beds, Lincoln was the city's largest hospital.

President Lincoln's 1862 compensated emancipation liberated more than 3,000 enslaved people in the District, and the Militia Act of 1862 permitted the Army to use freed slaves in any capacity. Prominent Southwest resident Anthony Bowen helped recruit U.S. Colored Troops, authorized in 1863; they were assigned to Analostan Island (now Roosevelt Island) to prevent additional tension in a city with many Confederate supporters.

White troops were housed in numerous public buildings, including the Capitol and the Navy Yard. In order to feed the Army, cattle were brought in via the Seventh Street Wharf and herded through Southwest to a huge yard set up around the unfinished Washington Monument. By the end of 1863, the Army Corps of Engineers had completed the Washington Aqueduct, yielding thousands of gallons of fresh water daily for both troops and residents.

Defenses of the Arsenal at Greenleaf Point, looking across the Potomac to Virginia
Library of Congress

Vietnam War

1963 — I-395 southwest Freeway opens

1965 — New Southwest largely complete

1968 — Riots following the murder of M.L. King, Jr. spur continued white flight

1970

1973 — Capitol Hill Historic District created

1974 — Home Rule allows DC residents to vote for mayor and 13-member council

1975

Municipal Improvements: The Civil War brought other changes to the city's public facilities. The "Old Capitol Building" at 1st and A Street NE, the temporary home of Congress following the burning of 1814, and then a school and boarding house, served as the federal prison from 1861 to 1867. Notorious spies and participants in the assassination of Lincoln were incarcerated in the building, and it also housed "contraband"—the Army's term for the refugees from slavery. The building was eventually torn down, and in 1935 the Supreme Court Building arose in its place.

Streetcar along East Capitol Street, showing underground electrical conduit installed in 1884
Library of Congress

Benefits also accrued to the city as a result of the war. Finally concerned about the already overtaxed population and its limited resources, Congress appropriated money for the establishment of a metropolitan police force. The City Council funded a paid fire department. Though the streets remained in poor condition, municipal garbage collection was established, opening contracting opportunities for some black Southwest residents.

Congress mandated public education without funding in 1862, but the city was able to raise enough funds for its first purpose-built public school. Opened in 1864 at 7th and D Streets SE for whites only, the school was named Wallach after the Mayor. The ornate building designed by Adolph Cluss, who went on to design Eastern Market and Franklin School, operated until 1949, when it was closed and replaced by the modernist Hine Junior High.

In 1864, Congress required that Washington fund "colored public schools". Although several new schools were constructed for African-American students over the decades, facilities were separate and unequal, with black pupils more often in older and overcrowded spaces. The first public school for blacks was located in the basement of Ebenezer United Methodist Church at 4th and D Streets SE.

To address the increased traffic on the wartime byways, in 1862 Congress chartered horse-drawn street railways. From about 1830, trackless horse-drawn omnibuses had operated along routes from Georgetown to the Navy Yard, and from Boundary Street (Florida Avenue) down Seventh Street to the wharves. The first horsecar company, the Washington and Georgetown Railroad, ran its tracks along the same routes. By 1864, its service was joined by the Metropolitan Railroad, which operated along East Capitol Street.

1975

1976 — Red, Blue, and Orange Lines of the Washington Metro open through 1978 in areas of Ward 6

1978 — DC preservation law enacted

1984 — H Street NE begins resurgence following destruction of 1968

1988 — Restored Union Station reopens

1991 — Green Line of Metro opens in Shaw; Near Southwest services in 1999

1995 — Congress appints "control board" to oversee DC government financial matters

Ward 6 Alleys: By the height of the Civil War, Washington's population had doubled to 150,000. Many of these newcomers ended up in Ward 6, and after the war, its alleys came to serve much of the expanded population desperately in need of shelter.

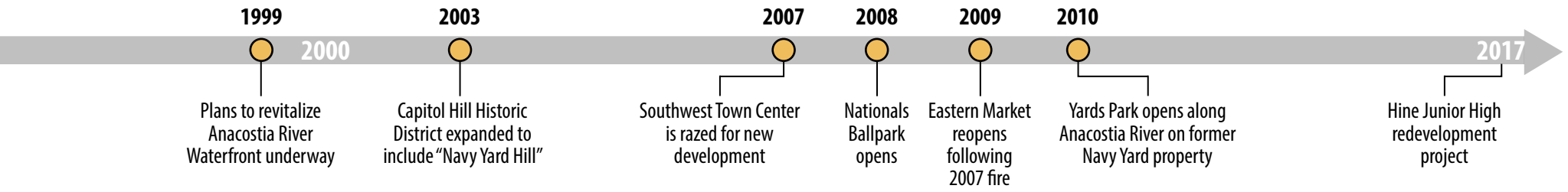
While L'Enfant's magnificent boulevards coursed the ward, alleyways were not included in his original plan for the City. They were introduced in the initial years of the city's development, becoming an integral part of its cultural landscape. The original city squares—drawn between 1793 and1796—were generally bisected in the center by public alleys, and divided into wide and deep lots. Alleys typically had I-shaped or H-shaped forms that stretched thirty feet wide at the center of the square and were accessed from the public streets by narrower alleys. They gave access to the rear of the large lots, where there were kitchens, outhouses, slave quarters, stables, carts, wagons, and animals, along with other dependencies, equipment, and storage.

Alleys abounded in Ward 6, and many became communities for poor and working-class African Americans and whites. They were crowded, unsanitary, and generally bypassed by the few city services available. Lean-tos, shacks, repurposed stables and cellars, and rude structures of salvaged wood and tin competed with horses, stables, livestock, and small workshops.

In spite of the perceived dysfunction of alley dwellers, relatively cohesive families and communities developed and thrived for decades. In time becoming more segregated and populated mostly by black families, the alley communities organized welfare and burial societies, recreation, and other forms of self-help. Ward 6 alleys, some of which still exist, had colorful names such as Goat and Hog in Shaw, and Porksteak, Louse, and Cow in Southwest.

H-shaped and I-shaped alleys in 1893 Hill East between C and A Streets NE and 17th and 19th Streets, an area that now includes Eliot-Hine Middle School. *G.W. Hopkins, 1893, Plate 32, DigDC.*

Alley life
Library of Congress



Washington Comes of Age: The years after the Civil War saw an earnest push to create a magnificent capital city, beginning with Governor Shepherd's massive program of public works. On Capitol Hill, the major roadways—Pennsylvania Avenue to the Navy Yard, Maryland Avenue, and a portion of 11th Street SE—were paved with stone. The wooden 11th Street Bridge across the Anacostia was rebuilt in iron. East Capitol Street to Lincoln Park, 8th Street SE, and high-traffic parts of Pennsylvania and New Jersey Avenues were paved with wooden planks, which muffled the clip-clop of horses' hooves.

The public markets were also improved. Eastern Market moved to its new building and location in 1873. Northern Liberty Market, nicknamed "Savage Square" because of its persistent noxiousness, was razed stealthily in the middle of an 1872 night to avoid protesting market vendors and their supporters. A private company reopened the market at nearby 5th and K Streets NW in 1874, but because of the distance from the 7th Street streetcar line and competition from the Central Market at 7th and Pennsylvania, it did not do well. The city then authorized a new O Street Market, which opened at the corner of 7th Street in 1881 to serve the Mount Vernon neighborhood

Railroad service also grew after the war. The Pennsylvania Railroad, competing with the B&O, finished the Baltimore and Potomac Railroad to the city in 1872, by way of a line crossing the Anacostia near Congressional Cemetery, and running through a tunnel under Virginia Avenue before traversing the Mall to its terminal at the site now occupied by the National Gallery of Art. It was ostensibly built to provide reliable transportation for moving freight and passengers from Baltimore to a southern water navigation outlet at Pope's Creek on the Potomac in Maryland, but the more important goal allowed by its Congressional charter was its "branch" line to the city.

Looking north from the Capitol building

Eastern Market

Not all of the era's improvements had an equitable effect. A sewer line routed to the Anacostia at the end of East Capitol Street proved to be as toxic as the canal. It regularly spilled sewage into the communities that became Rosedale, Isherwood, and Kingman Park on the flats of the river. In fact, most of the Hill beyond 11th Street was without water as late as 1873, leaving the area mostly undevelopable until the late 19th century.

In the areas that did benefit from public works, a wave of speculative real estate development followed. Undeveloped squares were rapidly subdivided, and empty lots between existing structures were filled in with new buildings. These ventures were often financed by friends and relatives of entrepreneurs, or by neighborhood-based building and loan associations. Southwest mostly languished, but in both Shaw and Capitol Hill, the paving of streets, extension of utilities and streetcar lines, and improved amenities fed a building boom.

Growing neighborhoods needed an improved streetcar system. By the 1890s, horse-drawn streetcars were replaced by faster and more reliable cable cars, with grand powerhouses at the ends of their lines. The 7th Street line through Shaw to the wharves in Southwest was the first to see cable. It opened in 1890, powered from a terminal now long gone, outside the Arsenal gates. The "Blue Castle" outside the Navy Yard gates served as the carbarn for the Washington and Georgetown Railroad when it converted to cable in 1892. The Columbia Railway followed with its H Street line two years later, leading to a terminal designed by Waddy Wood in the Romanesque Revival style, at the juncture of 15th Street and Benning Road NE.

The Metropolitan Railroad was the last to abandon its horse-drawn streetcars, having delayed past the deadline imposed by Congress. It also commissioned Waddy Wood to design its East Capitol Street car barn in 1896, but by that time cable traction was already obsolete. Metropolitan was able to introduce the smoother-riding electric cars that would become the city's norm.

Latrobe Gate, Navy Yard

Streetcar barn opposite the Navy Yard gate, often called the "Blue Castle"

Capitol Hill Architecture: The gradual development of the neighborhood east of the Capitol is exemplified in its architecture, which reflects an evolution over different periods as well as social and economic diversity. Early 19th century manor houses, Federal townhouses, and small frame dwellings exist side by side with ornate Italianate bracketed homes and late 19th-century pressed brick rowhouses, often with whimsical decorative touches combining motifs of Richardsonian Romanesque, Queen Anne and Eastlake styles. These houses are mostly two or three bays wide and two or three stories tall, although a feeling of verticality arises from the mansard and gable roofs topped by turrets and finials, and from the conical patterned slate roofs on the towers rounding many of the corners.

This mixture of architectural periods and styles is particularly strong as far east as Lincoln Park and 12th Street, but in the later-developing areas of Hill East, the architectural character gradually becomes more uniform. In that area, the turn-of-the-century evolution toward architecture inspired by the Arts-and-Crafts and Classical Revival movements is evident in the houses built in the first decades of the 20th century. The Victorian emphasis on verticality diminishes, as many houses are built with wide front porches and balanced façade proportions. Horizontal rooflines give a more uniform appearance to the increasingly longer rows of houses built by developers of this era.

Minor Streets: Found throughout Ward 6 are short block-long streets that allowed developers to provide modest housing that was not located on alleys. Many of these narrow streets offered quiet homes built with stoops and minimal front yards. They provided affordable housing, but sometimes also allowed small businesses and other non-residential concerns to co-exist. Warren Street NE in Hill East is an example of a minor street that developed gradually—the first cluster of simple homes erected in 1889, next to a stable that later became a commercial garage. On the vacant lots, residents grew produce for sale at the Eastern Market until developer Harry Kite filled in most of the block by 1916. French Street in Shaw was another minor street, from about 1877 a working-class community.

Minor Streets

Since the 19th century, a new street cut within an original city square has been called a "minor street." This early development tool allowed real estate developers to achieve increased density and revenue. An 1894 law ruled that minor streets were to be "of a width not less than forty feet or more than sixty feet, to run through a square from one street to another." In 1896, Senator McMillan introduced a bill that "all minor streets, avenue, alleys, courts, etc. ... bearing objectionable names, or names lacking in euphony [pleasing sound]" be given new and more appropriate names. In the last quarter of the 19th century, more than 60 minor streets were created; in first quarter of the 20th, 22 were platted. About 90 minor streets remain in the L'Enfant Plan, and 22 are in Ward 6's Near Northeast and Northeast Capitol Hill. Here are a few – see if you can find them!

Acker Place	Elliott Street	Lexington Place	Morton Place	Pickford Place
Corbin Place	Emerald Street	Linden Place	Orleans Place	12th Place
Duncan Place	Kent Place	Morris Place	Park Street	Warren Street

Post-Civil War Enterprise: Beyond the established neighborhoods in the center of Capitol Hill, agricultural and service uses continued after the Civil War. Small farmers still occupied undeveloped parts of Near Northeast and the outer edges of Ward 6. In the 1870s, a greenhouse and gristmill, were operating in the area between 6th and 12th Streets NE and south of I Street, as was a cattle dealer with a house, stable and slaughterhouse. As late as the 1880s, gardeners and small truck farmers lived in the area and sold their produce at the Eastern Market.

In the Rosedale neighborhood, ice houses were erected to take advantage of the springs flowing around 15th and E Streets NE, and known by various names—Cool, Young's, Stoddert's, Federal, and Gibson's. When one such company, Hygienic Ice, closed in 1908 after several years of operation, the loss of jobs was mourned in spite of the fact that the company was repeatedly cited and fined for spewing smoke into the air.

Far Hill East communities also developed a significant manufacturing presence due in large part to the streetcar and railway terminals. There were brickworks on D Street between 12th and 13th Streets NE. The National Capital Brewing Company also operated on D Street SE between 13th and 14th Streets from 1891 until 1914. Thereafter, the plant became the Carry Ice Cream Company (then Meadow Gold and Sealtest).

Outlying Neighborhoods: Several factors finally led to the development of Capitol Hill east of 12th Street. The expansion and regularization of Civil Service jobs spurred a need for modest housing for government workers. Agitation for an equitable share of the city improvements by groups such as the East Washington Citizens Association resulted in a water main being installed, the erection of a new bridge crossing the Anacostia at Pennsylvania Avenue, and a plan to use the spoils from river dredging to fill and cover the disease-ridden flats along the Anacostia. These were all ingredients for the slow but steady evolution of the areas now known as Hill East, Rosedale, and Kingman Park. By the end of the 1920s, most of the eastern part of Ward 6 was not only habitable but settled.

