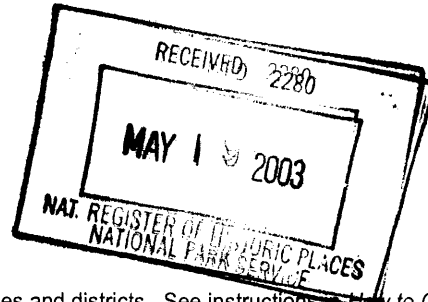


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Capitol Hill Historic District (boundary increase)
other names _____

2. Location

street & number Reservations 251 & 126 and Squares 905, 906, 907, 928, 929, 930, & 952 ☐ not for publication
city or town Washington ☐ vicinity
state District of Columbia code DC county _____ code 001 zip code 20003

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments).

David M. Buchanan / DC SHPO 5/13/03
Signature of certifying official/Title Date

DC Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

David M. Buchanan / DC SHPO
Signature of certifying official/Title Date

DC Historic Preservation Office
State or Federal agency and bureau

4. National Park Service Certification

I hereby, certify that this property is:

- ☒ entered in the National Register.
☒ See continuation sheet.
☐ determined eligible for the National Register.
☐ See continuation sheet.
☐ Determined not eligible for the National Register.
☐ removed from the National Register.
☐ other (explain): _____

Edson H. Beall 7/3/03
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☒ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
42	7	buildings
2		sites
		structures
		objects
44	7	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

**number of contributing resources previously
listed in the National Register**
Approximately 8,000

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC/single dwelling/multiple dwelling/
Institutional housing
COMMERCE/TRADE/specialty store/restaurant
LANDSCAPE/park
TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

DOMESTIC/single dwelling/multiple dwelling
COMMERCE/TRADE/business/specialty store/restaurant
HEALTH CARE/clinic
LANDSCAPE/park

7. Description

Architectural Classification

(Enter categories from instructions)

EARLY REPUBLIC/Federal
MID-19TH CENTURY/Greek Revival
LATE VICTORIAN/Queen Anne/Romanesque
LATE 19TH AND 20TH CENTURY REVIVALS/
Classical Revival
OTHER/Vernacular

Materials

(Enter categories from instructions)

foundation Brick/Stone
walls Brick/wood/frame
roof Standing seam metal/asphalt
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ **B** Property associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

Area of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMERCE

COMMUNITY PLANNING AND DEVELOPMENT

ENTERTAINMENT AND RECREATION

TRANSPORTATION

Period of Significance

1790-1945

Significant Dates

1791; 1799; 1804-05; 1861-65; 1914-1918; 1945.

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation**Architect/Builder****9. Major Bibliographical References****Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- ☐ Preliminary determination of individual listing (36 CFR 67) has been requested
- ☒ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ Designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering Record

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository: Barracks Row Mainstreet

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10. Geographical Data

Acreage of Property more than 10 acres

UTM References

(Place additional UTM references on a continuation sheet)

1	1 8	3 2 6 8 1 7	4 3 0 5 0 4 1	3	1 8	3 2 7 1 1 6	4 3 0 4 7 2 6
	Zone	Easting	Northing		Zone	Easting	Northing
2	1 8	3 2 7 2 2 8	4 3 0 4 9 2 9	4	1 8	3 2 6 8 2 2	4 3 0 4 7 3 6
	Zone	Easting	Northing		Zone	Easting	Northing

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Nancy Metzger/Kim Williams
Organization Capitol Hill Restoration Society/D.C. Office of Historic Preservation date December 2, 2002
street & number P.O. Box 15264 telephone 202-543-0425
city or town Washington, D.C. state _____ zip code 20003-0264

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- X A **USGS map** (7.5 or 15 minute series) indicating the property's location.
X A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

Name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

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Description Summary:

Description of areas and resources being added to the Capitol Hill Historic District:

The Capitol Hill Historic District expansion is bounded by the existing Capitol Hill Historic District on the north, 11th Street, SE on the east, M Street, SE on the south, and 7th Street, SE on the west. These boundaries comprise Reservations 251 and 126 and Squares 905, 906, 907, 928, 929, 930, and 952.

