

NPS Form 10-900
(Rev. 11-90)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

OMB No. 10024-0018

RECEIVED 413

JUL 15 1994

INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties or districts. *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 an 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: The Greater Fourteenth Street Historic District

Other names/site number: N/A

2. Location

Street & Number: Roughly bounded by S, N, 12th and 15th Streets, N.W. ☐ Not for Publication

City or town: Washington

☐ Vicinity

State: District of Columbia Code: DC County: DC Code: 001 Zip Code: 20005

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

→ Robert L. Bralich
Signature of certifying official/Title

7/15/94
Date

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.)

Signature of certifying official/Title

Date

State or Federal agency or bureau

4. National Park Service Certification

I, hereby, certify that this property is: Signature of the Keeper Date of Action

☒ 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:)

Patrick Andrus 11/9/94

The Greater Fourteenth Street Historic District

Washington, D.C.

Name of Property

County and State

5. Classification

Ownership of Property	Category of Property	No. Resources within Property	
☒ Private	☐ Building(s)	Contributing	Noncontributing
☒ Public-Local	☒ District	<u>633</u>	<u>106</u> Buildings
☐ Public-State	☐ Site	—	— Sites
☐ Public-Federal	☐ Structure	—	— Structure
	☐ Object	—	— Objects
		<u>633</u>	<u>106</u> Total

Name of related multiple property listing _____ Number of contributing
N/A _____ Resources previously
listed in the National
Register 140

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
<u>DOMESTIC/single dwelling</u>	<u>DOMESTIC/single dwelling</u>
<u>DOMESTIC/multiple dwelling</u>	<u>DOMESTIC/multiple dwelling</u>
<u>DOMESTIC/secondary structure</u>	<u>COMMERCE/business</u>

[X] See Continuation Sheet

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
<u>MID-19TH CENTURY/</u>	foundation: <u>BRICK</u>
<u>LATE VICTORIAN/Gothic</u>	walls: <u>BRICK</u>
<u>MODERN MOVEMENT/Moderne</u>	roof: <u>SLATE</u>
	other: <u>N/A</u>

Narrative Description

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

[x] See continuation sheet

The Greater Fourteenth Street Historic District
Name of Property

Washington, D.C.
County and State

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 patterns of our history.

☐ **B** Property is 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.

Areas of Significance

(enter categories from instructions)

ARCHITECTURE

1859-1920

TRANSPORTATION

1862-1936

HERITAGE/BLACK

1871-1920

Significant Person

N/A

Cultural Affiliation

☒ See continuation sheet

Architect/Builder

See attached DCHS List of Architects

State significance of property, and justify criteria, criteria considerations, and areas and period of significance noted above.

☒ See continuation sheet

The Greater Fourteenth Street Historic District Washington, D.C.
Name of Property County and State

9. Major Bibliographic References

☒ See continuation sheet

Previous documentation on file (NPS): N/A

☐ preliminary determination of
individual listing (36 CFR 67)

☐ previously listed in the NR

☐ 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 add. data: N/A

☒ State SHPO office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property Approximately 105 acres

UTM References

A 1/8/ 3/2/4/7/6/4/ 4/3/0/8/4/6/0/

Zone Easting Northing

B 1/8/ 3/2/4/9/2/0/ 4/3/0/8/4/2/0/

Zone Easting Northing

☒ See Continuation Sheet

Verbal Boundary Description

☒ See Continuation Sheet

Boundary Justification

☒ See Continuation Sheet

11. Form Prepared By

Name/title Emily Hotaling Eig and Kim Prothro Williams/Architectural Historians

Organization Traceries Date March 8, 1994

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Historic Functions Continued:

COMMERCE/business

COMMERCE/specialty store

EDUCATION/school

RELIGION/religious facility

RELIGION/church school

RELIGION/church-related residence

CULTURE/work of art

TRANSPORTATION/rail related

TRANSPORTATION/road related

LANDSCAPE/park

LANDSCAPE/street furniture/object

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Architectural Classification Continued:

LATE VICTORIAN/High Victorian Gothic
LATE VICTORIAN/High Victorian Eclectic
LATE VICTORIAN/Italianate
LATE VICTORIAN/Second Empire
LATE VICTORIAN/Queen Anne
LATE VICTORIAN/Romanesque
LATE VICTORIAN/Renaissance
LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival
LATE 19TH AND 20TH CENTURY REVIVALS/Late Gothic Revival
LATE 19TH AND 20TH CENTURY REVIVALS/Mediterranean Revival
LATE 19TH AND 20TH CENTURY REVIVALS/Italian Renaissance
MODERN MOVEMENT/Moderne

Materials Continued:

Walls: WOOD
CONCRETE

Narrative Description:

INTRODUCTION

The Greater 14th Street Historic District is located in northwest Washington within the boundaries of the original City of Washington as designed by Pierre Charles L'Enfant in 1790-1791. This area experienced substantial development in the mid- to late-nineteenth-century as the city's growing population expanded north of the established urban core. Today, the greater 14th Street area represents the precursor to the subsequent development that created the northwest quadrant of the original city. As one of the first areas in northwest Washington to respond to the development pressures of the young city, the 14th Street environs illustrate the patterns of transportation-based development. In addition to providing important historical perspectives on the city's growth, the area survives with significant examples of its history intact. This major commercial and transportation corridor is flanked by intact rows of Victorian housing and commercial buildings punctuated by important local churches and public buildings, grand and discreet turn-of-the-century

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apartment buildings, and a rich variety of twentieth-century auto-related structures. This residential, commercial, and institutional architecture defines the greater 14th Street image.

Unlike other areas in northwest Washington that share 14th Street's general history but no longer present physical expressions of their past, this area features cohesive groups of residential and commercial buildings designed by locally and nationally known architects. A significant aspect of the area is Logan Circle. Developed as a result of the expanding city, Logan Circle survives as the only planned circle in Washington, D.C. which retains its original Victorian architecture. The unique physical characteristics of the area, combined with a history that is inextricably linked to the city of Washington, make the greater 14th Street area a superb contributor to the city's heritage. The greater 14th Street area in this study includes 24 complete or partial city squares and contains 773 contributing and extant resources. The Historic District focuses on the six-block strip of 14th Street, N.W.--the area's primary commercial and transportation route, extending north from Thomas Circle to the southern side of S Street.