National Capital Brewing Company
Library of Congress

Streetcar headed to Brightwood via Seventh Street NW

The buildings of Hill East and beyond exemplify the character of early 20th century workforce housing. Mostly narrow lots limit the housing types to rowhouses, with some small low-rise apartment buildings. Most rows were mass-produced, and those along the avenues had deep front yards and freestanding garages in the rear. Though most of the building stock is modest and typical of many residential communities in other parts of the District, some is unique. For example, the houses at 1705 to 1719 Independence Avenue SE, are unusual for the pairs of dormers and joined front porches that make each pair of houses resemble a larger single unit. The developer P. Gordon Cooper served as architect and contractor for the 1923 project.

In the Rosedale and Isherwood communities, which were not considered within the city limits until the Organic Act of 1871, wood construction was permitted through 1921. The remnants of collections of 1892 frame rowhouses along Kramer Street, for one, are noteworthy, though they have been interrupted by replacement homes and modern renovations. Nevertheless the charm of this and other late 19th century neighborhoods like Shaw and Mt. Vernon Triangle can still be appreciated.

Self-Help in Southwest: While Capitol Hill prospered, Southwest continued to develop as the locale for shipping concerns, warehousing, and manufacturing activity. The Army's completion of a new Long Bridge across the Potomac in 1863 finally provided an unobstructed rail connection to the South, with access through Southwest along Maryland and Virginia Avenues. This made the quadrant an ideal location for businesses dependent on rail access.

The motley collection of gritty enterprises contributed to an increasingly negative perception of Southwest as an unhealthy neighborhood. Even the closure and submersion of the canal did not improve the conditions as hoped for by authorities and residents. Thus, by late 19th century, Southwest had become the object of much public hand-wringing over its conditions. Social reformers began programs of life improvement and charitable giving through settlement houses, church missions, and the sanitary affordable housing movement, among other measures. Racial uplift goals by black organizations and churches, and missionary outreach by similar white organizations found fodder for their energy on the Island.

Virginia Avenue Playground for whites, near Navy Yard
Library of Congress

"City of Trees" - Capitol Hill and the McMillan Plan: With the City Beautiful movement of the 1890s, and release of the McMillan Plan for Washington in 1901, the old Capitol Hill community clustering around the Capitol began to give way to an expanding national government. Only a few notable structures dating from the early 19th century have survived in the blocks immediately around the Capitol. Examples are the houses at 20 and 22 3rd Street SE, which may have served as congressional boarding houses, and the Sewall-Belmont House, rebuilt in 1820 following British torching in 1814.

Beautification of the city was already well under way by the 1890s. While Governor Alexander Shepherd was busy paving local streets and planting 60,000 trees along the city's avenues in the 1870s, federal officials and civic-minded groups cast their gaze on the the Mall area, desiring to have the city's formal center also reflect its intended majesty.

From 1874 to 1892, Frederick Law Olmsted, the father of American landscape architecture, created a remarkable landscape setting around the Capitol, installing curving roadways and paths adorned by thousands of trees, shrubs, and ornaments. One of these was the Bartholdi Fountain, which the government purchased from the Philadelphia Centennial Exposition, for display at the Botanic Garden. Iconic lampstands and former streetcar waiting stations still exist on the east side of the building, even though the horse-drawn Metropolitan Railroad streetcars were rerouted from the grounds to run along East Capitol and First Streets. Olmsted's work left in place Horatio Greenough's 1841 sculpture depicting George Washington as a toga-clad Roman citizen, but that monument was moved to the Smithsonian in 1908.

Construction of the massive Library of Congress between 1886 and 1892 marked the first major expansion into the local neighborhood. It set the stage for the ring of House and Senate office buildings to follow under the McMillan Plan. The central feature of that plan was the removal of train tracks traversing the Mall, made possible by the construction of Union Station in 1903-08. By that time, the the decades of beautification and landscaping of Washington's streets, avenues, and parks had earned it a new appellation: the "City of Trees."

The construction of Union Station displaced part of Washington's early Irish community, known as Swampoodle. Many lived along California Street, which was cleared for the Columbus Plaza in front of the station. Much of the community remained in the area north and east of the station, until it too fell victim to displacement through alley clearance, middle-class residential development, federal buildings, and later freeway construction.

Library of Congress upon completion

View from the Capitol along East Capitol Street—note Horatio Greenough's statue of George Washington

courtesy J. de Ferrari

Social Reformers: City improvement efforts also focused on the alley dwellings that were part of the fabric of the growing capital. An 1897 census by the police department documented that 237 blocks within the original boundaries of the Federal City had alleys inhabited by an estimated 17,244 inhabitants or 11% of the city's population. African Americans accounted for 16,046, while only 1,198 were white. The greatest numbers of alleys were concentrated in Southwest and Northwest between 1st and 15th Streets.

Soon after the Civil War, alley dwelling conditions led to housing and social reforms. In 1871, the city's first Board of Health began to condemn dwellings unfit for habitation, and by 1873, all new housing within city limits had to be constructed of brick. The 1892 Congressional prohibition against constructing dwellings in alleys of less than thirty feet wide also mandated utilities and egress to city streets. By the end of the century, reformers could be divided into two camps—those espousing social improvement, and those advocating aesthetic goals. Some who felt that the two aims could be combined claimed victory in the destruction of Southwest's Willow Tree Alley at 3rd and 4th Streets between Independence Avenue and C Street, and its conversion to park land. However, for those displaced by the well-intentioned razing of alley blight, there was insufficient housing into which they could move.

In 1904, the Washington Sanitary Housing Company (WSHC) was formed to build and rent sanitary and affordable housing to low income residents at minimal profit for investors. Its first project was 20 duplex houses for blacks, built on Van Street SW to replace sorely deteriorated wooden Civil War barracks that had sheltered families for decades. This project was followed by additional WSHC developments in 1907 to 1914 on 14th and L Streets SW, and the 1200 and 1400 blocks of Carrollsburg Place, Half Street, and South Capitol between M and N Streets SW, all designed by eminent architect Appleton P. Clark. These projects, though, hardly addressed the housing shortage soon swelled by the numbers brought by the Great Migration and World War I.

Another factor greatly affecting the use of alleys and alley buildings was the increasing popularity of the automobile. Thus, during the 1920s and 1930s, a number of stables and alley dwellings were converted into garages further reducing the availability of "affordable" housing.

An Italian immigrant fruit vendor on Delaware Avenue SW, 1948, with gas holder looming in the background
Curtis Collection, DC Public Library

An alley resident returns from shopping or an errand, perhaps to collect laundry.
DC Department of Transportation

In 1931, WSHC and Clark erected more duplexes on Carrollsburg Place and Half Street SW; and in 1936, two-story flats for white residents on the site of the old Washington Brick and Terra Cotta Company at Canal, Third, O and P Streets SW. Named Sternberg Court, it was joined by the three-story Kober Court, built by the allied Washington Sanitary Improvement Company (WSIC). Now St. James Mutual Homes, a DC historic landmark, the complex exemplifies the garden apartment model that replaced alley dwellings as the city's dominant form of affordable housing. Other nearby multi-unit buildings of a plainer design were rented to African-American tenants and still exist today.

Public Housing: The Alley Dwelling Authority (ADA), formed in 1934, set about to replace substandard alley housing with modern homes. Its first project—erected to house 16 white families—was in the same square that now holds Arena Stage and Waterside Towers. In Southeast, Hopkins Place at 12th and L Streets opened in 1936 for 23 black families. By 1938, ADA had moved 200 families from 11 cleared alleys, but placed less than a hundred families in its four new developments. Other ADA projects included, in 1941, Carrollsburg Dwellings, intended for all races displaced by alley demolition, and Ellen Wilson Dwellings, replacing the notorious Navy Place alley near 6th and I Streets, which had been home to black and white families.

Ellen Wilson Dwellings public housing in Near Southeast the 1950s
DC Housing Authority

Public Housing in Ward 6

Public housing of Ward 6 had its own marks of notoriety or distinction. Of the 56 remaining public housing properties in Washington, 15 or 27% are located in Ward 6. Today, there are 2,511 public and assisted housing units or 30 percent of the total available citywide.

- Ellen Wilson Dwellings, named for the former First Lady who was an advocate for decent affordable housing, was originally constructed for displaced alley residents, black and white. However, it initially housed only white tenants. After years of complaints by Capitol Hill residents, the development, which by then was predominantly black, was razed and replaced with the first mixed-income partial public housing complex in the city. The construction was financed by the Department of Housing and Urban Development.

- Arthur Capper (Family) was the first public housing built in the ward after World War II. It was razed and the land now holds U.S. Marines housing.

- In 1953, the National Capital Housing Authority ordered the end of segregation in 87% of its housing, including three complexes in Ward 6.

- Sursum Corda was developed in 1968 in partnership with the Catholic Church. Nuns were among the first tenants, housed there to perform missionary work among the residents.

Northwest: Sibley Plaza, Sursum Corda

Southeast: Arthur Capper Senior, Carroll Apartments, Hopkins Apartments, Kentucky Courts, Potomac Gardens Family, Potomac Gardens Senior, Townhomes on Capitol Hill (on the site of the former Ellen Wilson Dwellings)

Southwest: Greenleaf Additions, Greenleaf Extension, Greenleaf Gardens, Greenleaf Senior, James Creek, Syphax Gardens

Bruce Wahl's beer garden on 4th Street near Maryland Avenue SW, 1954
Curtis Collection, MLK Library

A row of rooming houses, 1950s
DC Housing Authority

In response to the increasing population related to World War II, James Creek Homes for African American war workers was completed in 1942 with Department of Defense funds. It was designed by prominent black architect Albert Cassell. Syphax Homes was also erected as war housing the same year.

Urban Renewal: All three quadrants of Ward 6—Northwest, Southeast, and Southwest—were to see their share of public housing over the next two decades, as federal housing programs and planning agencies promoted the concept of urban renewal. In late 1953, the Redevelopment Land Agency (RLA) organized to continue slum and alley clearance in the District. It began property acquisition, and relocation started shortly thereafter. Though the urban renewal plans were in effect for forty years, the vast majority of the construction was completed by 1970.

The Southwest urban renewal effort was by far the most momentous in the city's history. In that project, a vibrant but physically run-down community of approximately 4800 structures spread over 111 acres was razed in 1955 and 1956, displacing 23,000 families, mostly black but also Jewish and other ethnic minorities, countless businesses, and community institutions. In the name of reform, a "modern" community would replace the old one, with massive buildings for the expanding federal government, as well as townhomes and high-rise apartment buildings primarily for the burgeoning federal workforce for whom there was a housing shortage. These would be designed by America's premier developers and architects including William Zeckendorf, Chloethiel Woodard Smith, and I.M. Pei. The public housing projects built in the 1930s and 1940s outside the RLA area were exempted from demolition.

Many of the buildings from the Southwest urban renewal are now more than 50 years old, and a number have been recognized with historic landmark designation. As part of the Southwest renewal project, the I.M. Pei design for L'Enfant Plaza was noted for its use of technological advances and integration of electrical and mechanical systems into waffle-slab concrete structural systems. The project included the 10th Street overlook park designed by landscape architect Daniel Kiley, now honoring African American astronomer Benjamin Banneker, who sited the first marker for the District's boundaries.

The Freeway Comes to Ward 6: Federal planning policies promoted new modes of transportation at the same time as urban renewal. The multi-lane freeways that were part of the interstate highway system became particularly appealing to city officials and planners, because under the National Highway Act of 1956, the federal government provided 90% of the cost.

Some neighborhoods in the city fought highway construction mainly because of the threatened destruction of their communities. In Ward 6, however, much of the "inner loop" of highways, including the Southeast/Southwest Freeway, became a reality. This was in large part because the land in Southwest had already been cleared, leaving few residents to organize against it. In spite of protests in Southeast, the freeway mostly ran along the edge of public housing, through parts of Ellen Wilson dwellings and private working-class housing in Italian, Irish and African American neighborhoods.

The greater impact, however, was the reinforcement of the "Island" perception of Southwest and the communities near the Navy Yard. Like the railroads of the past, the Southeast/Southwest Freeway became yet another line of demarcation between a federal office enclave and a modernized residential Southwest, and between the more affluent sections of Capitol Hill and the lower-income and industrial community toward the Navy Yard and waterfront in Southeast.

Construction for the Southeast Freeway disrupts the setting of Barney Circle

District Department of Transportation

New freeway begins to rise on cleared land in Southwest

District Department of Transportation

New Uses for Old Spaces: As the city experiences new population growth and increased development, Ward 6 continues to evolve. This current phase of city growth is just the latest of successive waves of change that have built upon on what already existed to create new forms and new communities. The physical character of Ward 6, as well as its people, are two great assets that celebrate the rich diversity of the ward in terms of its different neighborhoods and its residents of varied incomes, races, ethnicities, and ages.

Recent changes in the ward have shown how new uses can be added in a way that retains and enhances the character of old spaces. Many familar parts of the old Ward 6 are being revived, just with new "coats" in some instances. On Capitol Hill, dozens of homeowner projects every year continue to maintain and improve the neighborhood. Gessford Court SE is an example of an alley that has been restored and updated, and is now considered a desirable address. One of its more famous residents in the 1960s was the indomitable U.S. Representative Adam Clayton Powell, who lived in one unit while renovating another.

Around Eastern Market, the redevelopment of the Hine Junior High School site, formerly the site of Wallach Elementary School, begins a new chapter in the history of a community center that will continue to grow stronger around the Metro station and its public square.

On a smaller scale, but perhaps a cause of more concern, the historic rhythm of some of the uniform rows of Hill East and other areas outside the historic districts of Ward 6 have been peppered by prominent top and rear additions. While some see this as providing new housing, many residents fear that the historicity of their communities is being compromised by these uncharacteristic and often awkward new additions. Community-based proposals for historic districts at Barney Circle, which has not moved forward, and at Emerald Street, which ended in designation, have reflected the different points of view on this issue.