The expanded area, known historically as “Capitol Hill – Navy Yard” or “Navy Yard Hill” was included on the L’Enfant plan, and was one of the first areas settled in the new federal city. With the exception of the Southeast-Southwest Freeway constructed in the 1960s, the area’s historic fabric of brick row houses and individual, freestanding residential and commercial buildings remains largely intact.

The area contains a diverse collection of building types as well as public parks. The historic buildings range from a modest one-story, Civil War-era frame “shotgun” house to a late 19th-century Romanesque Revival car barn that, with its additions, occupies an entire block (square 907). The north side of M Street, between 9th and 10th Streets (square 952) contains modest-sized, two-story, brick dwellings erected for workers in the Navy Yard, some in intact rows, such as 919 – 927 Potomac Avenue, and others in smaller groups or singly. Eighth Street, one of Washington’s earliest commercial streets and the spine of the expanded district, physically and visually connects the Navy Yard to Pennsylvania Avenue and the existing Capitol Hill Historic District.

Two Reservations are also included in the expansion area: Reservation 251 is a small triangular park just across and east of the Navy Yard’s Latrobe gate, and Reservation 126 or the “Virginia Avenue Playground” is located between 9th and 11th Streets and Potomac Avenue and the freeway. The expanded area contains two sites (the L’Enfant “Reservations”), 42 contributing buildings, and 7 non-contributing buildings.

General Description:

The following is a square-by-square description of the expanded areas:

Square 906:

Square 906, located between 7th and 8th Streets and K Street and Virginia Avenue, S.E., consists of 13 contributing resources and two non-contributing resources. Three of the expanded district’s oldest buildings survive on this square at 700 L Street (1854-1855) and at 1003 (pre-1824) and 1005 8th Street (pre 1844). The tall, four-story brick structure at 1003 8th Street, built prior to 1824 as a dwelling in a vernacular Greek Revival style, is characterized by attic-level

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windows and a saw-tooth brick cornice. In addition to these notable early buildings, the square retains an intact group of row houses (built 1888) along the 7th Street side of the square. The two non-contributing resources are located in the 700 block of Virginia Avenue alongside the Southeast-Southwest Freeway.

Square 907:

Square 907, located between 7th and 8th Streets and L and M Streets, contains a single building—the Washington and Georgetown Car Barn (the Blue Castle)—constructed in 1892 on the site of an 18th-century “mansion house.” The Car Barn is a large, low-lying brick building (currently painted blue) and designed in a grand and fanciful castellated Roman Revival-style of architecture. The building’s main entrance faces Potomac Avenue and the Navy Yard. Numerous additions abut the original structure, but are contained within the square.

Square 929:

Square 929 is a wedge-shaped square located between 8th and 9th Streets and L Street and Virginia Avenue and consists of 6 contributing and 2 non-contributing buildings with either L Street or Virginia Avenue addresses. Four of the six contributing buildings include two pairs of identical brick duplexes (808-810 L Street and 809-811 Virginia Avenue), built back-to-back in 1887 by the local developer/builder team of Weller and Repetti. The square also retains one of the area’s earliest frame structures—a modest, one-story “shotgun” house, built ca. 1869 and featuring a brick pier foundation, weatherboard walls and a sloped roof. The non-contributing buildings are low-lying, concrete block industrial buildings that post-date the period of significance.

Square 930:

Square 930 is a large trapezoidal-shaped square bounded by 8th and 9th Streets and Potomac Avenue and L Street. The square contains nine contributing and three non-contributing buildings. Five of the nine contributing buildings pre-date the Civil War: 813, 817, 819 L Street and 1102 and 1112-1114 8th Street. All of these buildings are brick with gable roofs and flat-fronted facades typical of the period. The buildings at 817 and 819 L Street, built prior to 1855, provide a good example of the area’s once-common dwelling house form. The paired dwellings have side-passage plans and share a large chimney on center of the gable roof. The building at 1112-1114 8th Street (1833) features attic-level windows typical of the Greek Revival-style, whereas the building at 1102 8th Street (pre-1824) features a two-bay, side-passage plan and dormers—both elements indicative of Federal-era design.