ARCHITECTURE

General Architectural Characteristics

The Greater Fourteenth Street Historic District is a primarily residential area that surrounds a major commercial corridor. It also holds religious and public architecture. Initially developed during the mid- to late-nineteenth-century, much of the area's brick Victorian architecture remains intact. Early twentieth century replacement architecture is found most notably along 14th Street--the area's chief transportation corridor, with some examples located off the main thoroughfare, often on minor streets or alleys. This evolution from the small nineteenth century commercial concerns and residences facing the street to the twentieth century automobile showroom transpired as modes of travel along 14th Street changed from the streetcar to the automobile. Today, a combination of nineteenth and twentieth century commercial architecture exists side by side, providing physical evidence of important national historical trends. The area's streetscapes on either side of 14th Street are defined by rows of nineteenth century dwellings punctuated by an occasional church building, corner store, or school, almost all pre-dating the first decade of this century. The area comprising the Greater 14th Street Historic District consists of a total of 773 contributing primary buildings. All buildings pre-dating 1945 identified during the on-site and archival study have been individually researched and documented.

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Residential Architecture: Pre- and Post- Civil War

Prior to the Civil War, the area around 14th Street was rural in character. Early building surveys and maps of the city show the area north of P Street to be sparsely developed with random buildings located within large, open squares. An 1853 buildings survey conducted by General Montgomery Meigs indicates that the majority of these buildings were houses and light industrial buildings. In general, the houses were small farmhouses or "shanties" occupied by tenant farmers. Other more permanent architecture was also being built and represented some of the earliest speculative development in the area. Entrepreneurs and businessmen bought single lots or entire squares and began to build individual dwellings in expectation of a boom in residential growth.

Almost all of the pre-Civil War buildings, including the farmhouses and early speculative houses, have been demolished. In general, the farmhouses and light industrial development was replaced during the building boom that occurred in the last quarter of the nineteenth century. Other pre-Civil War development, such as permanent residential construction, was scarce at the time and survives in limited examples. Only one pre-Civil War building in the historic district remains intact: 1327 N Street, N.W. Originally part of a pair built in 1859, 1327 N Street, N.W. is a substantial brick building designed in a transitional style with vernacular Greek Revival and Italianate details. As a pre-Civil War brick building located north of Massachusetts Avenue, 1327 N Street, N.W. exists not only as a rare survivor, but as a rare occurrence in the area.

A significant increase in population, the introduction of the 14th Street streetcar line in 1862, the end of the Civil War, and the development of the infrastructure in this part of the city transformed a predominantly rural area within the city limits defined by small farms and open spaces into a viable urban residential community no longer removed from the city center. The opening of the streetcar line and the vast city improvements made between 1865 and 1874 greatly encouraged the economic development of the area and contributed significantly to making 14th Street one of the first residential areas contiguous to the original urban core of the Nation's Capital.

In the years following the Civil War, rows of houses for the expanding population were erected along the city squares that had been laid out on paper for more than fifty years. In response to the 14th Street streetcar line and in anticipation of the massive public works program, rows of residential buildings for the solidly middle-class were erected in the blocks on either side of the transportation corridor. In the period 1869-1871, five pairs of imposing three-story Italianate brick buildings were built on the 1400 block of Q Street, N.W. by two of Washington's most prominent early speculators, George Plant and George Riggs. Just west of this stately grouping, another pair of

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dwelling, 1437 and 1439 Q Street N.W., was erected in the same year. Although having features typical of the Italianate style, these two-story brick dwellings are set back from Q Street and are crowned with tall mansard roofs generally associated with the Second Empire style of architecture. Another similar pair of Second Empire style-inspired dwellings is located at 1431 and 1433 Q Street, N.W. Almost identical in form and detail to one another, the two buildings making up the pair were actually built five years apart.¹

In addition to the row of Italianate and Second Empire style buildings on the 1400 block of Q Street, N.W., other rows of dwellings can be found in the vicinity of the streetcar line of 14th Street. Both the 1300 and 1400 blocks of Corcoran Street, N.W. and the 1400 block of S Street, N.W. became densely developed in the post-Civil War era. A prime example of well-designed and well-built speculative development meant to attract middle-class residents from downtown can be found on the 1300 block of Corcoran Street, between Q and R Streets, N.W. Corcoran Street, which bisects the square from east to west, is composed of an uninterrupted series of rowhouses on the north side of the street, and pairs of dwellings on the south side of the street, all built concurrently between 1872 and 1873. The north side of Corcoran Street consists of a row of 22 carefully detailed attached houses designed in the Second Empire style. These ornate houses are complete with hood moldings over the arched windows, a continuous and heavy bracketed cornice, mansard roofs, and dormer windows. The eastern end of the south side of Corcoran Street is occupied by a row of late-nineteenth-century dwellings, while the western end originally held three pairs of dwellings built at the same time as the row on the north side of Corcoran (1872-1873). Although only two of the original three pairs remain, the pairs together at 1334-1336 and 1340-1342 Corcoran Street, N.W., retain a grand and monumental appearance. These houses, built to look like single houses, exhibit architectural detailing characteristic of the exuberant Second Empire style that similarly describes the row of houses across the street. The houses feature centrally projecting pavilions, mansard roofs with dormers and molded windows.

¹ Tax records indicate that 1435 Q Street, N.W. was built between 1871 and 1874. 1433 Q Street, N.W., designed by noted Philadelphia architect John Fraser, was not erected until 1877. Based upon these archival findings, it appears that Fraser designed the second building of the pair in sympathy with the earlier one built to its side.

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Residential Architecture: 1874-1890

Despite Washington's disillusionment with the Territorial Government and its ultimate failure, the city improvements made under "Boss" Shepherd's reign from 1871-1874 had a significant impact on the city's future growth and development. The city's streets were generally paved and water, gas and sewer lines were laid, leaving the well-equipped and increasingly populated city ready and ripe for buildings.

The historic district was a direct beneficiary of the public works projects conducted during the period 1871-1874. The improved street conditions, the early speculative development of residential architecture around 14th Street, and the migration of living patterns from old downtown to areas closer to the White House and farther north, resulted in a building boom in the greater 14th Street area that appealed to persons of all socio-economic classes. The burgeoning growth occurred to either side of 14th Street.