King's Court Community Garden transforms a former alley
courtesy Janezich

Rendering of new development on the Hine Junior High School site
courtesy J. Barker

Ward 6 in 1968: The 1968 riots that followed news of Martin Luther King's assassination devastated parts of today's Ward 6. The civil unrest began benignly enough in the evening of April 4, 1968, when a dozen or more staffers from the Student Non-Violent Coordinating Committee, led by activist Stokely Carmichael, marched down 14th Street NW from the SNCC headquarters at 14th and U, demanding that store owners along the route close in Dr. King's honor. After a store window was shattered, the situation quickly deteriorated as residents unleased decades of race-related pent-up anger and frustration. Thousands of black residents took to the streets, smashing mostly white-owned store windows, looting the retail within and setting fires in the streets. The rioting and fires spread from 14th Street easterly, particularly along the commercial corridors of 7th Street NW and H Street NE in Ward 6.

The police attempted to disperse crowds and restore order with tear gas, but as the rioting intensified into the next day, President Johnson dispatched the National Guard. By Saturday, 13,600 federal troops had moved into the city—the most to occupy any American city since the Civil War. The destruction from the rioting was devastating—more than 900 businesses were damaged and nearly 700 dwellings were destroyed—leaving once-bustling blocks in ruins. Similarly, the images of the military marching through neighborhood streets in riot gear, and city residents being beaten and put under arrest, added to the political and social tensions of the city. The 1970s and 1980s were a turbulent period for the city as redevelopment plans took decades to implement, and racial and political relations remained strained.

National Guard troops on duty

Burned out buildings at 7th Street NW

New express bus route between SE and NW

Washington Coliseum

Lincoln Congressional Church

Street protest

Anacostia Waterfront Initiative: Recent changes have been more dramatic along the Anacostia waterfront and around the Navy Yard, spurred by the multi-agency initiative begun in 2000. Large-scale redevelopment has replaced an area of modest houses interspersed with railroad facilities and warehousing. Today's neigbhorhood includes Canal Park and the mixed-income Capper/Carrollsburg planned community, begun in 2004 and still under construction. It has been joined by a mix of privately developed, mainly high-rise office, retail, and residential development.

This new community was ultimately made possible by the modern mission of the Navy Yard, which has changed from being a center of ordnance production to one producing some of the most advanced naval research and scientific studies in the country. A more compact administrative center has allowed parts of the former gun factory to be redeveloped as The Yards, a new center of housing, retail, and offices surrounding a large waterfront park.

Similar changes are under way along the Southwest waterfront and at Buzzard Point. The first phase of the Wharf project, now opened along the Washington Channel, includes not just residential, retail, and hotel, but also new public piers, a concert hall, and public plazas. Nearby, L'Enfant Plaza will retain most of its look, but the central square will become the home to a new Spy Museum. New pedestrian walkways will improve connectivity from L'Enfant Promenade and Banneker Overlook to the waterfront.

In the Buzzard Point area, Audi Field, a 19,000-seat soccer stadium, is under construction, along with several new projects offering loft housing and waterfront condominiums above restaurant and retail spaces. Developers are cooperating to preserve continuous public open space along the waterfront through the extension of the Anacostia Riverwalk Trail.

The Yards Park

Potomac water taxi docked at The Wharf, *courtesy Ted Eytan*

NoMA Neighborhood: North of Union Station, the new NoMA neighborhood continues to emerge from a mid-century industrial district clustered around the railroad tracks leading north from Union Station. The station itself is gradually being restored and improved, as planning continues for air rights construction above the terminal platforms.

On nearby streets, historic warehouses are being converted into housing, retail, or office space. In recent years, National Public Radio moved its offices to the expanded 1926 Chesapeake & Potomac Telephone Warehouse. After extensive renovation, the 1941 Uline Arena, known for its sporting events (mostly segregated) and the first stateside concert of the Beatles, is now occupied by a national sporting goods retailer. Also planned is the adaptation of the 1931 National Capital Press printing plant for new housing.

To the west of North Capitol Street, in the Northwest One redevelopment area, city leaders are pushing ahead on the long-delayed mixed-income development to replace the Temple Courts and Sursum Corda projects. These new communities will be planned along the traditional street grid to encourage connectivity with the surrounding community.

NPR Headquarters at the former C & P Telephone warehouse

A New Center for Shaw: Among the reuse initiatives in Shaw is the O Street Market project. It reconnected historic streets, blending new construction and mixed uses with the rebuilding of the iconic market building, badly damaged by decay and a catastrophic roof collapse.

Just as the city's L'Enfant boulevards, early forms of transportation, and diverse architectural styles informed the development and vocabulary of neighborhoods that we now view as historic, these new modalities in the form of technology, digital highways, and mass transit are influencing the design of the new development transforming Ward 6. Some these buildings may become the heritage markers and historic landmarks fifty years hence.

O Street Market, restored as part of a grocery store

A brief history of some of Ward 6's neighborhoods, past and present

Ward 6 has the distinction of encompassing much of the original capital city. Washington is unusual in that the city was planned on a monumental scale, and laid out on the landscape as a vast geometric diagram to be filled in as the city grew. Thus the neighbhoroods of the original city tend not to be defined by natural boundaries, unlike cities that evolved organically without a pre-conceived form. Since it was dependent on the fortunes of the federal government, Washington grew in fits and starts, absorbing groups of newcomers from diverse cultures. Localized identities arose in the neighborhoods where new groups settled, but with a continuous city plat, these communities could be separated merely by a workable consensus—our community on this side of the street, yours on the other—that gradually dissolved into indistinct boundaries. This has given the neighborhoods of Ward 6 a quality of being both distinctive and interconnected at the same time.

Capitol Hill

One of the oldest and most architecturally diverse communities in the city, Capitol Hill is the largest neighborhood historic district in Washington, and one of the largest in the nation. It began as a mere cluster of boarding houses and workshops to serve Congress and construction on the public buildings, and reflects the social and class diversity of the growing early capital. For a full history, see the *Capitol Hill Historic District* brochure available on the Historic Preservation Office website.

Capitol Hill's row houses were built either in long uninterrupted blocks, or in small groups whose imaginative facades reflect the aspirations of the builders and residents. There are many fine commercial buildings, particularly on 8th Street and Pennsylvania Avenue, and notable religious and institutional structures. There are also many modest homes and humble alley dwellings. The predominant architectural styles include Federal, Italianate, Second Empire, Romanesque, Queen Anne, and Classical Revival, some melded into what has been called the "Washington Rowhouse."

The L'Enfant street pattern gives Capitol Hill a special character. It has more 160-foot-wide avenues than any other residential area in the city, and these avenues lend the neighborhood a stately and monumental dignity. With their wide setbacks and impressive buildings, the avenues convey a subtle contrast to the narrower tree-lined grid streets, and the even more intimate minor streets and alleys. Some of the distinct neighborhoods on the Hill include:

Eastern Market: The market moved from its first location at 7th and K Streets, near the Navy Yard, to its present site in 1873, creating a natural focus for commercial and residential development around it.

Lincoln Park: Governor Shepherd's improvements after the Civil War included paving East Capitol Street and landcaping Lincoln Park. The bronze "Emancipation" statue, paid for entirely by freed slaves, was erected in the park in 1876. The neighborhood developed in the ensuing decades, spurred by the streetcar line along East Capitol Street.

Early Rowhouses

1873 Adolf Cluss-designed Eastern Market

Garfield Park

Stanton Park: The first improvements to the park were completed in 1879, in preparation for the statue of Revolutionary War General Nathanael Greene. In the same year, the city's largest public school (now Peabody School) opened on the south side of the park, bringing stature and residents to the area. The historic landmark was the early home of Capitol Hill's first high school, the predecessor of Eastern High School.

Barracks Row: The route north from the Navy Yard gates along 8th Street created a natural transportation spine for the neighborhood that started as soon as the Yard and Marine Barracks were established. During the Civil War, a streetcar line opened along 8th Street and the population around the military encampments tripled. The bustle of Barracks Row peaked during World War II, but postwar suburbanization led to outmigration of workers and declining commerce. In spite of these changes, the Marine Band continued to play on summer nights, bringing in hundreds of people. Businesses from the postwar era, including several gay bars, continued to operate, but not until streetscape improvements and a DC Main Street program in the late 1990s did the street become a favored venue for restaurants and clubs.

Barracks Row Festival, *courtesy H. Wetzel*

Navy Yard

Washington Navy Yard, established in 1799, is the U.S. Navy's longest continuously operated facility, and like the U.S. Capitol, it was a magnet for early development. Outside the Navy Yard walls, a vibrant residential community with stores, small businesses, churches and other institutions developed to the north. It was sometimes referred to as Navy Yard Hill.

The Yard was also the city's first industrial neighborhood, periodically expanding to the east and west through World War II. In addition to the shipbuilding and munitions industries within the Yard, other manufacturing and services in the area included the Sugar House from 1805 to 1836 (later the Washington Brewery), processing plants, and by 1908, the city's main sewerage pumping station.

In recent years, part of the Yard has been converted to a new residential community called "the Yards." Retail and restaurants in the adapted Navy buildings have been joined by parks, an amphitheater, and river trail. These riverfront highlights, as well as the proximity to Nationals Park and Barracks Row, have made the Yards a destination that attracts thousands of visitors.

Aerial view of 8th Street and Southeast from the Navy Yard, 1950s

Near Southeast

The area between Virginia Avenue—labeled "Railroad Avenue"—and the Navy Yard developed separately from Capitol Hill in part because of a barrier of railroad spurs. it became a neighborhood filled with warehouses and the modest frame homes of black and white working-class residents with close economic ties to the Yard. The area remained crosscut by railroad spurs, with at least seven track lines serving the numerous supply yards and industrial facilities taking advantage of convenient rail access and proximity to the Yard.

The neighborhood was informally segregated: for example, the 400 block of K Street, facing the tracks leading to the tunnel, had African-American residents, while 4th, 5th and I Streets were lined with the homes of white Navy Yard employees, railroad workers, and trades and crafts workers. This pattern largely persisted until about 1930, when the area became almost entirely African-American. Public housing construction after World War II (Arthur Capper Homes and Carrollsburg Dwellings) replaced most of the frame houses, and the freeway along Virginia Avenue further isolated the community. By the end of the century, the area near South Capitol Street also became noted for its gay clubs and restaurants in some of the former warehouses.

In 2005-07, the public housing and many of the surviving warehouses were razed as part of yet another large-scale clearance and redevelopment of the neighborhood. In their place are the Nationals Park baseball stadium, rebuilt freeway ramps, and a mix of office, retail, and residential buildings, including senior and subsidized housing. Today, few buildings remain from before the 1930s. Among them are the Main Sewerage Pumping Station and several warehouses built as part of the Sewer Department's O Street Yard. Other early buildings include Saint Vincent de Paul Catholic Church, erected in 1903 at M and South Capitol Streets, which conducts a "Nats Mass" during baseball season, and Saint Paul AUMP Church at 4th Street and Virginia Avenue, now a historic landmark.

Saint Paul AUMP Church

3rd Street SE, razed for Arthur Capper Dwellings, *courtesy DC Housing Authority*

Hill East

The area east of roughly 13th Street NE to the Anacostia River, known today as "Hill East," has a long history, stretching back to Algonquin/Nacotchtank Indian riverside settlements, now protected as archaeological sites. The current community is characterized by early and mid-20th century rowhouses and many minor streets, such as Warren Street and Emerald Street. Its growth was largely tied to streetcar lines and the former public hospital buildings on Reservation 13. Nearby are the iconic 35-acre Congressional Cemetery enjoyed by many residents for its open space, the DC Armory, and RFK Stadium.

Barney Circle was named for Commodore Joshua Barney (1759-1818), a local hero of the War of 1812. The area was almost entirely open land until the Pennsylvania Avenue streetcar line was extended from 8th to 17th Street SE in 1901. Although its first houses were built in 1905, the peak building period occurred just after World War I, with low-cost "daylighter" or porch-front row houses designed by architects such as H.R. Howenstein and A.H. Beers. By 1929, its development was virtually complete. The bridge at Barney Circle (the third in its place) was erected in 1940 and named for the famous "March King" and composer, John Phillip Sousa (1854-1932), a native of the Barracks Row area. Construction of the Southeast Freeway in the 1950s and 1960s took a portion of this relatively homogeneous neighborhood, and the circle nearly disappeared.

Boathouse Row is located on a stretch of Anacostia riverfront formerly under National Park Service jurisdiction. The historic boathouse resources are Eastern Power Boat Club (the oldest surviving club on the Anacostia), Washington Yacht Club, District Yacht Club, and Seafarer's Yacht Club (the oldest known African American boating club in America).

Members of the Seafarer's Yacht Club participating in a parade

Southwest

Southwest Washington includes some of the oldest buildings in the city, including the Wheat Row block of townhouses, built in 1793, and the Thomas Law House, from1794-96. But the ward did not develop as its early speculators anticipated. Soon separated from Capitol Hill and the rest of the young city by a canal and railroad, it came to be known as "the Island", an area that boasted a bustling waterfront, military installations, industries of all sorts, and modest homes. After the Civil War, it increasingly became a neighborhood of last resort, as many alleys filled up with makeshift housing.

An informal dividing line came to exist in Southwest, with the area west of 4th Street housing Scottish, Irish, German, and Eastern European immigrants, while blacks lived to the east. Each half was centered on religious establishments, such as St. Dominic's Catholic Church and Voliner Anshe Sfard Synagogue on the west, and Friendship Baptist Church and St. Monica's Episcopal Church on the east. A remarkable irony is that each half of the neighborhood was the childhood residence of a future American musical superstar: Al Jolson lived on 4th-1/2 Street for a time, and Marvin Gaye was born on 1st Street. Elgin Baylor, an early basketball standout, got his start at the Southwest Boys Club, and attended Rehoboth Baptist Church on 1st Street.