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Square 952:

Square 952, bounded by 9th and 10th Streets and M Street and Potomac Avenue, S.E., is trapezoidal in shape. The square contains 13 contributing buildings, including a long row of 9, two-story, two-bay brick workers' housing designed by noted architect Glenn Brown (1887 and 1889) that gives this square its integrity. This row, from 911 to 927 Potomac Avenue features a continuous cornice with corbelled brickwork and segmentally arched window openings. Another group of 5, modest-sized dwellings originally stood around the corner on 10th Street; only two of these five survive today in deteriorating condition. Abutting the northeastern end of the Potomac Avenue row and facing L Street is the prominent corner dwelling constructed in 1853. This three-story brick dwelling at 929-931 Potomac Avenue is characterized by a canted corner entrance, by attic-level windows and original 6/6 window sash on the first and second stories. In addition to these residential buildings, the square is home to a low-lying brick automobile garage, constructed in 1919.

Squares 905 and 928 have no buildings on them. The elevated Southeast/Southwest Freeway spans over these squares.

Reservation 126:

Reservation 126, or the Virginia Avenue Playground, is a large playground of several acres located at Potomac and Virginia Avenues. Part of the playground was originally a park with trees, benches and walks. Historically, the Virginia Avenue Playground served as a drilling area for the marines and athletic fields for local sports teams.

Reservation 251:

Reservation 251 is a small triangular park fenced by 19th-century bollard and chain, lying to the east of the Latrobe gate just across M Street.

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Summary Statement of Significance:

When the National Register Nomination for the Capitol Hill Historic District was prepared in 1976, the originally proposed boundaries extended south to the Navy Yard. However, in an effort to reduce the overall scope of the extensive district, the boundaries were redrawn so that the southeastern edge of the district followed the line of the Southeast-Southwest freeway. The freeway, constructed in the 1960s, was considered a visual barrier separating Capitol Hill from the Navy Yard. As a result, the approved 1976 historic district boundaries excluded an important segment of the southern section of Capitol Hill that is inextricably linked, historically and physically, to the rest of Capitol Hill. Although the freeway is an inappropriate and insensitive intrusion that runs through the historic district, it does allow 8th Street to extend uninterrupted from the Navy Yard under the freeway to Pennsylvania Avenue and beyond. From Pennsylvania Avenue, the Latrobe Gate is clearly visible and the Navy Yard's connection to "Navy Yard Hill" readily apparent. The expansion of the historic district boundaries to include this southern segment of six squares and two city reservations, reconnects the Navy Yard to Capitol Hill and reinforces the shared history of the area.

The southern section of Capitol Hill, known historically as "Navy Yard Hill" is one of the oldest sections of the city. The area was laid out as part of the L'Enfant plan, and with the establishment of the Washington Navy Yard in 1799 and the introduction of the Marine Barracks in 1804-05, became an important residential and commercial neighborhood of Capitol Hill. In addition, 8th Street—the spine of this southern segment—historically served as the ceremonial entrance to the city, and the route traveled by dignitaries, from Lafayette to Lindbergh, who arrived at the Navy Yard by boat and traveled, by land transport, up 8th Street to the Capitol or White House.

While proximity to the Capitol inspired some of the earliest development of the area, it is the Washington Navy Yard that provided the lifeblood of the neighborhood for the 150-year period from 1799 until the close of World War II. The Navy Yard, which served first as a shipyard and later as an ordnance production facility, inspired the commercial and residential development of the area, as merchants and entrepreneurs moved in to open businesses and provide services that catered to the needs of the military, its personnel and civilian workers. Throughout this growth process, the neighborhood became home to a cultural cross section of the city, including military officers, politicians, merchants and Navy Yard workers.

Except for the Southeast/Southwest Freeway that engendered demolition of historic fabric, the expanded area remains largely intact and clearly conveys a shared architectural evolution with the rest of the historic district. The area contains a high concentration of pre-Civil War vernacular architecture peculiar to the area, while its later 19th-century brick building stock exhibits stylistic influences consistent with the rest of Capitol Hill.