The architecture of this growth period ranged from the prestigious mansions on Logan Circle, to the small two-story rowhouses located directly behind the Circle, to the small rows built to the west of 14th Street. More representative of the area's growth, however, was neither the upper or lower class housing, but the rows and rows of middle-class speculative houses that were built from one end of a city street to the other. Like the earlier speculative development of rowhouses on Corcoran and Q Streets, rowhouses of this period were built progressively along the city squares, until, eventually, all of the squares making up the historic district were built upon, completing the speculative development of the area. The residential development pattern of this period consists of rows of houses joined by party walls with architectural emphasis placed only on the buildings' facades. Entire blocks of houses were designed with identical massing and architectural detailing whose repetition was offset by the exuberance of projecting and receding bays, turrets, dormers and other details. While this pattern of development persisted over the 20-year period, different architectural styles can be seen throughout the 1870s, 1880s and 1890s.²

² While the majority of the buildings constructed in the 1880s and 1890s can be attributed to locally and nationally known architects, few of the buildings built in the 1870s can be ascribed to specific architects. This is not because the buildings were not designed by architects, but simply because this information was not systematically recorded. Buildings whose date of construction is 1877 or earlier were identified through tax book research which does not indicate the name of an architect associated with the building's design. After 1877, however, the construction of a new building required a building permit, which, on record today at the National Archives, indicates the names of the original owner, architect, and builder, among other things.

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In general, the architecture of the 1870s is characterized by its eclecticism. Two- and three-story brick and frame dwellings with flat fronts were being erected at the same time that more imposing 2-1/2-story brick buildings with projecting bays and exuberant rooflines were being designed and built.³ Bracketed wood cornices typical of the Italianate style and flat front elevations characterize the period's architecture. The dwellings at 1305-1315 Riggs Street, N.W. feature one-story window bays projecting from the front elevation and mansard roofs projecting above. Although the projecting bay reduces the amount of area serving as a buffer zone between private and public space, it increases the interior floor space and light and provides architectural intrigue on the exterior.

Similar in detail to the 1300 block of Riggs Street, but different in overall form is the row of dwellings at 1308-1318 R Street, N.W., built between 1875 and 1876. Instead of consisting of similar individual buildings making up a row, this row is designed as if it were one large mansion. The row of 2-1/2-story brick dwellings with mansard roofs and window bays features a central pavilion composed of two houses and projecting end wings similarly composed of sections of two houses.

Following the eclectic styles of the 1870s, the 1880s and 1890s offered more uniform architectural forms. Instead of the Second Empire and Italianate styles of the previous decade, the architecture tended toward an undefined, but common, rowhouse form and style. In general, this style is characterized by multi-storied brick buildings with multi-storied polygonal bays, corbelled cornices, stringcourses, and other decorative brickwork. This rowhouse style and form, found throughout the historic district, is exemplified by several rows of dwellings, designed by locally known architects and located along 13th Street, including 1639-1645 13th Street, N.W., 1701-1711 13th Street, N.W. and 1714-1716 13th Street, N.W. The row of dwellings at 1639-1645 13th Street, N.W., built in 1882, consists of 2-1/2-story brick buildings with projecting bays, and gables and dormer windows located above the roofline. Built in 1882, the three-story brick buildings at 1701-1711 13th Street feature two-story brick bays, stringcourses, ornately corbelled cornices, iron roof cresting and finials. 1714 and 1716 13th Street is a pair of three-story brick buildings with two-story projecting bays and integrated brickwork ornamenting the front elevation. This pair of houses was built in 1885 to the designs of the notable architecture firm of Hornblower and Marshall. Other examples representative of the late-Victorian rowhouse in this part of northwest Washington are found at 1444-1450 Q

³ The projecting bay, so characteristic of Victorian styles of architecture, was originally prohibited in Washington, D.C. by building code that was established in the 1790s. In 1871, the building regulations were changed, allowing for projecting bays over building lines. As a result, projecting bays, which increased floor space and lighting, immediately gained popularity.

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Street, N.W. and 1329-1335 N Street, N.W. Built by David Alvindon in 1881, the houses at 1444-1450 Q Street have integrated brickwork and polygonal projecting bays that rise the full three-story height of the building. The row of four dwellings located at 1329-1335 N Street, N.W., built in 1882 to the designs of locally prolific architect C.A. Didden, are three-story brick buildings set upon raised English basements. Two-story projecting bays are capped with a covered balcony or porch rising the full three-story height.

As indicated above, the principal residential building form of the 1880s in the area involved rows of speculative dwellings designed by architects and master builders. The architects and builders working in the area during that period tend to be well-known Washington designers who must have enjoyed the proliferation of building in these boom years. The most prolific architects of the 1880s and 1890s in the 14th Street area include Clement A. Didden, Robert Fleming, Nicholas R. Grimm, Diller B. Groff, Nicholas T. Haller, James H. McGill, William Z. Partello, Thomas F. Schneider and more.⁴ Individually designed dwellings of this period tend to be associated with highly acclaimed

⁴ Following are short biographies of the above-noted architects. More comprehensive biographies can be found in the Greater Logan Circle Historic Resources Survey Report, Phase I, July 1990 and on file at the D.C. Historic Preservation Division. Clement A. Didden, architect of a significant number of residential buildings in the area, provides a connection between many prominent architects in Philadelphia and Washington, D.C. in the 1880s. Although he never received national recognition as did many of the architects he worked for, such as Richard Morris Hunt and Frank Furness, Didden was significantly influenced by these architects and was well-respected for his works in various cities. Simple facades, window openings of varied shape and steep roofs often articulated with dormers, characterize Didden's buildings. Didden's career in Washington lasted for nearly 50 years from the 1860s until 1921. Born in Goochland County, Virginia, Robert I. Fleming is praised for both his architectural and military accomplishments. As an architect, Fleming began his career in Richmond and moved to Washington in 1867 where he won numerous public building commissions. Fleming's contribution to the architecture of the area is concentrated in the 1300 block of Riggs Street and the 1500 block of O Street, characterized by a high-Victorian appearance including mansard roofs, heavy cornices, dormer windows and window molds. Listed in city directories as a carpenter and builder, Diller B. Groff is associated with the design of buildings throughout the Washington area, including a significant number in the area. Nicholas T. Haller, architect of innumerable buildings in the area, was very active in Washington during the last quarter of the nineteenth century until his death in 1917. Haller's designs are considered eclectic in style and, although sometimes lacking in sophistication, are never lacking in intrigue. Information on James H. McGill's education and background remain scarce, indicating that he was a self-made architect who is most well known in Washington for his design of Le Droit Park. As evident in his designs for Le Droit Park, McGill was greatly influenced by Andrew Jackson Downing and the Picturesque movement in America. His work at 13 Logan Circle reveals this influence in the use of iron cresting and the irregular roofline. Although little is known about William Z. Partello, research indicates that he was a native of Ohio and moved to Washington around 1872. He began to work as a builder in 1880 and was responsible for a number of residences in the Historic District. T. F. Schneider was a highly visible designer in Washington and was an important player in shaping the city's built environment around the turn of the century. During his 45 years of architectural practice, Schneider was responsible for the design of over 2,000 residences and dozens of apartment buildings in the city.