Opening of the Douglass Memorial Bridge connecting Southwest across the Anacostia River, *courtesy DDOT*

Southwest Waterfront: Maritime commerce was essential for the early city, and there were active wharves along both the Potomac and Anacostia waterfronts. The Potomac waterfront is infamously associated with the 1848 attempted escape of 77 enslaved people on the schooner *The Pearl*. When captured, they were forced to march from the wharf up 7th Street to the jail at Judiciary Square. The area at the foot of 6th and 7th Streets, and along Water Street, hosted a variety of commercial activities. Steamers carried lumber, coal, farm goods and other merchandise, and ferried passengers across to Alexandria or down the river for excursions to amusement parks. River transport was available as far as Norfolk, Virginia and Wilmington, Delaware.

Along with the shipping activity, there were fish markets, cafes, and government buildings housing the police and inspectors. Many local merchants built homes nearby. Over time, silt rendered the channel generally unnavigable except for small craft. The urban renewal project of the 1950s and 60s replaced Water Street, the Municipal Fish Market, and nearly all of the waterfront buildings with new restaurants and piers, residential highrises, and modern churches. The waterfront is now undergoing another re-envisioning, with greater density, but also more active recreational and entertainment uses.

Fort McNair was established in 1791, as the the U.S. Arsenal at Greenleaf Point. At times, the U.S. Army fort was called various other names, including the Washington Barracks, and Fort Humphreys. In the 19th century, it served as the first U.S. penitentiary, and was the site of the hanging of Mary Surratt and others implicated in the assassination of President Lincoln. It was also the site of an infamous non-combat related tragedy during the Civil War—the explosion and fire at the munitions factory that killed 21 young women, some burned beyond recognition. Many of the victims are buried at Congressional Cemetery in a mass grave under the Arsenal Monument, erected in their memory.

The fort saw a physical transformation in the early 20th century, when it was redesigned by the noted New York architects McKim, Mead & White. Their work includes the majestic Army War College building on Greenleaf Point, and a row of officers' quarters facing a central parade ground. The fort was renamed after World War II for Lt. General Leslie J. McNair, a casualty of friendly fire. It remains the home of the war college, now renamed the National Defense University.

Historic view of the Washington Channel waterfront, about 1910

Officer's Quarters at Fort McNair

Buzzard Point: Since the founding of Washington, Buzzard Point has enjoyed a colorful history and somewhat disreputable past. Intended to be a great commercial center anchored by wharves, it did not fulfill its promise because the waters around the point proved to be too shallow for docking and shipping. It was also considered dangerous to swim in the waters, yet every summer for decades, people drowned there seeking relief from the sweltering heat.

Animals once freely roamed the land, and the noxious James Creek canal added to the undesirability of the 19th century point. There was a burial ground for horses that could not be sent to factories for rendering, and a dump for garbage and manure. Most early structures described as shanties were built along 1st and South Capitol Streets SW. The police census of 1894 found that 117 whites and 146 blacks were living side-by-side in the area below Q Street. There was at least one notable house, the residence of James C. Dent, the esteemed minister of Mount Moriah Baptist Church, a building that did not survive the Southwest clearance.

In the 20th century, Buzzard Point became area of scattered rowhouses and low-level apartments, scruffy industrial warehouses and garages, cement plants, and a few government office buildings. In 1933, the Buzzard Point Power Plant became a symbol of modern energy, expanded in 1940 in anticipation of the city's wartime power needs. Until recently, houseboats moored alongside pleasure boats at two boat club piers forming a pleasant punctuation at the end of the Point. Now under construction is a new soccer stadium, and nearby commercial and residential development will soon follow.

Buzzard Point Marina

Old Southwest Neighborhood: The largest intact remnant of the old Southwest community lies between roughly Canal and South Capitol Streets. This area includes several blocks of row houses, a neighborhood church, and notable examples of affordable housing built from 1907 to the 1960s. These include rows built by the Washington Sanitary Housing Corporation along Carrollsburg Place in 1907, the landmark Saint James garden apartments from 1937-39, and James Creek Dwellings from 1942. This much-diminished pocket of buildings is the only section of residential Southwest that survived the urban renewal plans of the 1950s and 60s.

Buzzard Point Power Plant, *courtesy H. Wetzel*

New Southwest

Southwest Federal Center is the collection of government buildings between Independence Avenue and the Southwest Freeway (I-395). The first federal building in this area was the Federal Warehouse, built in two stages between 1931 and 1935, at the bend in the railroad tracks along Virginia and Maryland avenues. It was the central supply house for federal agencies, and is one of the earliest examples of federal architecture in Washington using Art Deco/Art Moderne design motifs. Later in the New Deal era, it was joined by headquarters buildings for two new federal agencies—the Social Security Administration and Railroad Retirement Board—along 4th Street, SW.

After World War II, the continuing need for more federal government offices led to an even more ambitious building program in Southwest, part of a 1956 plan to build fifteen new federal buildings in Washington. With the urban renewal program, residential streets with attendant churches and small commercial spaces were razed to expand the federal presence and to continue the route of the freeway. Construction began in 1959, and during the 1960s, the program was influenced by President Kennedy's call for exemplary modern federal architecture, leading to buildings like the imposing HUD headquarters.

Urban Renewal: Residential Southwest was forever altered by the massive urban renewal experiment fostered by Congress, federal planners, and city leaders. After years of opposition, the urban renewal plan ultimately succeeded in demolishing almost the entire Southwest community in the name of replacing "slums and blight" with modern housing and facilities.

Neighborhood residents and institutions were forced to give up not only their physical homes but also their everyday connections and networks. Many struggled to relocate to other homes within the city. A Jewish department store owner on 4th Street, the Main Street of Southwest, sued to prevent the proposed demolition of the community, only to lose in the 1954 U.S. Supreme Court decision *Berman v Parker.* The once-vibrant wharf with fish markets, cafes, ice houses and warehouses was also destroyed. Companies lost much in the upheaval and were forced to close or relocate, such as the soft drink and bottling plant, Rock Creek Ginger Ale, started in 1920 in an old 7th Street SW bowling alley by three brothers using water from the Potomac.

After a half century, some of the urban renewal highrises and modern townhouses are now recognized as historic landmarks of their era, but other parts of the project ultimately failed. The town center mall and waterfront have been largely replaced, and churches are turning to redevelopment as the neighborhood seeks to recapture its former vitality.

Department of Housing and Urban Development

Capitol Park Apartments (Potomac Place), 800 4th Street SW

H Street Northeast

H Street NE, connecting to roads into the Maryland countryside, has been an important transporation route since the city's establishment. It boasts an exceptional collection of post-Civil War-era wood-frame and masonry dwellings, early-twentieth-century rowhouses, and commercial buildings that document the transformation of a working- and middle-class residential street into a vital commercial and transportation corridor.

The introduction of the streetcar lines along H Street in 1871 and from 8th and H to the Navy Yard, along with other infrastructure improvements, catalyzed residential and commercial development. The area became an active shopping and entertainment district with a variety of shops, restaurants, professional offices and other enterprises that drew customers from outside the vicinity. Proprietors included Jewish, Greek, Italian, Lebanese, Chinese, African American, and Irish families. Shops were often located in converted houses, and shop owners often resided on the second floor of the businesses they ran.

The commercial sector continued to develop throughout the 20th century, during which larger and more high-styled commercial buildings were added, demonstrating the corridor's importance. Many residents, especially from the neighboring African American communities, did most of their shopping on H Street, finding it a bit more hospitable than other commercial districts. Following World War II, however, the economic vitality of the corridor and adjoining neighborhoods began to decline as many white residents moved away. The civil disturbances following the assassination of Martin Luther King, Jr. in April 1968 inflicted heavy damage on many buildings. Even if stores survived physical damage, many of them closed and never re-opened.

Despite this period of decline, the revitalization of H Street has gained momentum in the 21st century, bringing new businesses, residents and building types to the area. Today the historic building fabric of H Street, until recently diverse, mostly small in scale, and replete with signs of multi-ethnic culture, is being joined by glass-and-steel highrise structures lining a 21st century urban corridor served by streetcars once again.

H Street as a major transportation corridor, (*Historical Images Collection, DC Public Library)*

Commercial H Street

H Street before overpass bridge (*Historical Images Collection, DC Public Library)*

Near Northeast

On the northern slope of Capitol Hill and spreading past H Street to Florida Avenue NE, this community of diverse building styles, uses, and inhabitants still retains its charm as large-scale redevelopment arrives. The few remaining corner stores and corner churches harken to the days when residents walked to do their shopping at the local grocer or to commune in spiritual worship.

The presence of historically African American churches speaks to the former complexion of the neighborhoods, in spite of race-restrictive covenants on some blocks. Frederick Douglass's first Washington home was on 3rd and A Street NE from 1870-76. In 1964, it became the Museum of African Art, before its collection was absorbed into a new Smithsonian museum. Ward 6's first council person under home rule in 1974 was Nadine Winter, an African American, who lived on 8th Street NE. Nearby was the Ezras Israel Synagogue, established in 1907 to serve Jewish merchants along H Street. Catholic nuns from the Little Sisters of the Poor (1874-1976), formerly at 2nd and H Streets, journeyed downtown and into the neighborhoods collecting donations for their charges. The Greek-owned, wildly popular Club Kavakos served white patrons following the end of Prohibition and through World War II.

A collection of large railway-related warehouse and office buildings offers a contrast to the one-story brick Italianate shotgun houses along the 1300 block of C Street, and scattered alley workshops. Additionally, the presence of formerly segregated schools—bursting-at-the-seams Lovejoy and Logan for blacks, along with Taylor, Hayes, and Carbery for whites—provide a glimpse into the community's past.

Former Ezras Israel Synagogue *courtesy J. Barker*

Rosedale

Rosedale and Isherwood was an 1876 subdivision of the Long Meadows estate owned by W.W. Corcoran and the heirs of Robert Isherwood. Early proprietor and speculator Benjamin Stoddert, also the nation's first Secretary of the Navy, had lobbied to exclude the area from the original city limits, so jhe could maximize his anticipated profit from the large and unusually frigid spring that meandered to the Anacostia. Cool Springs Road followed the waterway through the mud flats of what is now Kingman Park, ending at C Street in Rosedale. The area remained rural and wooded until about 1887, when the first of many small vernacular houses made their appearance along streets that laid askew from both the L'Enfant pattern and the District's post-1893 Highway Plan. Settled largely by European immigrants, it came to be identified in the mid-20th century as an African American community.

Recently, the community received a new recreation complex, complete with a library and indoor swimming pool. The field is named for Mamie "Peanut" Johnson, the first female pitcher in an all-male professional baseball league (the Negro Leagues). She was discovered as a teenager in 1953, outpitching adult men on the old Rosedale playground. Ironically, the previous year, a black resident was beaten and arrested attempting to desegregate the playground.

Early frame houses in Rosedale

Mount Vernon Square

The neighborhood around Mount Vernon Square derives its origins from scattered growth as early as 1845 on what was then the city's fringe. Many of its oldest buildings are simple, flat-fronted frame houses built by working-class owners. By the Civil War, the area had grown into an economically, racially and ethnically mixed neighborhood served by the Northern Liberty public market in the Square and the streetcar line along 7th Street. Bay-fronted brick and stone rowhouses, and fancy mercantile facades on 7th Street date from the prosperous Victorian years. Less affluent residents continued to cluster in modest homes on the narrow side streets or in alleys. Owner-built homes predominate, though a notable exception is the full block of 53 distinguished houses developed by T.F. Schneider in 1890 between L, M, 5th, and 6th Streets NW.

By the early 20th century, the character of the neighborhood began to shift as auto repair shops, laundries, and warehouses sprang up along the increasingly busy New York Avenue artery, and maintenance of housing declined. The frame homes lining Ridge Street NW were once considered among the most blighted rental properties in Washington. Owners in 1943 were cited not only for maintaining slums but also for charging exorbitant rent from their black tenants. Proprietors included members of the merchant families who owned other area properties and businesses.

The Mount Vernon Square Historic District effectively conveys the mosaic of overlapping social, racial, and workplace communities that characterize historic Washington. One of the city's earliest churches devoted to an LGBTQ congregation, Metropolitan Community Church, is located in the community. Nearby is the M Street High School (now Perry School), built for the first African American public high school in the nation.

The neighborhood has undergone significant and rapid redevelopment in the 21st century, with high-rise condominium, apartment and office buildings along New York Avenue, many with retail establishments on the ground floors. It is bordered by the historic Carnegie Library building and the modern Washington Convention Center.

Lord Baltimore Filling Station, No. 12, *courtesy of J. Baker*

Fletcher Chapel

Shaw and U Street

The northwestern corner of Ward 6 includes part of the Shaw neighborhood, and a small portion of the U Street neighborhood, including the historic Howard Theatre. Shaw began to develop as early as the 1830s, but grew mostly after the Civil War as an economically, ethnically, and racially mixed community with a variety of building types. Rowhouse streetscapes are punctuated by churches, apartments, and commercial strips. Owner-built homes are scattered throughout, though the speculative housing reflects late-19th century mass-production technology and a taste for more elaborate building forms and embellishment.

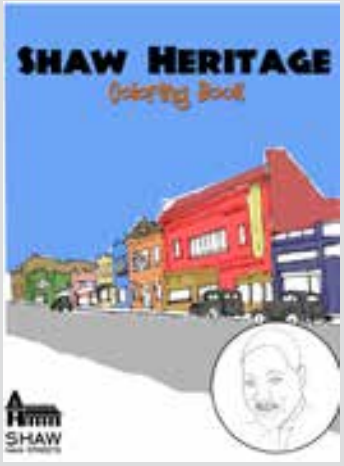
Shaw became noted for communities of middle-class and professional African Americans, and academicians from Howard University. Prominent long-term Library of Congress assistant librarian Daniel Murray, and his wife Anna Murray, who spearheaded a movement for kindergarten for African American children, lived at 934 S Street. Community institutions included Engine Company No. 4, which housed the all-black fire brigade originally formed in Southwest. Phyllis Wheatley YWCA provided room and board for traveling and newly relocated black women. A deteriorating McKinley Technical High School became Shaw Junior High in the "colored" division of public schools. Among the many churches were the 1939 Springfield Baptist, which relocated in 1941 to an imposing former Lutheran church at 5th and P Streets, and the colorful United House of Prayer for All People, erected in 1960 at 6th and M Streets.