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Resource History and Historic Context:

The area that was historically known as "Navy Yard Hill" is generally located between the Navy Yard and Pennsylvania Avenue and 3rd and 12th Streets in southeast D.C. Prior to the establishment of the federal city, the entire area was part of rural Prince George's County and was characterized by cultivated fields with large farmsteads widely scattered over the land. In 1791, William Prout, an English-born merchant anticipating the establishment of the federal city, purchased over 400 acres of the land making up much of present-day Capitol Hill. With the official establishment of the federal city that same year, Prout's land became part of the 10-mile square city and was included on L'Enfant's Plan. Throughout his life, William Prout did much to encourage development in Navy Yard Hill. He built a brick "mansion house" near the corner of 8th and M Streets, constructed the first Eastern Market, and was instrumental in establishing the city's first tavern and hotel on Capitol Hill. He set up a fishery, sold dry goods, bricks, hay, and most important, offered lots to rent with an option to buy. He persuaded two church congregations to build houses of worship here, and as a member of the City Council promoted the construction of a bridge across the Eastern Branch (Anacostia River) at 11th Street, S.E.

As shown on the L'Enfant Plan, this section of the city included several significant planning elements, including Reservation 44-49 (Eastern Market Metro); Reservation 17 (the Navy Yard); a broad avenue (8th Street) connecting the two reservations; the diagonal Virginia Avenue and the irregularly shaped squares that such a superimposed diagonal engendered, including Reservation 126 (the Virginia Avenue Playground) and Reservation 251. For Reservation 17, L'Enfant originally envisioned an "Exchange Square," or a center of commerce. The wide 8th Street corridor, which led from the proposed exchange site to Pennsylvania Avenue, was clearly conceived by early planners as an important commercial site within the new capital.

By 1799, however, no "exchange" had as yet been established on the site. When war with France threatened early in the year, Congress authorized the establishment of Washington as one of six navy yards along the east coast. In October 1799, the undeveloped Reservation 17, noted for its protected inland location with deep water close to the shore, as well as its proximity to timber for shipbuilding, was dedicated as the site of the Washington Navy Yard.

The Washington Navy Yard, originally established on the 38-acre Reservation 17 would eventually include approximately 127 acres and stretch from 1st Street to 11th Street along the southeast waterfront. Over the 150-year period from its establishment until the end of World War II, the Washington Navy Yard served as "the ceremonial center of the Navy," played an important role in developing naval and industrial technology, and was Washington's chief manufacturing establishment. The Yard also served as the official entry point for important visitors arriving in Washington: In 1824, General Marquis de Lafayette, upon returning to the United States, disembarked at the Navy Yard and was taken by coach up 8th Street to Pennsylvania Avenue. In 1860, the Navy Yard hosted the first Japanese delegation to the U.S. Even as late as 1927, the Navy Yard was the starting point for a celebration honoring Colonel Charles A. Lindberg for his non-stop, solo flight across the Atlantic.

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Most importantly however for the historic district, the Navy Yard—as the city’s most important industrial establishment—was one of the city’s largest employers of skilled workers throughout its history. The Yard’s well-paid jobs were sought after and secured by whites, slaves, free blacks, American-born and immigrants throughout the 19th century. One such worker, African-American Michael Shiner went from slavery to freedom during his 52-year Navy Yard career. The Navy Yard’s impact on the entire Capitol Hill Historic District, not just on the area immediately surrounding the Yard, equals the impact of the growing executive branch, congressional institutions and the Supreme Court on the Hill.

In 1801, the Marine Barracks joined the Navy Yard in establishing itself on Capitol Hill, south of Pennsylvania Avenue. The full city square, bounded by 8th and 9th streets and G and I Streets, was selected for its proximity to the Navy Yard and its convenience “within easy marching distance” of the Capitol and the President’s House. Although the Marine Barracks did not provide the employment opportunities that the Navy Yard did, the marines themselves helped contribute to the local economy and helped support entertainment and service industries that came to define the 8th Street corridor. According to the 1822 *Boyd’s* City Directory, at least seven grocers and three dry goods merchants were located on or immediately near 8th Street, while the larger neighborhood supported a bakery and several butchers. In addition, the directory notes several restaurants, including an “oyster house” on L Street between 8th and 9th Streets. The first Eastern Market, built in 1805, on L Street Between 6th and 7th Streets, also encouraged development.