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architects that not only have a local reputation, but in some cases, a national reputation as well. These architects include, most notably, Glenn Brown and the firm of Hornblower and Marshall.⁵

The predominant residential development from 1870-1890 involved the erection of rows of houses that appealed to the middle-classes. Other residential developments from this period directed towards the upper and lower classes are also located in the area. The more prominent upper class housing is found most notably around Logan Circle itself and on the avenues leading to the circle, such as Vermont Avenue, while the lower-class housing is sited behind the public street facades on the narrow streets that cut through the large city squares, such as Kingman Place.

Physically created by the intersection of several streets and avenues, Logan Circle was paved in 1873 and was originally known as 13th Street Circle, and later as Iowa Circle. In 1930, the name was officially changed to Logan Circle in honor of General John A. Logan, Civil War general and long-time senator from Illinois, whose statue has stood in the center of the circle since 1901. The circle is surrounded by eight unequal parcels of land that front the circle itself. These parcels, separated by the various traffic arteries creating the circle, were almost entirely built upon with residences in the period between 1874 and 1890. Only one dwelling, 14 Logan Circle, was not built until 1903 and one lot, between 9 and 11 Logan Circle, was never built upon. All of the Circle residences, which housed members of Washington's upper-class, face the circular park, are monumental in scale and style, and rise from three-stories to five-stories in height. Generally in excellent condition today, each of the residences was individually designed and have been attributed to locally and nationally significant architects. Occupying the southwest edge of the circle, 1 and 2 Logan Circle stand as a large and imposing duplex made to look like one large mansion. The pair is designed in a highly ornate Second Empire style and is ornamented with tall mansard roofs, projecting chimneys, window bays, and ornamental hood moldings. North of 1 and 2 Logan Circle and occupying the northwest quadrant are eleven unique houses, 4-15 Logan Circle, with a vacant lot at 10 Logan Circle separating the group into two parts. A variety of styles and building

⁵ Following are short biographies of these well-known architects. Born in Fauquier County, Virginia, Glenn Brown rose to prominence in Washington as an architect, architectural historian and preservationist. His accomplished career included serving as president of the Washington Chapter of the American Institute of Architects and writing several books on Washington architecture. The buildings attributed to Brown in the proposed historic district represent his early work and reflect Romanesque Revival style tendencies as opposed to the more classically styled buildings of his later career. Hornblower and Marshall, architects of 8 Logan Circle, was a local firm noted for its plans of the U.S. Custom House in Baltimore and the Smithsonian National Museum in Washington. The firm became one of the most prominent in Washington soon after its creation in 1883 and remained as such into the 20th century. Distinctive elements in the firm's work, and characteristic of 8 Logan Circle, is the use of restrained classicism and reduced ornamentation.

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materials range from the 3-1/2-story stone Romanesque Revival house at 11 Logan Circle, designed by locally acclaimed architect T.F. Schneider, to the 2-1/2-story classically inspired house at 8 Logan Circle, designed by the noted firm of Hornblower and Marshall, to the highly Victorian 6 Logan Circle, designed by Henry R. Searle. 6 Logan Circle is complete with a polychromatic stone facade with local greenstone walls and brown stringcourses, a two-story semi-circular bay, stone finials atop an irregular roof and iron cresting surmounting the bay. 8 Logan Circle is an elegantly restrained, classically inspired structure with limited use of ornamentation, recessed windows, and a semi-circular bay.

The northeastern parcel of land around the Circle is composed of 17 and 18 Logan Circle. 17 Logan Circle actually forms the edge of the circle and Vermont Avenue and is one of a row of houses that makes up the 1500 block of Vermont Avenue. 18 Logan Circle elegantly turns the corner at Rhode Island Avenue with a soaring corner tower capped by a conical roof. The southeastern parcel of land was completely built upon with houses and an apartment building filling in the land between the streets and avenues. Today, five of the original group of ten residences located on this section surrounding the circle remain intact. 23 and 25 Logan Circle represent impressive three-story brick dwellings designed by important local architects with detailing typical of the late-Victorian period. With its exuberant Second Empire style of architecture, 19 Logan Circle stands out in the group forming this section of the circle's residential architecture.

The 1300 block of Vermont Avenue consists of an entire array of distinctive houses designed by prominent architects such as Glenn Brown, James H. McGill, Alfred B. Mullett, C.A. Didden, and others. The architecture of the 1300 block of Vermont Avenue was not all part of a single row; several groups of small rows and individually designed and built houses were erected in spurts--all before 1890. The first group of buildings to be erected on the block was 1314-1318 Vermont Avenue. This group of three, built in 1874-1876, is elegantly designed with details, such as window hoods, projecting bays, and corbelled wooden cornices, typical of the Italianate style. An intriguing classically inspired pedimented gable projects from the mansard roof. Next door to this group stand three buildings, 1320, 1322, and 1324, which were each individually designed. 1324 Vermont Avenue is a beautifully proportioned structure with Victorian massing and details executed in a restrained classical manner. 1324 Vermont Avenue was designed in 1883 by locally significant architect Glenn Brown. Comparative values of construction as listed on permits to build indicate that the well-designed Vermont Avenue addresses came with a price tag: 1332 Vermont Avenue, N.W., for instance, was valued at \$14,000 when it was built in 1886, while residences located farther from the Circle proper were typically in the \$4,000 to \$5,000 range.