The area also developed a significant concentration of black-owned businesses, mainly along 7th, 9th, and 11th streets. Murray Brothers Printing Company and the real estate development company of John R. Pinkett were among the more successful, along with clubs and restaurants. African American businesses gradually gave way to enterprises owned by West Africans, Asians and West Indians.

The Shaw community benefited from a more sensitive urban renewal approach than seen in Southwest. Subsidized housing complexes built during the War on Poverty era still line 7th and 5th Streets NW. The Kennedy Recreation Center, created in 1964, transformed an entire block from a police impoundment lot into a playground for children. But after the assassination of Dr. Martin Luther King Jr. in 1968, civil disturbances caused extensive damage to 200 of the 250 businesses on 7th Street. With their buildings unsalvageable, many were never to recover, and disinvestment and decline led the community to be referred to as "Shameful Shaw."

However, recent years have seen significant reinvestment and redevelopment. For example, the Carter G. Woodson House has been restored and recognized as a National Historic Site. The 1888 O Street Market has been incorporated into a multi-use development, and across the street, the Kennedy Recreation Center now boasts a refurbished playground and popular community center. Shaw's proximity to downtown and the U and 14th Street corridors have made it a sought-after address.

Shaw rowhouses



Former home of Daniel and Anna Murray

Mount Vernon Triangle

Mount Vernon Triangle includes a compact remnant of a unique 19th and early 20th century working-class neighborhood that was largely dependent upon the commercial activity of the 7th Street corridor and the Northern Liberty Market, which moved to 5th and K Streets in the 1870s, and later served as the city's first convention center.

The Triangle's small collection of historic buildings provides a visual reminder of the types of homes and businesses that were erected by members of this community. Primarily working-class entrepreneurs of mixed backgrounds, including a sizeable German and Italian immigrant population, as well as free families of color, many had ties to the local merchant community. The neighborhood also includes archaeological resources and buildings documenting the beginnings of automobile service businesses. The last remnant of its showpiece market building was ultimately razed in 1985, and the vacant lots in the area are now being replaced by hotels, retail, offices, and apartments.

The Wittlin-Deckelbaum building dates from 1931

NoMa and North Capitol Street

NoMa (North of Massachusetts Avenue) is the new name for the area of Ward 6 centered around North Capitol Street. Dominated by new buildings, it is the former location of Swampoodle and a sizeable community of Irish and Italian immigrants, many attracted to work on the building of Union Station. Notable structures include the Government Printing Office, Gonzaga College High School, Uline Arena, and several churches: Saint Aloysius Catholic, Mount Airy Baptist, and Southern Baptist. A wide swath of the area was razed to make way for Interstate 395.

Sursum Corda: The Latin name of this public housing complex means "Lift up your hearts." Built in 1967 by a consortium of Catholic organizations, its townhouses were arranged around intimate public spaces to promote a sense of community. Nuns from the Society of the Sacred Heart were among the first residents, aiming to support and minister to the community. Despite well-organized tenant efforts, Sursum Corda became associated with crime in the 1980s, but today the community is undergoing a rebirth in the hands of the tenants, giving residents a real stake in their community.


Southern Baptist Church

Neighborhood Names of the Past

A map published in the *Washington Post* on its 50th anniversary in 1927 outlines the wards of 1877 and the names of some communities mostly described as "notorious". The neighborhoods illustrate a more "picturesque" Washington—perhaps with some exaggeration by the *Post*—on the verge of becoming the more refined international city envisioned by the McMillan Commission.

Bloodfield

The area around James Creek and the Washington City Canal in Southwest was so named because of the numerous bloody altercations. It was considered one of the most dangerous slums in the city—rife with brothels, illegal speakeasies, and tough characters.

Bloody Hill

The area southeast of the Capitol received this nickname as it began to fill with tents of wounded Civil War soldiers awaiting treatment at the new civilian Providence Hospital at 2nd and D SE.

Carrollsburg

At the head of Buzzard Point, it was subdivided by Daniel Carroll in 1770 in anticipation of the growth of a tobacco trading village. Though the settlement never succeeded, the name for the area stuck.

Carroll Springs

In the vicinity of New Jersey and Virginia Avenues SE, the community was described in 1867 as "isolated but with good drainage and blessed with a spring of pure water." Thus, it was considered to be a desirable spot for a new prison.

Hell's Bottom

This name was given to the area around Camp Barker, the Civil War contraband refuge located between 7th, 9th, O, and S Streets NW. As the city's population swelled with former slaves, discharged soldiers, and others who had lived off the war, many settled or squatted here in one of the poorest and allegedly most disreputable sections of town. After Congress imposed a one-mile alcohol-free zone around the Soldier's Home in 1891, the city refused to renew the Bottom's liquor licenses, purportedly leading to the community`s improvement.

The Island

Separated from the mainland of Washington by Tiber and James creeks, and later the Washington City Canal and the railroad, Southwest's nickname increasingly came to signify a community of bustling enterprise, with white immigrants and black migrants, alleys, gangs, rampant crime, and filth.

Pipetown

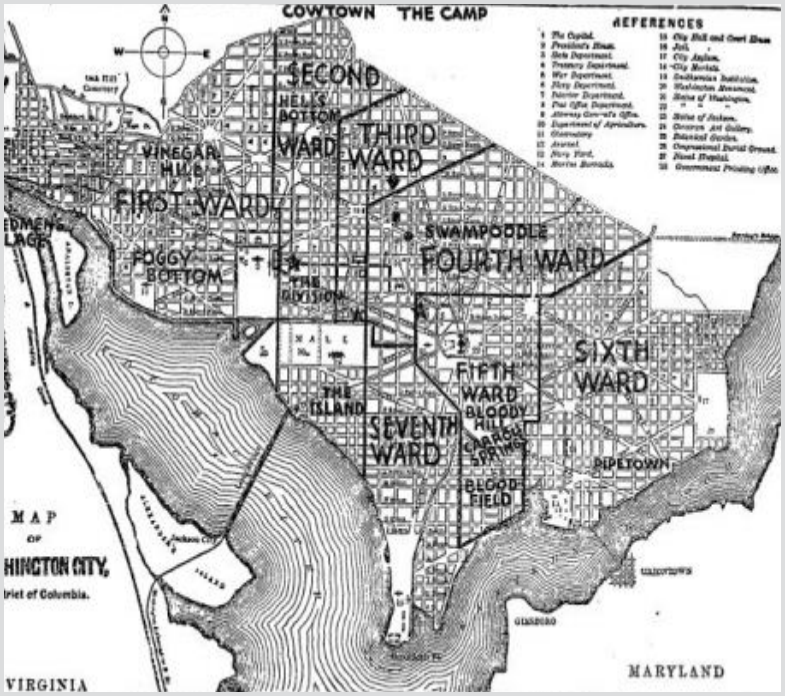
In 1898, the Washington Post described it as "a notorious part of the southeast section." East of 11th SE to the Anacostia River, it was a "community of extensive commons, of ash dumps, of tumble-down houses and shacks of non-descript architecture, a place where goats browsed among tomato cans" and a place where the tents of a traveling fair were set up. Although he grew up comfortably middle-class near Barracks Row, composer John Philip Sousa's semi-autobiographical *Pipetown Sandy* (1905) speaks of a rough neighborhood full of bullies, thieves, Irish laundresses, and lovelorn merchants fearsome to the delicate bookish schoolboy Sandy.

Swampoodle

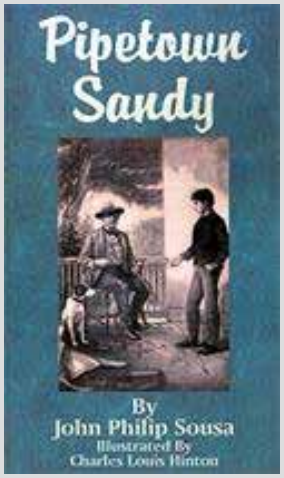
A common derisive name given to slum neighborhoods, DC's Swampoodle was located around H and North Capitol Streets. It was a community of Irish immigrants, many recruited to work as laborers on the building of the Capital City. Poor sanitation and overcrowding led to rampant malaria and typhoid outbreaks. Labeled a lawless shantytown of crime, including prostitution and drunkenness, its main thoroughfare was Cabbage Alley, yet it was also home to the Government Printing Office and circus grounds. Much of Swampoodle was demolished in 1907 for the construction of Union Station.

Willow Tree Alley

Absent from the map and known also as Tin Cup Alley, this location on the block between 3rd, 4th, and C Streets, and Independence Avenue SW, was widely considered the largest and most notorious of alley communities. Willow Tree was a frequent recipient of the largesse of black businesspersons and churches, but despite its reputation, it had acknowledged leaders who assisted with mutual aid and shelter. Congress appropriated funds in 1913 to raze the alley and convert it to an internal playfield, which came to host some of the most skilled and well-known athletic teams in the region. The entire block was razed and replaced in 1939 by the Egyptian Revival-style Social Security Administration building, now the Wilbur J. Cohen Federal Building.



Students exercising at a white Southwest school
Library of Congress



1940s Willow Tree Football Team
Curtis Collection of DC Public Library

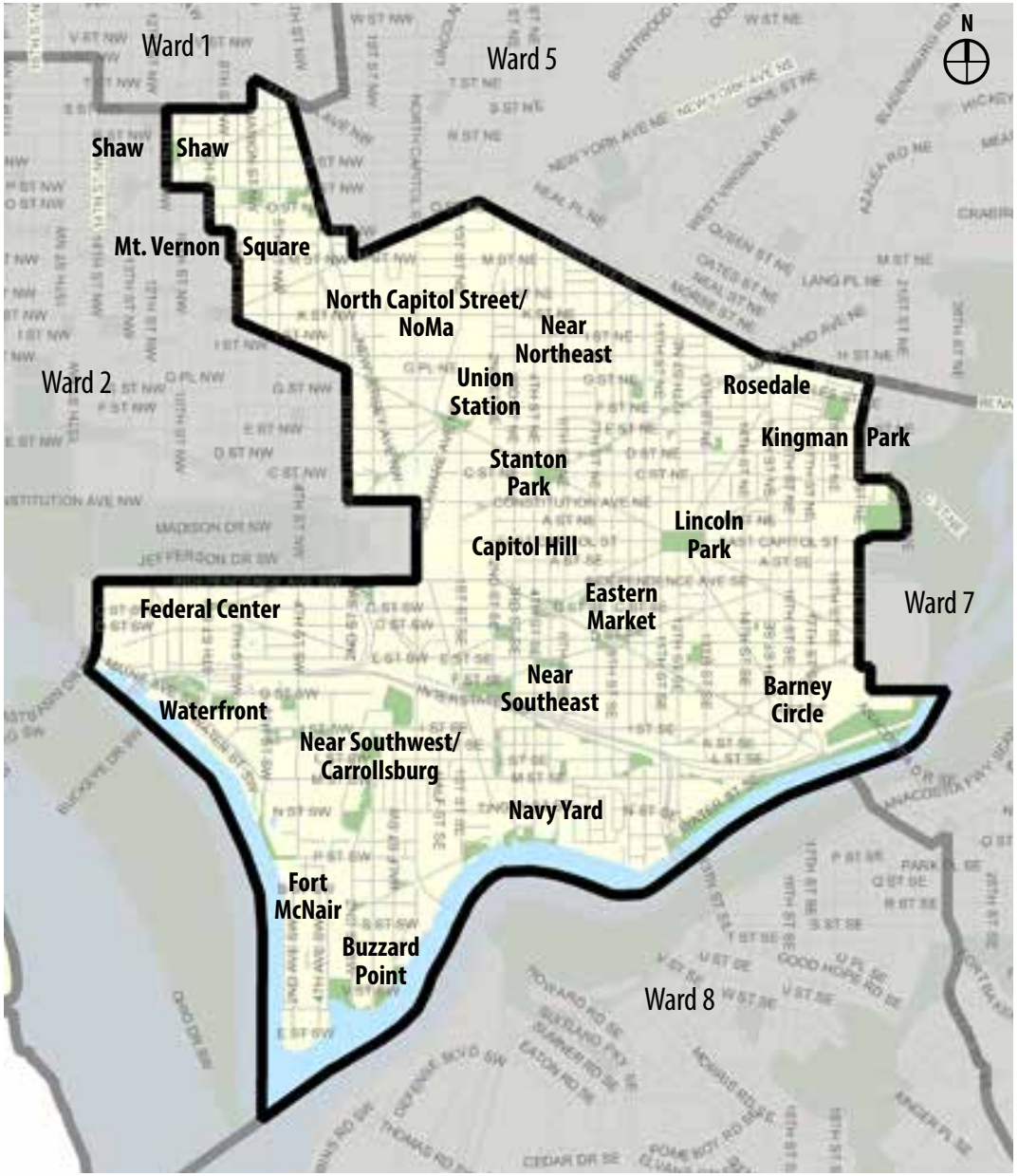
Swampoodle ball field

Neighborhoods Today

Key Community Stakeholders

Advisory Neighborhood Commissions 6A, 6B, 6C, 6D, 6E
Capitol Hill Corner
Capitol Hill Restoration Society
Capitol Hill Business Improvement District
Capitol East Natatorium
Capitol Riverfront Business Improvement District
Eastern Market
H Street Main Streets
Hayes Senior Wellness Center
Hill Center at the Old Naval Hospital
Hill Rag
Kennedy Recreation Center
King Greenleaf Recreation Center
Mount Vernon Triangle Business Improvement District
Newhilleast
NoMa Business Improvement District
Shaw Main Streets
Sasha Bruce Youthwork
Sherwood Recreation Center
Southwest Neighborhood Association
Southwest...The Little Quadrant that Could
Watkins Recreation Center
William H. Rumsey Aquatic Center

Ward 6 Neighborhoods



John Phillip Sousa's New Marching Band, formerly at Pennsylvania Avenue and 15th Street SE, by artist Decoy, 2010

Preservation Overview

Ward 6 has the second largest number of historic properties in the city, with more than 100 historic landmarks and nine complete or partial historic districts. These totals reflect the ward's central location, with several of the city's earliest groups of public facilities and centers of population growth. Many Ward 6 historic landmarks are related to the federal presence, but others are among the oldest non-government structures in the District. The ward's historic districts include three of the nation's oldest military installations, as well as the city's largest neighborhood historic district, Capitol Hill, with 8,000 buildings.