Beginning in the 1830s, the function of the Navy Yard began to change from the construction of wooden ships to the large-scale manufacture of ordnance. As the need for large numbers of skilled workers to run the ordnance factories increased at the Yard, the commercial and residential areas around the Navy Yard expanded to accommodate them. In the early to mid-19th century, 8th Street and the surrounding blocks had large homes and small shops, boarding houses, and businesses associated with the Navy Yard. Naturally, the streets closest to the Yard, such as the lower end of 8th Street, Virginia Avenue, L and M Streets, were the first to be developed. Several early to mid-19th-century residential buildings survive in the expanded area of the historic district, namely the double house at 817 and 819 L Street, and the dwellings at 1003, 1005, 1112 and 1114 8th Street.

Some of the area’s early commercial establishments were directly related to the construction and provisioning of ships (rope walks and whiskey dealers), while others were more general (grocers, shoemakers, smiths, tailors, butchers, bakers, apothecaries and barbers), serving the Navy and Marines as well as civilian residents. Other commercial enterprises having non-military uses, but nonetheless inspired by the existence of the Navy Yard and its many workers, also arose along the commercial corridors. The building at 700 L Street, built 1854-1855 as a residence and store by merchant Julia Pic, is one example of several commercial enterprises operated by women in the Navy Yard neighborhood.

During the Civil War, ordnance testing and manufacturing was the mainstay of the Yard, which at that point employed up to 1,700 workers. The destruction of the Norfolk Navy Yard, then the Navy’s largest facility, greatly increased the importance of the Washington Navy Yard.¹ Commander Dahlgren,

¹ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History* (Washington, D.C.: Naval Historical Center), 1999, 22.

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commandant of the Navy Yard, kept the Yard's shops open 24 hours/day, in order to produce, daily, 200 shells, 25,000 percussion caps and 35,000 Minie and musket balls, in addition to casting, rifling, finishing and mounting boat guns. In addition to increased activity within the Yard, troop activity surrounding the yard was intense. Guns were positioned to defend the Latrobe Gate, while other entrances to the Yard were barricaded and fortified. Troops were present everywhere around Navy Yard Hill and buildings were commandeered for military use. Two blocks off 8th Street at 6th and G Streets, the tower of Christ Church served as a Union lookout post, while Lincoln Park and Providence Park both became hospital sites. The "Old Naval Hospital" at 9th and E Streets, S.E. was erected in 1865-1866 exclusively for Navy Yard personnel employed on the Potomac River and its tributaries.

The two decades following the Civil War were hard ones for the Navy Yard. Between 1864 and 1870, congressional appropriations for the Navy were drastically reduced, and the Navy's fleet of 700 vessels shrank to 52. Similarly, the Navy Yard workforce fell to an all-time low. Beginning in the 1880s, however, the nation began to rebuild its military. In 1886, the Naval Gun Factory—where all Navy ordnance and manufacturing was carried out—was established at the Yard. Ten years later, in 1896 Congress authorized construction of a hull-testing basin—the Experimental Model Basin—where the Navy would test the hull designs of steel battleships, cruisers, and other warships entering the fleet.² Then, from 1901 to 1905, Navy Yard workers were once again operating around the clock. Convinced that the new international stature of the United States demanded a powerful battle fleet, President Theodore Roosevelt successfully secured Congressional appropriations for the construction of a fleet of warships and their Navy Yard-produced guns. In December 1907, "The Great White Fleet" conducted a 14-month, around-the-world cruise to highlight America's new international prominence.³

At the same time that Capitol Hill benefited from a military build-up at the Navy Yard, it also began, in the 1880s and 1890s, to enjoy long-overdue city improvements. By 1894, Pennsylvania Avenue was lit by electric lamps as far east as 11th Street, and streets were graded and paved. In addition, the already well-served transportation corridors in the area were enhanced during the 1890s as horse-drawn cars were replaced by cable cars, then electric cars. In 1891, the Washington and Georgetown Railroad Company built the large car barn—the city's only surviving cable car building—at M Street across from the Navy Yard Gate.