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In direct contrast to the majestic scale and design of the houses on Logan Circle and Vermont Avenue, were the houses located on Kingman Place, a small street sited behind the northwest quadrant of the Circle and lacking the social status of the Circle itself. Built in the 1880s, the houses on Kingman Place are primarily small, two-story structures that were built individually or in small groups. Set in the shadow of the larger and imposing Logan Circle residences, these houses were explicitly designed and built for the lower-middle- or working-class groups. Despite their inferior size and scale to the Logan Circle residences, these dwellings are all well-designed and are often associated with known architects. The group of three dwellings at 1520-1524 Kingman Place, N.W., for instance, was designed in 1885 by C. A. Didden, the architect who designed 1326 Vermont Avenue and who was also responsible for the design of many other imposing dwellings in the historic district. In fact, only one Kingman Place building, 1513 Kingman Place which was built as a private stable in 1882, indicates the subservient nature of this street to Logan Circle and the adjacent blocks.

Residential Architecture: 1900-1920

By the turn of the twentieth century, the public streets and avenues in the 14th Street area were almost fully built up with rows of residences flanking the commercial and transportation corridors of the area. Blocks of land which had been unimproved in the years before the Civil War were, by this time, settled with row upon row of houses that still define the area today. Although row houses continued to be built as the area's most popular residential development in the early-twentieth century, apartment buildings began to emerge in the late-nineteenth century as an alternative to the row house form. Both of these building types involved the work of architects, and by the turn-of-the-century, different names from those found in the late-nineteenth century, arise. The most prolific architects associated with building construction in the early-twentieth century in the historic district include, most notably, Appleton P. Clark, George S. Cooper, Alfred B. Mullett, B. Stanley Simmons, and Julius Wenig.⁶

⁶ Born and educated in Washington, D.C., Appleton P. Clark was never formally trained in architecture, but quickly emerged as a leading designer in the city and became President of the Washington Chapter of the American Institute of Architects in 1919. As was common at the time, Clark looked to past architectural styles for inspiration in his own designs. In choosing a variety of styles such as early American classical architecture, the Romanesque Revival style and the Mediterranean Revival style, Clark became well-versed in a variety of modes. This eclectic quality is visible in his choice of styles for many of the buildings he designed in the area. George S. Cooper, architect of the earliest extant apartment building in the area, was a designer of outstanding skill whose primary work was in the area of apartment building design. B. Stanley Simmons, the architect of several apartment buildings and numerous residences in the area, was a prolific designer throughout the city. Simmons was well-respected

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Washington, D.C. witnessed the introduction of the apartment building in 1880 when the first example of the building type, the Portland Flats (demolished), was built on Thomas Circle, just south of the historic district. Following this development, multi-family residential structures began to crop up first as smaller three- and four-story buildings, and later by the second decade of this century, as taller eight-story buildings.

Two of the first apartment buildings to be constructed in the area are the Hawarden and the Gladstone Apartments located at 1419 and 1423 R Street, N.W. These twin apartment buildings, both D.C. Landmarks, were designed by George S. Cooper in a Victorian eclectic style of architecture and were constructed in 1900 and 1901. Built on two of the few remaining unimproved lots in the area, the Gladstone and Hawarden were built adjacent to a set of frame buildings to the east facing 14th Street and to a series of brick rowhouses to the west also facing R Street. The rest of the square consisted of brick rowhouses along S Street (still extant), a Foundling Asylum along 15th Street, and a Methodist Church at the corner of 15th and R Streets, N.W. The construction of the Hawarden and Gladstone Apartments completed the initial development of this defined area and paved the way for further apartment building construction.

The next important apartment building evolution in the area occurred in the same year with the construction of the Iowa Apartments at the corner of 13th and O Streets, just south of Logan Circle. Designed by Thomas Franklin Schneider in 1900, the Iowa is a large, U-shaped, seven-story, brick and terra cotta apartment building designed in a Renaissance Revival style with beautiful detailing and elaborate ornamentation. The Iowa Apartments, built on a previously undeveloped site, effectively filled in the area in immediate proximity to the circle and completed the development of the circle's immediate surroundings. In 1903, Appleton P. Clark, Jr. designed another Renaissance Revival apartment building in the area, this time between 14th Street and Logan Circle. Less ambitious than Schneider's design for the Iowa, the elegant five-story, 20-unit building has street frontage on P Street as well as Rhode Island Avenue.

The erection of nine apartment buildings on 15th Street in 1909, 1911, 1912 and 1913 illustrates the growing popularity of the building type. In the 50-year period from 1870 to 1910 population pressures had forced, first, the development of row houses, and later as pressures intensified and

in his day and was hailed as having added to the "beauty and growth" of Washington and is noted not only for his residential designs, but for his banks and public buildings. Although not as well known in Washington as other architects, Julius Wenig designed buildings in the city for over 40 years. Wenig's designs for Washington were constructed during the period from 1902-1938 and indicate a fine understanding of early twentieth century styles, especially the craftsman movement.

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land space became less available, the development of the apartment building. In the nine years following the erection of the Iowa, several more apartment buildings were constructed. The Westchester, a fine Mediterranean Revival style building at 1332 15th Street, was designed by George S. Cooper in 1909. The Derondal, its twin at 1322 15th Street, was built in 1913 to the design of Hales and Edwards. Harry Wardman made his mark in the area in 1911 with a series of six buildings designed by the talented and prolific designer Albert Beers. Located in the 1400 block of R Street, these six buildings were designed in the Renaissance Revival style. They are named so that the buildings' initials spell "WARDMAN." The six buildings are listed on the National Register as Wardman Row. The noted architect Jules de Sibour designed the Riggs in 1912 at 1409 15th Street in the Renaissance Revival style.

By the 1920s, the land area forming the Greater 14th Street Historic District was fully built upon and well-established as a residential area. From the introduction of the apartment building in 1880 through the 1910s any available vacant lot was built upon with this multi-family residential type. In the ensuing years, the lack of vacant lots and open space in the area necessitated a decline in the erection of apartment buildings, which caused the area to remain primarily as a nineteenth-century residential development punctuated with examples of early-twentieth-century architecture.