With this level of historic designation, there is significant protection in place for the ward's historic resources. Federal properties are protected by the National Historic Preservation Act and the historic preservation policies followed by the Architect of the Capitol. District government properties, including schools, libraries, and recreation centers, benefit from similar protections for properties that are recognized by or eligible for historic designation.

At the same time, Ward 6 also includes many older neighborhoods with their own stories of history and a distinctive architectural character that is not protected by historic designation. These areas are most at risk for the loss or incompatible treatment of historic resources.

Preservation Challenges

The most persistent preservation challenges in Ward 6 relate to the pressure for development, especially as the city's population continues to grow. There is a renewed desire by newcomers and current residents to live in the city's urban neighborhoods in close proximity to work, public transportation, and neighborhood-based commercial streets. Ward 6 has many of these sought-after amenities, and as a result, is seeing significant new mixed-use, residential, and commercial development.

While the type and scale of this building activity varies, the concern about change is most profound in those Ward 6 neighborhoods without historic preservation protection. In Old Southwest, Near Northeast, H Street, and NoMa, development can proceed without the historic preservation process. As a result, demolition of older building stock is common, and both new construction and incompatible alterations are often at odds with the traditional historic look of the community. Such treatments are altering the historic character of these undesignated areas, and frequently their socio-economic and demographic composition. At the same time, new development is bringing amenities either long-lost or never available, to the delight of some long-term residents and many new residents who buy in because of those services.

In the ward's historic districts, new construction and building alterations are subject to design review under the city's historic preservation law. As a result, even with some intensive new development, the historic building stock is preserved, and new construction is kept compatible with the character of historic structures, the streetscape, and district. The city-wide phenomenon of building visible extra floors—colloquially known as "pop-ups"—without respecting the architectural character of the existing house, is rarely seen in historic districts.

According to advocates, historic preservation has aided local economic and community revitalization, and increased tourism and employment, while preserving local history, culture, and pride. They cite studies showing that in its reuse of buildings, historic preservation increases the demand for labor and for local suppliers as it conserves resources and saves tax money. Historic preservation is seen as an effective economic development strategy for attracting and retaining small businesses that can help stabilize neighborhoods and revitalize community centers. In its public commitment to an area, they see historic preservation as creating bonds between a community and its citizens.

Some opponents see historic preservation as stymying growth, and view it as simply restoring buildings and sites for the sake of esthetics or as history lessons for future generations. Concern about the economic impact of historic preservation on those of limited economic means—particularly seniors—is also frequently expresses. More public dialogue is needed to search for common ground and creative approaches to mediate between these divergent views.

A condo development around the historic Engine House #6

Another preservation dilemma is how to treat long-standing traditions and informal cultural landmarks that have heritage value but no official status. For example, there are barber shops along H Street that may have served as community or communication centers during the period of Jim Crow or the early Civil Rights era, and continue today. Corner stores in Near Southeast and Southwest provide a record of pre-supermarket local services and the neighborhoods' walkability. Housing above retail on 7th Street, again, reflects a bygone era of diversified and culturally inclusive commercial districts.

Frame houses in Rosedale and churches in Hill East are also at risk, particularly because they may not meet the standards for official historic designation. Their cultural connections may no longer survive the cost it takes to stay in a community whose value has risen and become unaffordable to the small business owners or long-term residents. In such ways, the changing demographics of Ward 6—along racial, income, and longevity lines—are affecting the continuity of established cultural traditions and institutions.

Pop-up roof additions with varying degrees of impact on the streetscape

In some parts of the ward, isolated older buildings have been moved in an attempt to accommodate some preservation of historic character along with anticipated new development. To long-time residents, however, their sense of place, and even spirit of community, can be diminished when a familiar business establishment or service has to move into the bottom floor of a new highrise. New development may also affect traditions not tied necessarily to the built environment, but rather to the makeup of the neighborhood, such as neighborhood parades or community gardens.

This is not to say that change can or should stop, but many residents are seeking a balance. They envision policies that will guide appropriate development in the District, including land use controls and economic development tools, along with cultural sensitivity to ensure that long-standing communities and their residents can continue to stay.

At the same time, new residents have initiated new cultural traditions that are taking root in the ward. The DC State Fair, movies in available outdoor spaces, Truckeroo, and unofficial dog parks might face a battle if the place used for these new traditions is no longer available for older ones. The point is that preservation of heritage takes many forms, and heritage can begin at any point. Thus while old traditions and buildings are threatened, new ones are filling in.

Transom window filled in with solid panel

Windows do not fit arched masonry opening

New construction out of character with adjacent houses

Preservation Strategies

Considering the preservation challenges in Ward 6, here are some strategies that might advance preservation education and advocacy:

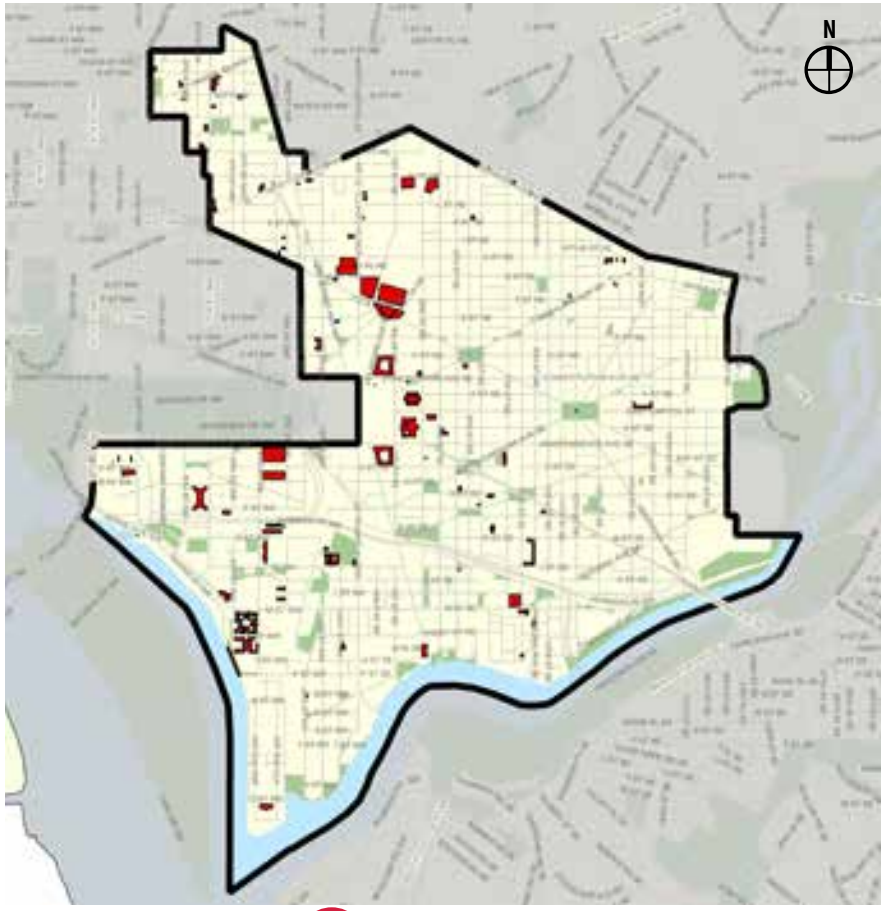
- Discuss preservation goals and issues among stakeholders.
- Engage and assist community-based explorations of heritage preservation, and goals to raise public awareness of community history.
- Recruit community groups to participate in the DC Community Heritage Project as a way to engage residents in an inquiry of neighborhood cultural resources.
- Ensure that preservation and community conservation are fully considered and integrated into neighborhood and Comprehensive Plan efforts.
- Develop or strengthen community design-review guidelines.
- Fund cultural resource surveys of discrete areas and themes of the ward, such as Old Southwest, Near Northeast, minor streets, or corner stores.
- Support "soft" preservation efforts such as the development of neighborhood heritage trails, enrollment in Walking Town DC programs, and other cultural initiatives.
- Support public arts programs as a tool for heritage preservation.
- Continue research to document significant historic sites.
- Nominate eligible sites for historic designation in consultation with affected owners and residents.

Union Market Historic District, designated in 2017

Historic Sites in Ward 6

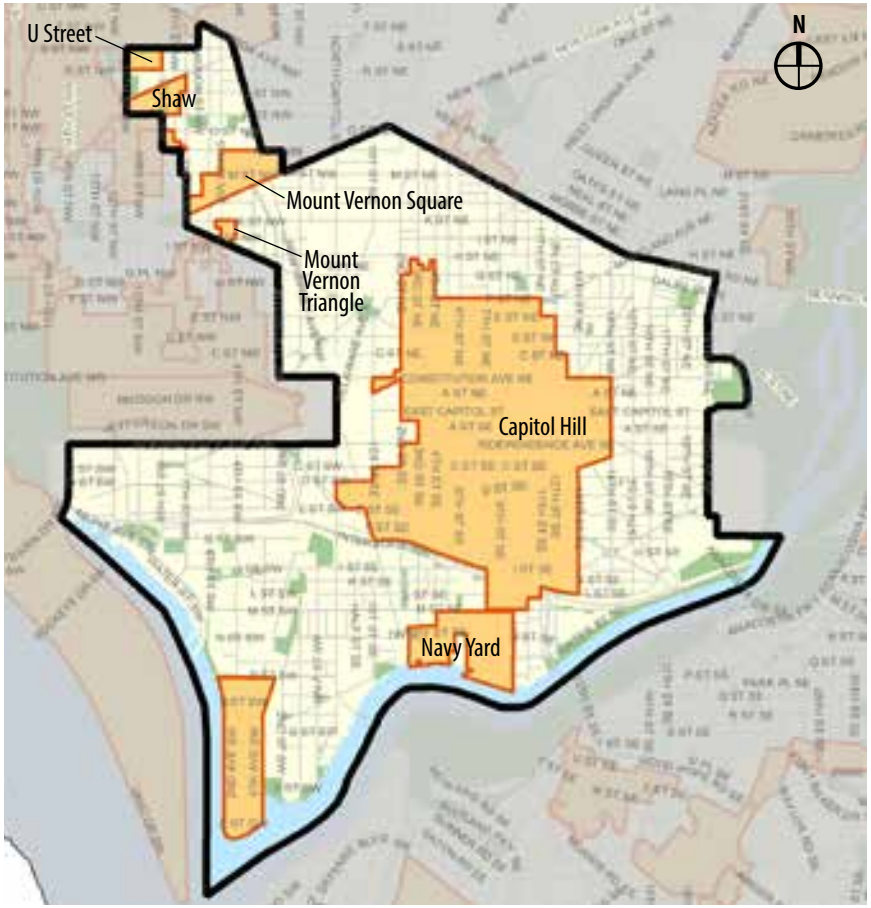
One of the largest collections of historic landmarks in the city, numbering more than 110, is found in Ward 6. This includes sites that may possess architectural or historical significance, or archaeological potential. Additionally, more than a half dozen historic districts are located totally or partially in the ward. Historic landmarks provide not only important information about the buildings and sites themselves, but also help illustrate neighborhood history and heritage. Landmarks located outside of historic districts, as many of those in Ward 6 are, may serve as a basis for developing an appreciation for the broader heritage of their surrounding community, and may lead to heightened awareness or a quest for wider preservation efforts.

Historic Landmarks in Ward 6



110 landmarks

Historic Districts in Ward 6



25% of area is protected by historic districts

Historic Landmarks and Districts in Ward 6

The following list of historic landmarks designated in the DC Inventory of Historic Sites and the National Register of Historic Places. National Historic Landmarks, which are recognized by the Secretary of the Interior for their outstanding national importance, are denoted by "NHL".