The growth of the Navy Yard and improving infrastructure and transportation systems on Capitol Hill had a direct impact on the local economy and new construction abounded. Red brick row houses with Victorian antecedents, the style most typically associated with the Capitol Hill Historic District, were erected in the 1880s and 1890s for government clerks and workers of the Navy Yard and the expanding Government Printing Office (in near Northeast Capitol Hill). Twenty-two of the expanded areas extant buildings, including several groups of row houses, were constructed in the two-year period 1887-1889. In 1889, residences at 921-927 Potomac Avenue and 1103 and 1111 10th Street were constructed, as were the houses at Duddington Square (1st, 2nd, E and F Streets, S.E.) on the site of Duddington Manor—the 18th-century estate of Daniel Carroll, one of the original proprietors of the District of Columbia.

² Edward J. Marolda, p.41.

³ Edward J. Marolda, p.46.

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Beginning in 1901, as the Navy Yard switched into overdrive, the Marines embarked on their own ambitious development program that ultimately sparked a private development boom along 8th Street stretching from Pennsylvania Avenue south to the Navy Yard. The original Barracks buildings, dating from 1801-1805, were demolished and replaced with the present buildings. The original Commandant's House remained, but was renovated and expanded. Directly across from the Barracks, several mixed-use store/apartment buildings arose on the site of earlier buildings, along with restaurants, theaters and the neighborhood's first bank—the Washington and Mechanics Savings Bank at 536 8th Street, S.E.

During World War I, the Navy bought land on the east and west sides of the Yard, filled in land on the waterfront and hired thousands of workers. In 1917, the gun factory employed 6,000 workers; by the end of 1918, that number had reached more than 10,000 workers. During this period, rooming houses and boarding houses were common, and in the 1920s and 1930s several apartment houses were built. Finally porch-fronted Colonial Revival-style houses, often dating to the World War I era were erected “en masse” to accommodate the expanding workforce.

During World War II, while private industry took over much of the weapons production, the Naval Gun Factory continued as the “nerve center” of the Navy's ordnance design and testing program. The Yard's mission became the production of replacement equipment and spares and coordinating ordnance production at plants throughout the country. The Navy Yard acquired additional property to the west and constructed new buildings. At the height of World War II there were 25,000 workers employed at the Yard. By the end of the War, the Washington Navy Yard had expanded to include 127 acres. (The Yard consisted of 16 acres in 1801; almost 5 were added in 1902 and in the years between 1916 and 1918 the Yard increased by 92 acres.)

The Navy Yard was flooded with military personnel, civilian workers, government officials and visitors during and between the two world wars. The 8th Street corridor, responding to the growing clientele, teemed with stores, banks, restaurants, bars and various service establishments. According to one long-time resident, 8th Street was a “complete community,”

“You had Miller's Furniture Store, funeral parlors, movie theaters...There wasn't any kind of service shop that you couldn't find. It also serviced a lot of marines over there. Later on when World War II came along, that's when it became the nightspot. They had the Farmhouse, Brinckleys, Jack Rowe's (on 11th Street). People would come from all over Washington because of the entertainment...”⁴

In the period following World War II, the Navy Yard cut back production and changed its focus. In 1945, the name of the Washington Navy Yard was officially and belatedly changed to the United States Naval Gun Factory, which more accurately described its function since 1886. However, missiles, torpedoes, mines and other modern electronic weapons were rapidly replacing heavy ordnance of the type that had

⁴ Oral History with William Boswell, August 2000.

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been developed and tested in the yard for all those years. In the years following the war, The Navy Yard had become an antiquated facility. In 1959, in a futile effort to deny its obsolescence, the Navy changed the name of the Navy Yard to the U.S. Naval Weapons Plant. Although it has since become the administrative and ceremonial center of the Navy, by 1962, all industrial activities at the Yard had ceased. In the 1990s, the Navy developed a plan for the Navy Yard to become the administrative center of the Navy and the "heart and soul" the naval service in the national capital region.

The history of 8th Street and the Navy Yard neighborhood is a major thread in the Capitol Hill story. From its earliest years it has had a dual nature – a neighborhood of citizens involved in the running of the city and as the neighborhood surrounding the Navy Yard, with its population of sailors and marines and their entertainment needs. Its years as a manufacturing facility led to the construction of housing for the workers and to the popularity of 8th Street as a commercial center. The impact of the changes within the Navy Yard has been profound throughout the Capitol Hill Historic District.