Commercial Architecture: 1861-1910

As the residential development in the greater 14th Street area intensified, so too did the commercial corridor serving the community. Selected as one of the city's principal streetcar lines in the mid-nineteenth century, 14th Street, N.W. witnessed throughout the nineteenth century the escalation of small commercial concerns from its southern end around old downtown to its northern border at Boundary Street. As modes of transportation matured beyond the streetcar and embraced the automobile, 14th Street shed its nineteenth-century neighborhood commercial image and rapidly developed as the nucleus of the city's automobile industry. Large-scale automobile showrooms, replacing earlier smaller-scaled, community-oriented commercial concerns, were prominently sited facing 14th Street, N.W., while garages and other subsidiary buildings associated with the industry were located behind the principal corridor. 14th Street, N.W. exists today as an important north-south link with a combination of nineteenth- and twentieth-century commercial architecture defining its edges.

The existence of the 14th Street streetcar line not only stimulated residential development to the blocks on either side of the streetcar, but it also encouraged early speculative commercial

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development. The first commercial buildings in the Historic District were located on or near 14th Street in the early years following the introduction of the streetcar. Erected between 1864 and 1869 according to tax records, 1508 14th Street remains as the earliest extant building from this period. According to research, it appears that this three-story, flat-fronted building with a store on the first floor was originally a one-story brick building that was enlarged in 1878. This addition, including the bracketed cornice and the central projecting parapet with "Kolb's" inscribed on it, indicate that the owners of the building were seeking to update their 1864-1869 building to keep up with the styles of the new construction of the period.

Two other early individual commercial buildings dating from 1866 and 1869 respectively are 1400-1402 Rhode Island Avenue and 1726 14th Street, N.W. Located at the corner of 14th and Rhode Island Avenue, 1400-1402 Rhode Island is a two-story, flat-fronted building with a bracketed wood cornice. Similar in size and detail is 1726 14th Street, N.W. All three of these buildings, located at different blocks along 14th Street, N.W. survive as examples of the still-uncertain speculative development of the initial years of the streetcar line.

As the stability of the commercial nature of 14th Street increased along with the residential growth in the 1870s and 1880s, the number and variety of commercial concerns serving the community multiplied. Grocers, dry goods dealers, fancy goods dealers, coal dealers, carpenters, druggists, confectioners, retailers, undertakers, tin smiths, and boot and shoe dealers competed for business along the 14th Street corridor. In addition to these businesses, a local market, Riggs Market (demolished), was located just west of 14th Street along P Street, N.W. (outside of the district's boundaries.)

In general, the buildings housing the commercial concerns were designed by architects for a given commercial purpose and reflect a variety of Victorian styles. Often, the stores and light manufacturing buildings were designed as combination commercial and residential buildings where the commercial concern occupied the street level and the dwelling, the upper floors. Although some of the buildings were built as pairs or in small groups, most of the commercial buildings along 14th Street, although abutting one another and sharing walls, were individually designed structures.

A prime example of a series of nineteenth century commercial buildings constructed individually as well as in groups is located in the 1300 (odd) block of 14th Street, N.W. Beginning the row from the south is the individually designed and built 1317 14th Street. Designed by Nicholas R. Grimm in 1888 as a feed warehouse (probably taking advantage of the needs of the horses who pulled the

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streetcars), this tall, three-story brick building features a flat front elevation with large arched window openings separated by stacked brick pilasters.

Just north of 1317 14th Street stands a group of three commercial buildings at 1325-1329 14th Street. Also from 1888, these three buildings were built together and housed both stores and dwellings. Abutting this group on the north are several more nineteenth century commercial buildings, each one individually designed and built. All of these buildings, designed in the 1880s, illustrate exuberant examples of Victorian architecture with arched openings, corbelled brickwork, projecting towers, recessed bays, stringcourses, and other playful details.

Several other rows of commercial buildings define the 14th Street corridor, while individual commercial buildings, such as the Mid-City Fish Market, stand out amongst them. Located at the corner of 14th and P Streets, N.W., the Mid-City Fish Market is an imposing three-story brick structure designed by Thomas Plowman in 1878. Executed in the Second Empire style with heavy hood moldings, a bracketed cornice, and ornate iron cresting, the building presents a corner tower entrance bay with primary elevations facing both P and 14th Streets. In 1885, Cluss and Schulz designed the building located next door at 1416 14th Street. This structure effectively extends the facade of the corner building. Just around the corner from the Mid-City Fish Market is a striking 2-1/2-story brick structure at 1406-1410 P Street, N.W. designed in 1885 by architect William Poindexter. Built just four years after the completion of the Newport Casino by McKim, Meade and White, this commercial structure at 1406-1410 P Street, N.W. bears a striking resemblance in form and detail to the entertainment pavilion in the elite seaport town.

Another nineteenth century commercial structure, located at 1502 14th Street, N.W., stands out for its rejection of the Victorian style that typically defines the nineteenth century commercial character of the street. Built in 1897, 1502 14th Street, N.W. is an example of an early Classical Revival style building designed by nationally known architect Paul Pelz. 1502 14th Street, N.W. is a three-story, buff-brick building with a limestone storefront surround on the first floor and windows separated by brick pilasters on the floors above.

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Commercial Architecture: 1910-present

As the automobile came to replace the streetcar line in the second decade of the twentieth century, 14th Street evolved from its Victorian heritage to service the new and modern industry. In doing so, large twentieth-century buildings designed to serve the new automobile-related functions began to replace the existing nineteenth century commercial buildings and 14th Street was transformed from one of the city's major streetcar lines and local commercial strip to Washington's "Automobile Row."

The first automobile showroom built along 14th Street is located at 1711 14th Street, N.W. Designed in 1904 by accomplished Washington architect, B. Stanley Simmons, the structure represents the first of many showrooms to follow that blends programmatic requirements with the fashionable Beaux Arts style and the local vernacular building traditions. The building is a two-story, limestone building whose facade is divided into three bays; a central recessed entry door was originally flanked by large show windows (currently infilled), while paired pilasters separate arched window openings on the floor above.