Apartment Buildings

The Lafayette (1898), 1605-07 7th Street NW
The Roosevelt (1898-99), 1116-18 F Street NE
The Jefferson (1899), 315 H Street NW
- The Augusta and The Louisa (1900, 1901), 1151 New Jersey Avenue and 216 New York Avenue NW

The Lexington (1928), 1114 F Street NE
St. James Mutual Homes (Kober-Sternberg Courts) (1937, 1939), 201-217 P Street; 1410-1414 3rd Street; 200-220 and 215-229 O Street; and 1411 and 1415 James Creek Parkway SW
Capitol Park Apartments (1959), 800 4th Street SW
Town Center East (1960-61), 1001 and 1101 3rd Street SW
- Capitol Park Towers (1962), 301 G Street SW

Harbour Square (1963-66), 4th, N, and O Streets SW
Tiber Island (1965), 401-461 N Street; 430-490 M Street; 1201-1265 4th Street; and 1262 6th Street SW

Clubs and Social Organizations

Phyllis Wheatley YWCA (1920), 901 Rhode Island Avenue NW
The Furies Collective (1971-73), 219 11th Street SE

Commercial Buildings

Seventh Street NW, East Side of 1000 Block (1862-1938), 1005-35 7th Street and 649-51 New York Avenue NW
Seventh Street Savings Bank (1912-13), 1300 7th Street NW
Acacia Mutual Life Company (Home Owners' Loan Corporation) (1927-28), 320 1st Street NW
Mott Motors/Plymouth Theater (1927-28; 1943-52), 1365 H Street NE

The Augusta and The Louisa

Capitol Park Towers

Government Buildings

The Capitol (1793-1962), Capitol Grounds
- Herdic Station (1876)
- East Front fountains (1877)

Library of Congress (1886-97), 100 1st Street SE , NHL
- Government Printing Office (1899-1904), 700 North Capitol Street NW

House Office Building (Cannon House Office Building) (1906-08), 200 New Jersey Avenue SE
Senate Office Building (Russell Senate Office Building) (1906-09), 224 1st Street NE
Old D.C. Court of Appeals (U.S. Court of Military Appeals) (1908-10), 450 E Street, NW
City Post Office (1914), 2 Massachusetts Avenue NE
- Supreme Court (1925-35), 1 First Street NE, NHL

Central Heating Plant (1933-34), 325 13th Street SW
Department of Agriculture, Cotton Annex (1936-37), 300 12th Street, SW
Department of Agriculture, South Building (1930-36), 1351 C Street SW
Railroad Retirement Board (Mary Switzer Building) (1939-40), 330 C Street SW
Social Security Administration (Wilbur Cohen Building) (1939-40), 330 Independence Avenue SW
Federal Office Building No. 6 (Department of Education) (1959-61), 400 Maryland Avenue SW
Department of Housing and Urban Development (1965-68), 451 7th Street SW

Institutions

Folger Shakespeare Library (1929-32), 201 East Capitol Street SE

Public Places and Parks

The Plan of the City of Washington (L'Enfant Plan; L'Enfant-McMillan Plan) (1792-1902)
Columbus Plaza (Union Station Plaza) (1908-12), Columbus Circle NE
Lincoln Playground Fieldhouse (1934), 555 L Street SE

Memorials and Fountains

Emancipation Monument (1876), Lincoln Park
Nathanael Greene Statue (1877), Stanton Park
Bartholdi Fountain (1878), 2nd Street and Independence Avenue SW
Columbus Fountain (1908-12), Union Station Plaza
Titanic Memorial (1931), Water and P Streets SW

Cemeteries

Congressional Cemetery (1807), 18th and E Streets SE, NHL

Government Printing Office

The Supreme Court

Military Sites

Fort McNair (Old Arsenal) (1791-1944)
Washington Navy Yard (1799-1962), NHL
- Second Officer's House (Quarters B) (1801), Tingey Crescent SE
- Tingey House (Commandant's House) (1805-06), Tingey Crescent SE
- Main Gate (Latrobe Gate) (1805-06), 8th and M Streets SE
- Commandant's Office (Building #1; Quarters J) (1837-38), 1104 Dahlgren Avenue SE

Marine Barracks (1801-1935), NHL
- Marine Corps Commandant's House (1801-05), 801 G Street SE, NHL
- Marine Barracks and Band Hall (1902-06), 9th & I Street SE, NHL

Old Naval Hospital (Hill Center) (1865-66), 921 Pennsylvania Avenue SE
Army War College (Roosevelt Hall, National Defense University) (1907), Fort McNair

Public Works and Services

Main Sewerage Pumping Station (1904-07), 1331 2nd Street SE
District Pound and Stable (1912), 820 South Capitol Street/9 I Street SW

Transportation Facilities

Navy Yard Car Barn (Washington & Georgetown Railroad Car House) (1891), 770 M Street SE
East Capitol Street Car Barn (Metropolitan Railroad Company Car Barn) (1896), 1400 East Capitol Street NE
Union Station and Plaza (1903-08), 50 Massachusetts Avenue NE
Virginia Interlocking Control Tower (1904-06), 2nd Street and Virginia Avenue SW

Theaters

- Atlas Theater & Shops (1938), 1313-1331 H Street NE

Arena Stage (1960, 1969-70), 1101 6th St SW

Warehouses, Workshops and Service Buildings

Yale Steam Laundry (including Garage and Stable) (1902, 1919, 1924), 437 and 443 New York Avenue NW
George M. Barker Company Warehouse (1906), 1525 7th Street NW
Terminal Refrigerating Warehouse (1923), 300 D Street SW
Chesapeake and Potomac Telephone Company Warehouse (1926-27), 1111 North Capitol Street NE
M.J. Uline Ice Company and Arena (Washington Coliseum) (1931), 1132-1146 3rd Street NE
Woodward & Lothrop Service Warehouse (1937-39), 131 M Street NE

Navy Yard Commandant's Office

Atlas Theater

Neighborhoods

Capitol Hill (1791-1945)
Shaw (1833-1932) – partial
Mount Vernon Square (1849-1945)
Greater U Street (1862-1948) – partial
Mount Vernon Triangle (1873-1946)
Emerald Street (1892-1923)

Public Markets

Eastern Market (and Interiors) (1871-73, 1908), 220 7th Street SE
O Street Market (1881), 1400 7th Street NW
- Municipal Fish Market, Lunch Room and Oyster Shucking Shed (1916-18), 1100 Maine Avenue SW

Public Schools

George Peabody School (1879), 425 C Street NE
Joseph Gales School (1881), 65 Massachusetts Avenue NW
M Street High School (Perry School) (1890-91), 120 M Street NW
Hayes School (1897), 500 K Street NE
William Syphax School (1901, 1941), 1360 Half Street SW
- Robert Gould Shaw Junior High School (McKinley Manual Training School) (1902), 1616 Marion Street NW

Elizabeth G. Randall Junior High School (Cardozo School) (1906-1949), 65 I Street SW

Public Safety

Old Engine Company No. 10 (1894-95), 1341 Maryland Avenue NE
Engine Company No. 3 (1916), 439 New Jersey Avenue NW

Municpal Fish Market

Robert Gould Shaw Junior High School

Houses of Worship

Christ Church, Washington Parish (Christ Church Navy Yard) (1806-07), 620 G Street SE
Fletcher Chapel (Church of God and Saints of Christ) (1854-57), 401 New York Avenue NW
Saint Aloysius Catholic Church, (1857-59, 1887), 19 I Street NW
Saint Dominic's Church, (1865-75, rebuilt 1885), 630 E Street SW
Immaculate Conception Church, School, Rectory, and Residence (1871-74, 1904-10), 707 and 711 N Street NW; 1315 and 1317 8th Street NW
Friendship Baptist Church (1886-87), 734 I Street SW
Saint Mark's Church (1888-94), 118 3rd Street SE
Saint Phillip's Baptist Church (1891-92), 1001 North Capitol Street NE
Third Baptist Church (1893), 1546 5th Street NW
Second Baptist Church (1894), 816 3rd Street NW
Ebenezer United Methodist Church (1897), 420 D Street SE
Saint Paul AUMP Church (1924), 401 I Street SE
- Lincoln Congregational Temple United Church of Christ (1928), 1701 11th Street NW

Noteworthy People and Residences

Duncanson-Cranch House (Barney Neighborhood House) (1794), 468-70 N Street SW
Wheat Row (1794), 1315-1321 4th Street SW
Thomas Law House (Honeymoon House) (1794-96), 1252 6th Street SW
The Maples (William Mayne Duncanson House, Friendship House) (1795-96), 619 D Street SE
Sewall-Belmont House (National Woman's Party) (1800, rebuilt 1820), 144 Constitution Avenue NE, NHL
George Watterston House (1802-19), 224 2nd Street SE
Carbery House (1813), 423 6th Street SE
Edward Simon Lewis House (1815), 456 N Street SW
Mountjoy Bayly House (Hiram Johnson House) (1817-22), 122 Maryland Avenue NE
Emily Wiley House (1869-71), 902 3rd Street and 301-07 I Street NW
- Carter G. Woodson House (1870-74), 1538 9th Street NW, NHL

Germuiller Row (1888-1891), 748 3rd Street NW, 300-302 H Street NW
James C. Dent House (1906), 156 Q Street SW

Lincoln Congregational Temple United Church of Christ

Carter G. Woodson House

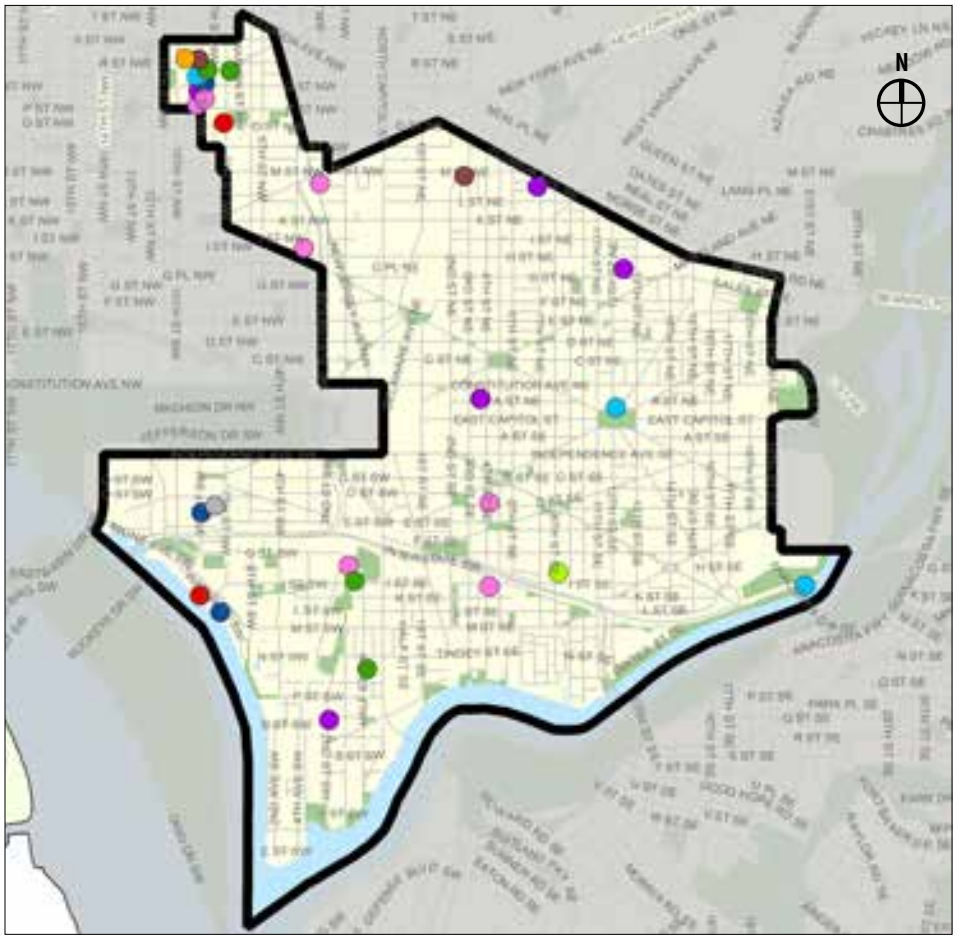
AFRICAN AMERICAN HERITAGE TRAIL

African American Heritage in Ward 6

The District of Columbia's African American Heritage Trail records more than two hundred sites associated with African American history and culture in Washington. The trail was funded by the DC Historic Preservation Office and developed and designed by Cultural Tourism DC. A number of important sites in Ward 6 are included in the trail, and several are marked with signs placed on the properties.

Engine Company #4

African American Heritage Trail Sites



Map Key

- Activism
- Commercial
- Cultural
- Educational
- Entertainment
- Neighborhood
- Institutional
- Recreational
- Religious
- Residential
- Government

African American Heritage Trail Sites

Capitol Hill and Near Northeast

Barracks Row, 702 8th Street SE
Henrietta Vinton Davis Residence, 1219 Linden Place NE
Frederick Douglass Museum and Hall of Fame for Caring Americans, 320 A Street NE
Ebenezer United Methodist Church, 400 D Street SE
- Lincoln Park, 1200 East Capitol Street NE

John H. Paynter Residence, 322 A Street NE
Rosina C. Tucker Residence, 1128 7th Street NE

Mount Vernon Square

Second Baptist Church, 816 3rd Street NW
Florence Mills Residence, 601 K Street NW

NoMa Neighborhood

Bible Way Church of Our Lord Jesus Christ World Wide, Smallwood E. Williams, 1135 New Jersey Avenue NW
Uline Arena - Washington Coliseum, 1140 3rd Street NE

Shaw

Asbury Dwellings - Old Shaw Junior High, 1616 Marion Street NW
Clef Club Building site, 901 R Street NW
Cardozo Business High School site, 801 Rhode Island Avenue NW
Engine Company #4, 931 R Street NW
International Brotherhood of Sleeping Car Porters Office, 817 Q Street NW
Daniel A.P. Murray Residence, 934 S Street NW
Nation of Islam Temple, 1525 9th Street NW
O Street Market, 1400 7th Street NW
Shiloh Baptist Church of DC, 1500 9th Street NW
Phyllis Wheatley YWCA, 901 Rhode Island Avenue NW
Carter G. Woodson Residence, 1538 9th Street NW

Southeast

Saint Paul African Union Methodist Protestant Church, 401 I Street SE
Seafarers Yacht Club, 1950 M Street SE

Southwest

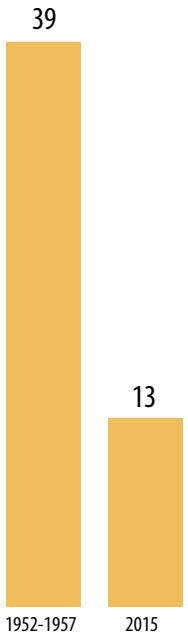
Banneker Park, L'Enfant Plaza, 10th Street and Maine Avenue SW
Anthony Bowen Underground Railroad Site, 603 L'Enfant Plaza SW
James C. Dent House - Southwest Community Center, 156 Q Street SW
Department of Housing and Urban Development - Robert C. Weaver Building, 451 7th Street SW
Lewis Jefferson Steamboat Wharf Site, 700 Water Street SW
Lewis Jefferson Residence Site, 1901 1st Street SW
Old Friendship Baptist Church, 700 Delaware Avenue SW
Pearl Affair Site, 640 Water Street SW
Elizabeth G. Randall, Junior High School (Cardozo School), 65 I Street SW
William Syphax School,1360 Half Street SW
Southwest Heritage Trail

Mary McLeod Bethune statue in Lincoln Park

Houses of Worship in Ward 6

Ward 6, encompassing the oldest established settlement of Washington City (excluding Georgetown), has an early history of church development. Although Washington's first church was established in Ward 4 (Saint Paul's Episcopal Church, also known as Rock Creek Church, 1719), the largest collection of oldest places of worship was situated in Ward 6. Many were lost to the urban development and redevelopment of the city. Several of those displaced churches relocated to other parts of Washington or to the suburbs. In spite of this upheaval, Ward 6 today is still home to the largest number in the city, with more than 180 houses of worship.