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Verbal Boundary Description:

The extension of the Capitol Hill Historic District includes D.C. City Squares 905, 906, 907, 928, 929, 930, 952, and Reservations 251 and 126. (The Southeast-Southwest Freeway extends over most of Squares 905 and 928). The following description includes the original boundary description (beginning at the 5th line from the end) with that in italics inserted into it: . . . thence south along the center line of 13th Street, S.E., to its intersection with the northern right-of-way line of the Southeast Freeway, thence northwest along said northern right-of-way lines to its intersection with the center line of 11th Street, thence south along the center line of *11th Street, S.E., to the intersection with the center line of L Street or Potomac Avenue, to the intersection with the center line of 10th Street, S.E., thence south along the center line of 10th Street, S.E. to the intersection with the center line of M Street, S.E., thence west along the center line of M Street, S.E. to its intersection with the center line of 7th Street, S.E., thence north along the center line of 7th Street, S.E., to its intersection with the northern right-of-way line of the Southeast Freeway, thence northwest along said northern right-of-way to its intersection with the center line of New Jersey Avenue, S.E., thence northwest along the center line of New Jersey Avenue, S.E., thence northwest along the center line of New Jersey Avenue, S.E., to the point of beginning, excluding there from Square 764."*

Boundary Justification:

The original nomination form of the Capitol Hill Historic District states in the justification for the south boundary: "This large interstate freeway isolates the Historic District from the area to the south, which includes the United States Navy Yard." The nomination was written approximately 10 years after the opening of the freeway. Although the freeway is a visual disruption, it has not proven to be isolating. The 8th Street commercial corridor, one of the city's earliest commercial streets, still maintains its historic connection between the military presence of the Navy and Marines and the 'civilian' presence closer to Pennsylvania Avenue. The buildings south of the freeway, between 7th and 11th Streets, reflect not only the commercial and light industrial orientation dictated by the presence of the Navy Yard, but also the same residential patterns and housing stock of the rest of the Historic District. Its original exclusion from the Capitol Hill Historic District was based on a perception that has not been sustained in actuality. The freeway does not completely block the view of the Navy Yard's Latrobe Gate from the Capitol Hill Historic District, a view that has been integral to the neighborhood for nearly 200 years. The Navy Yard had an enormous impact on the development of the Capitol Hill Historic District – aiding commercial expansion and providing impetus for the construction of homes for Navy Yard workers throughout the Historic District and other nearby neighborhoods. These squares provide the remaining historic context for 200 years of development near the Navy Yard. The squares west of 7th

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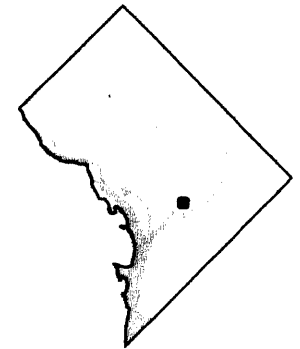
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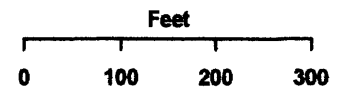
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Street between the Navy Yard and the freeway, although equally important historically, no longer have the physical integrity necessary to be included in the historic district because of the wholesale demolition of historic buildings and the introduction of non-contributing buildings in the 1950s and 1960s.

Capitol Hill Historic District (Boundary Increase)