By the 1920s, when the majority of the other showrooms along 14th Street were built, the architectural designs of this building type appear much more sophisticated and well-defined. All of the showroom buildings along 14th Street, including 1501 14th Street, N.W., 1515 14th Street, N.W., 1509 14th Street, N.W., 1522 14th Street, N.W., and 1526 14th Street, N.W. are designed in an elegant and restrained classical style characteristic to Washington. One of the finest examples of automobile showroom design can be seen at the Wardman Motors building at 1526 14th Street, N.W. Built in 1925 to the designs of B. Stanley Simmons, this showroom is a 2-1/2-story, limestone-veneer structure with massing and bas-relief detailing recalling an Egyptian pylon. The impressive interior, with its supporting columns and coffered ceiling, is intact, allowing for a vision of the showroom in all its glory to be fully imagined. Inscribed with a Wardman Motors medallion on the interior, the building is known to have housed the Trew Motor Company beginning in 1926. At that time Trew sold the "Reo" and "Peerless," automobiles that were replaced in 1929 by the long-lived "Chrysler" line.

Next door to 1526 is the earlier designed and built showroom at 1522 14th Street, N.W. 1522 14th Street was designed in 1920 in an Italian Renaissance style of architecture that deviates somewhat from the more restrained styles seen in the other examples. Like the other showrooms, it is a brick, concrete, and stone structure with a limestone veneer. But unlike any of the other automobile

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showrooms that have been identified, this one makes references to urban Italian palatial designs. This is most clearly expressed in the first floor's beautifully rusticated base. Small, round-arched door openings comprise the two side bays. The large central bay, which presumably contained show windows, has unfortunately been filled with beige brick that bears little resemblance to the original limestone.

Perpendicular to and behind the elegantly lined 14th Street are the side thoroughfares which developed into service districts for the automobile. Many repair stations and shops arose on Church Street, Johnson Avenue, and P Street, N.W. Typically, these structures were brick, multi-storied, and unabashedly plain. A good example exists at 1457 Church Street, N.W. The western half of this building's first floor contains two identical garage openings. The eastern half of the same floor contains a single glass door and two square casement windows in steel frames.

As a result of 14th Street's transformation from an important nineteenth century streetcar line to "automobile row," the physical character of the artery is defined by the sympathetic cohabitation of small Victorian commercial buildings and large twentieth century structures representing the era's technological achievements. The two- and three-story nineteenth-century commercial buildings designed in an eclectic variety of Victorian styles rival one another in architectural exuberance, while the mid-twentieth-century automobile showrooms stand confidently in their restrained classical styles amidst the whimsy of their earlier neighbors. The physical existence of these conflicting building forms provides an illustrative and significant example of the change in transportation methods, not only in Washington, but nationwide.

Religious Institutions and Architecture: 1800-1945

The introduction of an important number of religious structures in the greater 14th Street area in the nineteenth century indicates the growing permanency of the residential community and the need to provide the residents with local services. At the same time that church organizations were moving to accommodate their congregations, they were also most likely taking advantage of low real estate prices in the still-developing area. Between 1867 and 1902, seven churches were built in the area; two additional churches were constructed in the mid-twentieth century.

The oldest church in the historic district is Luther Place Memorial Church, designed in 1867 and under construction in 1870. Located on a prominent site just north of Thomas Circle and south of Logan Circle, the church occupies the entire triangular-shaped Square 244 at the intersection of 14th

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Street, N.W., Vermont Avenue, N.W. and N Street, N.W. Designed in a Gothic Revival style, Luther Place Memorial Church was built as a memorial of thanksgiving for the ending of the Civil War. The building is constructed of red sandstone and features a central entry tower and principal core terminated by two lower end towers. The nave is six bays long, distinguished on the exterior by buttresses capped by pyramidal roofs with finials. Its prominent spires and powerful massing establishes a presence on Thomas Circle, but also serves as the southern anchor for this portion of 14th Street. Luther Place Memorial Church is individually listed on the D.C. Inventory of Historic Sites and on the National Register of Historic Places.

The late 1870s and 1880s saw the erection of several more churches including, St. Luke's Episcopal Church, John Wesley Methodist Church, Vermont Avenue Baptist Church, and Mt. Olivet Baptist Church. Of particular local interest is St. Luke's Episcopal Church, located at the corner of 15th and Church Streets, and designed in 1879 by African-American architect Calvin Brent. Named a National Historic Landmark in 1976, St. Luke's is noted for its construction as a black church by a noted black pastor and black congregation. Designed in the Gothic Revival style, St. Luke's is representative of an English parish church and is smaller in scale than the imposing Luther Place Memorial Church. The church is built predominately of a grey stone with alternating blocks of white and red stone surrounding the pointed arch windows and doors.

Both of the churches located on Vermont Avenue, Mt. Olivet Lutheran Church at 1302 Vermont Avenue and Vermont Avenue Baptist Church at 1630 Vermont Avenue, are red brick uni-towered structures designed in the Gothic Revival style. Decorative motifs such as polychromy, integrated brickwork, blind arcading, and inset panels appear on both churches and distinguish them as products of the High Victorian era in America. John Wesley Methodist Church, located at the corner of 14th and Corcoran Streets, N.W., is a low-lying, red brick building with massing characteristic of the Romanesque Revival style.

The final decade of the nineteenth century and the first decade of the twentieth century resulted in the erection of two more churches: Mt. Gilead Baptist Church (1896) and Grace Reformed Church (1902). Located on 13th Street, at the east end of Corcoran Street, Mt. Gilead Baptist Church stands as an important visual terminal to the row. The building further distinguishes itself as a stone building amidst a row of brick dwellings. Grace Reformed Church at 1405 15th Street was designed by the associated team of architects Paul Pelz and Abel Ritcher in 1902-03. Currently individually listed on the National Register of Historic Places, Grace Reformed Church stands as a fine example of the Gothic Revival style. Grace Reformed Church is also noted as a memorial to

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the Reformed Church in America and as having President Theodore Roosevelt as one of its members.

By the turn-of-the-century, the greater 14th Street area was well served by churches of various denominations that have historical significance on both local and national levels. Whether a large, imposing structure such as Luther Place Memorial Church or a small neighborhood building such as St. Luke's Memorial Church, the churches of the greater 14th Street area contribute significantly to the architectural quality of the community and correspond with the area's nineteenth-century development.

Public Architecture

Public institutions established in the area in the nineteenth century include hospitals, asylums, schools, and the Phyllis Wheatley YWCA Annex (demolished). While the schools and firehouse were primarily serving the local community, the hospitals and asylums were generally established to serve the entire city. Built in the nineteenth century and continuing in use until the mid-twentieth century, the area's hospitals and asylums were eventually demolished and replaced by mid-twentieth century residential development. These institutions include: the Children's Asylum on 15th Street, between R and S Streets; Washington City Orphan Asylum at the corner of 14th and S Streets; and the Old Ladies Home on 13th Street between R and S Streets. None of these buildings remain standing today.