Houses of Worship in SW



Mt. Moriah Baptist Church

Houses of Worship in Southwest before the 1950s redevelopment

Bethel Pentecostal Tabernacle Church, 230 12th Street
Bethlehem Church of God Holiness
Church of Christ, 463 K Street
Delaware Avenue Baptist Church, 1105 Delaware Avenue
Emmanuel Baptist Church, 618 K Street
Faith Temple, M between 4 1/2 & 6th Streets
Fifth Baptist Church, 609 E Street
First Baptist Southwest Church (First Colored Baptist), 703 6th Street
First Church of Christ Holiness
Friendship Baptist Church, 734 1st Street
Gorsuch Methodist Episcopal Church, 456 L Street
Grace Episcopal Church, 402 9th Street
Great New St. Paul's National Baptist Church, 6th and C Streets
H Street Christian Church, 6th & H Streets
Isle of Patmos Church, 3rd and G Streets
Kendall Baptist Church, 202 9th Street
Metropolitan Wesley AME Zion Church, 211-15 D Street
- Mount Moriah Baptist Church, 1033 3rd Street
Mount Paran Baptist Church, 1033 1st Street
People's Tabernacle Baptist Church, 7th & I Streets
Pilgrim Baptist Church, 1243 3rd Street
Pleasant Grove Baptist Church
Providence Baptist Church, 491 M Street
Rehoboth Baptist Church,1324 1st Street
Riverside Baptist Church
Russell Chapel CME Church, F and H Streets
Second Baptist Church,1274 2nd Street
Sixth Presbyterian Church, 6th & C Streets
St. Dominic's Church[Rectory, School, Convent], 6th and E Streets
St. Monica's Episcopal Chapel Church, 2 L Street
St. Paul's AME Baptist Church, 6th & C Streets
Talmud Torah synagogue, 467 E Street
Temple of the Galilean Fisherman, 320 F Street
Temple Church of God in Christ
Third Christian, 456 H Street check
Victory Baptist Church
Westminster Presbyterian Church, 434 7th Street (1953)
Young People's Tabernacle Baptist Church, 1111 Delaware Avenue
Zion Baptist Church, 337 F Street

Current Churches in Southwest

Bethel Pentecostal Tabernacle Assemblies of God, 60 I Street
Christ United Methodist Church, 900 4th Street [merged with Gorsuch Methodist Episcopal Church]
Delaware Avenue Church building / Baptist Church [Second Union Baptist Church], 1107 Delaware Avenue
Friendship Baptist Church building, 700 Delaware Avenue
Galilee AME Church, 1225 South Capitol Street
Rehoboth Baptist Church [Carron Baptist Church], 1324 1st Street

- Riverside Baptist Church, 680 I Street (demolished for new development)

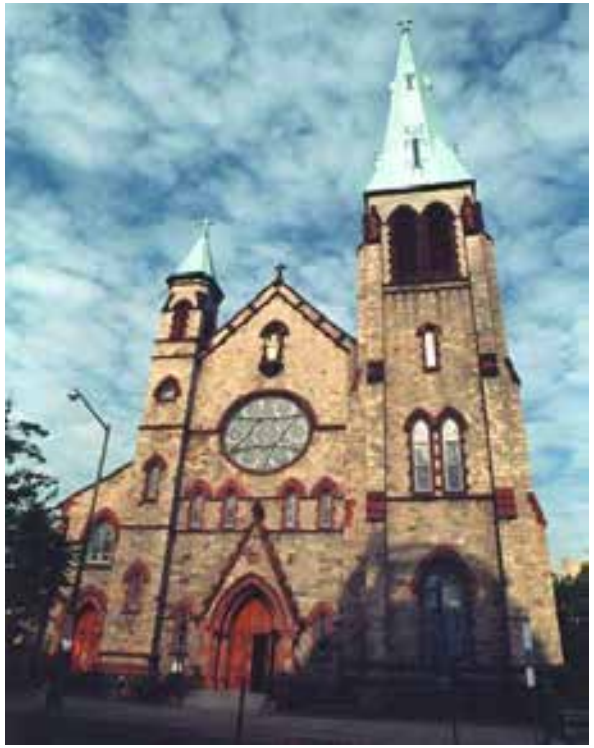
Second Baptist Church, 1200 Canal Street
St. Augustine's Episcopal Church, 600 M Street (demolished for new development)

- St. Dominic's Catholic Church [National Rosary Shrine], 630 E Street

St. Matthew Lutheran Church, 222 M Street (demolished for new development)

- Second Union Baptist Church, 1107 Delaware Avenue

Westminster Presbyterian Church, 400 I Street



St. Dominic's Church

Second Union Baptist Church

Riverside Baptist Church, recently demolished, *courtesy Riverside Baptist Church Archives*

ARCHITECTURAL, CULTURAL AND HERITAGE RESOURCES

The following is a selected listing of some of the places that reflect the heritage of Ward 6, or that represent important points of its history. This list is not all-inclusive. Some sites are already located in historic districts, but may be significant and deserving of separate recognition for other reasons. The list of sites has been compiled from many sources, including historic resource surveys, publications, historic archives, planning documents, and community residents.

Educational/Institutional

Earth Conservation Corps, 1402 1st Street SE
- Pump house for the U.S. Capitol, circa 1903-1950; since 1989, has served as a center for an environmental education program for youth

- Jennifer Business College, 1243 New Jersey Avenue NW
  - Opened in 1920 in response to the refusal of the Washington School for Secretaries to accept black students; Emile Jennifer and his mother, Syme L. Jennifer, operated the school until 1960, in a building constructed in 1893 by Edward Woltz

Eastern High School, 1700 East Capitol NE
- Last public school building designed by Municipal Architect Snowden Ashford, constructed in 1921-23 for white students

S. J. Bowen Elementary, 101 M Street SW
- Erected 1929 , with an addition in 1931; designed by Municipal Architect Nathan C. Wyeth; built for whites and transferred to "use of Negroes" in 1947

John A. Chamberlain Vocational High School/Friendship Public Charter School, 1345 Potomac Avenue SE
- Dedicated in 1939 as a "monument to the dignity of labor;" designed by Municipal Architect Nathan C. Wyeth

Thomas Jefferson Junior High School, 801 7th Street SW
- Designed by Municipal Architect Nathan C. Wyeth and opened 1940, to replace old elementary school by same name for white students; in 1947 it became a junior high school, with one wing housing as a branch of the DC public library

Jennifer Business College Building

Residential

"Sanitary Housing": M and N Streets, SW and Half and South Capitol Streets SW
- Designed between 1909 and 1914 by Appleton P. Clark for the Washington Sanitary Improvement Company, as an early effort to provide alternatives for black residents of alley slums

- Annette Apartments, 701 K Street NE
  - 1941 Art Deco apartment building designed by George T. Santmyers

Places/Houses of Worship

Douglas Memorial United Methodist Church, 800 11th Street NE
- Constructed in 1898 and expanded in 1907 by J. C. Yost, following the plans of Joseph C. Johnson, for a congregation formed in 1876; in 1911, the church hosted the 127th session of the Baltimore Conference, and was addressed by President William Howard Taft

Israel Baptist Church/Full Gospel Tabernacle Church, 632 11th Street, NE
- Designed in 1924 by the African American architectural firm of Vaughn & Ferguson, for a black congregation dating to 1880

- Haven AME Church/Thankful Baptist Church, 1400 Independence Avenue NE
  - Designed in 1925 by John A. Lankford, prominent African American architect and civic leader

Southern Baptist Church (Praise and Worship Center), 134 L Street NW
- Designed in 1938 by Romulus C. Archer, Jr., and modified in 1950 by Howard H. Mackey, both African American architects. Mackey served as a director of Howard University School of Engineering and Architecture (1938-1970)

Delaware Avenue Baptist Church/Second Union Baptist Church, 1105 Delaware Avenue SW
- Designed in 1950 by African American Architect R. Lionel Fields, for a congregation serving the new public housing community of Greenleaf Gardens

Community Holiness Church, 305 K Street NE
- Built in 1954; architect and builder unknown

Annette Apartments

Haven AME Church/Thankful Baptist Church

Commercial

- Childs Company Restaurant (Sun Trust Bank), 2 Massachusetts Avenue NW
  - Designed by William Van Alen, architect of New York's Chrysler Building, and built in 1925; one of a chain of 107 restaurants in 33 cities offering modestly-priced meals

Hubert Newsom Real Estate Building, 1110 H Street NE
- Constructed in 1890 by owner and builder James D. Burn as part of a row of single-family dwellings; altered in 1929 by well-known real estate developer and lawyer Hubert Newsom for use as his office

Bellevue Hotel/Hotel George, 15-17 E Street NW
- Pierson and Wilson designed this hotel, opened in 1930 and advertised as the newest fireproof residential hotel—rooms with private baths, 24-hour service, and convenient to Capitol and Union Station.

Carroll's Barber Shop Building, 1363 H Street NE
- Operated from 1931-2001 by two generations of the Carroll family; one of the first African American-owned businesses on H Street

Home Theater/Church of the Lord Jesus Christ of the Apostolic Faith, 1230 C Street NE
- Designed by W.S. Plager and built in 1915 for the Home Amusement Company; the 1941 Art Deco facade by architect Mihran Mesrobian dates from its takeover by Warner Brothers

International Brotherhood of Teamsters, Chauffeurs, and Helpers, 25 Louisiana Avenue NW
- Headquarters for the largest labor union in the country, which moved to DC in 1953; its 1955 building was designed by Holabird, Root & Burgee and built by the Thompson Starett Co.

Guild Book Service (Shakespeare Theater Company Costume Shop), 507 8th Street SE
- Former garage (1920), bowling alley, and warehouse; in 1964, became home to DC's first LGBTQ publishing house and headquarters to a chain of bookstores

- Hospitality Community Federal Credit Union, 1114 H Street NE
  - Designed by Marion Thomas Associates,and erected in 1973-1974 for the credit union organized in 1965 by the United Planning Organization as one of nine community credit unions funded by the Office of Economic Opportunity

Childs Company Restaurant/Sun Trust Bank

Hospitality Community Federal Credit Union

- W. James & Son Feed Warehouse, 35 New York Avenue NW
  - Built in 1905, demolished 2017

  Northeast Branch of the Home Savings Bank, 720-722 H Street NE
  - Built in 1912 and designed by noted architect Appleton P. Clark, Jr; the 1935 additions reflect the recovery of the financial industry and the development of H Street after the economic depression of the early 1930s

  Northeast Savings Bank/PNC Bank, 800 H Street NE
  - Built in 1921, the second of a pair of savings banks at a busy H Street intersection; both banks typify the buildings constructed by the city's small savings banks, most of which failed in the Great Depression

  Lord Baltimore Filling Station No. 12, 601 K Street NW
  - Designed in 1926 by a company architect, as part of a chain of auto service stations; they were considered an advancement as pumps were accessible at all times, and cars could be raised by hydraulic lifts to be serviced

  National Capital Press Printing Plant, 301 N Street NE
  - Displaced from its former location at 1210 D Street NW, the 1931 building was designed and built by Charles H. Tompkins Company

- Skyline Inn/Capitol Skyline Hotel, 10 I Street SW
  - Opened in 1962 to accommodate guests to the new Southwest; the hotel was designed by successful hotel architect Morris Lapidus

W. James & Son Feed Warehouse

Skyline Inn

Recreational/Entertainment

"Boathouse Row", Water and M Streets SE, 1300 to 1900 blocks along the Anacostia River

- Four boat yards/houses dating from 1905 to 1950—the Eastern Power Boat, District, and Washington Yacht Clubs, and America's first African American yacht club, Seafarers

Cardozo/Randall Playground, South Capitol and I Streets SW

- One of the city's first playgrounds for blacks; among the first group of ten municipal and eighteen school playgrounds opened in 1908

Rosedale Playground, 17th and Kramer Streets, NE

- Second-oldest extant municipal playground in the ward, opened in 1909 for whites; site of civil rights protests and early baseball training for Mamie Johnson, one of the first female professional baseball players

- James Creek Marina, 200 V Street, SW
  - Founded in 1913 at the mouth of the creek; one of the oldest yacht clubs in the District, and a probable of archaeological information

Other

Call Boxes

- Police and Fire call boxes throughout the ward were utilized from 1860 to 1965

Corner Stores

- Neighborhood corner stores throughout the ward reflect historic businesses, shopping patterns, and street life; built in residential areas through the 1940s, typically with angled corner entrances

- Banneker Park, 10th Street & Maine Avenue SW
  - Designed in 1968 by landscape architect Dan Kiley to be the centerpiece and overlook at the terminus of the L'Enfant Plaza or the 10th Street Mall

Clore's Guest House/New Community Church, 614 S Street NW

- Mid-20th century hotel and night club for African Americans, patronized by prominent entertainers and sports figures; in 1982, it became "an alternative community of faith" founded by the founder of MANNA, Inc.

James Creek Marina

Banneker Park

Neighborhoods

- Emerald Street NE, between 13th and 14th and E and F Streets NE
    - Modest two-story brick homes on a former alley converted to a minor street; constructed from 1892 to 1901, the block of harmonious homes typifies the pressed-brick rowhouses built for a middle-class market by local developers

- H Street NE, 300 – 1500 blocks
    - Laid out in the city plan to connect to the one of the earliest roads leading to Washington, H Street was a major transportation corridor and early commercial district; new development is rapidly transforming its character, with a loss of historic fabric.

Hill East

- Reflects the city's residential growth from the late-19th to the mid-20th century; the neighbohood of rowhouses, schools, churches, and social centers shows the growing suburbanization of Washington; it was one of the last areas of the original city to fill in, once streetcar extension, enhancement of the Anacostia Flats, and new hospital buildings on Reservation 13 made it attractive for development

Old Southwest

- Remaining sctions of Old Southwest, generally south of M Street between Canal and South Capitol streets, show the character and social continuity of the old neighborhood nearly erased by Urban Renewal

Emerald Street NE

H Street NE

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Fifth Baptist Church in the 1950s, formerly at 609 E Street SW

Randall Recreation Center

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