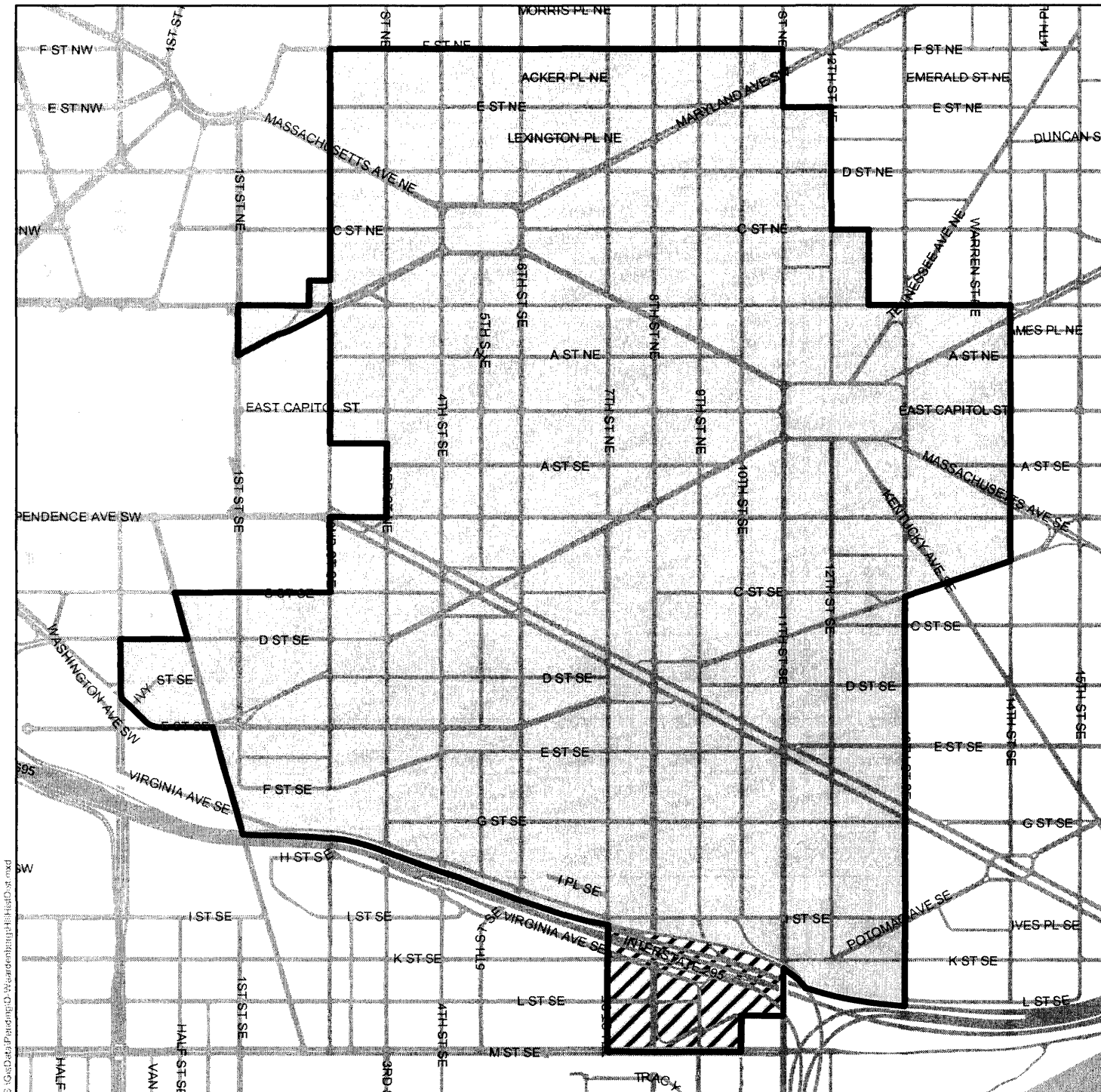
-  Historic Districts
-  Roads
-  Buildings





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Anthony A. Williams, Mayor


Office of Planning ~ January 24, 2003

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 Capitol Hill Historic District

 Area of Increase

 Roads



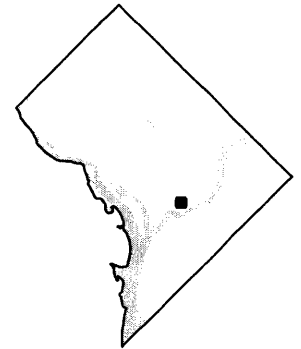
A horizontal number line is shown with the word "Feet" centered above it. There are four major tick marks labeled "0", "600", "1200", and "1800" from left to right. The line extends slightly beyond the 1800 mark on the right.





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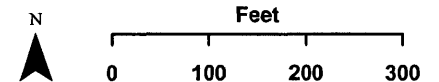
Office of Planning ~ May 23, 2003

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Capitol Hill Historic District (Boundary Increase)



-  Capitol Hill Historic District
-  Area of Increase
-  Roads
-  Buildings



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