All but one of these early social institutions have been demolished. The exception, the Berret School stands at 14th and Q Streets, N.W. It was built in 1889 on the site of an earlier school building that was constructed in 1857. The Berret School was built as an elementary school exclusively for white children and was named for Gabriel Berret, a D.C. postmaster who died in 1901. The school is a three-story, red brick building with recessed window bays and corbelled brickwork designed to reduce the building's mass.

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Conclusion

Although 14th Street is a primary transportation corridor, the impact of the availability of transportation led to the development of a residential community. The small public buildings that were located in the residential area were nineteenth century buildings that were outdated by the mid-twentieth century and were eventually superseded by more modern amenities that served a greater, city-wide community and were not necessarily located in the immediate neighborhood. The absence of public buildings in the area emphasizes the enduring residential nature of the Greater 14th Street area and validates it as the city's first inner-city residential community.

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The Greater 14th Street Historic District is significant for its representation of residential and commercial development resulting from the establishment of the 14th Street streetcar line. 14th Street has been a transportation corridor since its earliest days when it served as a primitive route from the north into the Federal City; subsequently, it functioned as a main city thoroughfare carrying a major streetcar line, serving its community as a residential and commercial destination; and finally, its transportation association steered it into the twentieth century as a hub for automobile-related businesses serving the Nation's Capital and its suburbs.

The period of significance of the Greater 14th Street Historic District is defined by the mid- to late-nineteenth-century development from the 1860s to the 1890s and the early- to mid-twentieth-century development from 1890s to 1933, with emphasis placed on the residential development prior to 1920 but including commercial development into the 1930s. One of the first three streetcar lines to be constructed within Washington, D.C., the 14th Street streetcar line was authorized by Congress on May 17, 1862 with the incorporation of the District of Columbia's first public transit company, the Washington & Georgetown Railroad Company. The area's most pronounced expansion, from 1871 to 1890, occurred when central downtown was noticeably outgrown, and housing pressures pushed the developing city into new territories recently made accessible by public transportation. Conceived as a major connector between the government corridor and the city borders, 14th Street bisected the city from Boundary Street to the central downtown. By linking the southern and northern edges of the city with the central downtown, 14th Street prompted early residential and commercial development to move northerly and, as development intensified, it emerged as the community's primary commercial corridor and local spine. With the attraction of the streetcar line operation, the 14th Street area developed into a thriving residential community with a primarily commercial 14th Street as its core. In the twentieth century, as modes of transportation evolved beyond the streetcar line, 14th Street kept apace with change as the automobile industry determined a new commercial focus for the area. During this period, 14th Street abandoned its community association to serve the needs of the entire city of Washington.

Situated at the center of the district, 14th Street holds a conglomerate of resources from all periods of its significance. It is flanked by rare ante-bellum dwellings; intact rows of Victorian housing and commercial buildings punctuated by important local churches and public buildings; grand and discreet turn-of-the-century apartment buildings; and a rich variety of twentieth century auto-related structures. The history of the period from 1862, when the first streetcar line was forged, through the 1930s, when the automobile sounded the streetcar's death knell, is represented within the district's boundaries, providing significant visual insight into the city's local, as opposed to federal, appearance of the mid- to late-nineteenth- and early-twentieth-centuries. Distinguished as one of

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Washington's first inner-city areas accessible by streetcar, the historic district survives as a critical element in defining the expansion of the Federal City.⁷

The Greater 14th Street Historic District meets the necessary criteria for formal recognition of its historic merit as an historic district listed in the National Register of Historic Places. The Historic District possesses integrity of location, design, setting, materials, workmanship, feeling and association, and sufficient time has passed for a proper evaluation of the area. The Greater 14th Street Historic District stands as a major contributor to the understanding of the development of nineteenth- and twentieth-century Washington, D.C.

The Greater 14th Street Historic District is eligible for the National Register of Historic Places because it meets the following Criteria:

Criterion A: [The community] is associated with events that have made a significant contribution to the broad patterns of our history.

The Greater 14th Street Historic District is an excellent illustration of the complex forces responsible for nineteenth-century, transportation-based development patterns in the Nation's Capital. Further, its physical development illustrates significant patterns of demographic and architectural growth and decline of an inner-city neighborhood in Washington, D.C.

Criterion C: [The community] 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.

⁷ Sam Bass Warner's term "street-car suburb" provides a useful framework for the development of inter-urban communities like the proposed historic district. Warner argues that street cars extended the central downtown areas beyond the original 2-1/2-mile radius of the walking city at the rate of one mile per decade from 1850 to 1900. For Warner's analysis of Boston's growth, see his Streetcar Suburbs: The Process of Growth in Boston, 1870-1920. (Cambridge, Massachusetts: Harvard University Press, 1978.)

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The architecture of the Greater 14th Street Historic District is representative of the mid- to late-nineteenth-century architectural developments of the various levels of society, and is, in general, the work of master architects with local or national reputations. The architecture of the greater 14th Street area includes the highest level of residential architectural achievement in post-Civil War Washington, D.C. In addition, the later auto-related buildings and structures form a notable collection of stripped classical style designs further significant for their expression of the auto-related building type.

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Washington, D.C. and 14th Street Development: Federal and Private

In assuming its present social and physical geography, Washington's development evolved as "the outcome of a real estate market of... builders, land speculators, and large investors."⁸ From its inception, Washington's development was directly tied to the growth of the national government. Washington, itself, had a limited city government, largely subordinate to the Congress. The 22 city wards divided the city into competing areas whose councilmen vied for monies and improvement contracts. Until the city's brief period of self-rule (1871-1878), residents could not vote, and were governed mainly as an extension of the Federal Government. Thus, Washington's growth falls into two main periods: the fledgling national city with limited self-rule, and the modernized, post-Civil War capital. Each period of growth was marked by specific political changes in municipal government. In the historic district, residential development paralleled the radical mid-nineteenth-century changes that transformed Washington from a small, provincial city into a world-class capital.

The study of the area revealed three distinct phases marking its development from sparsely settled tracts to a densely populated residential neighborhood. All of the development in the greater 14th Street area reflects the nature of Washington's economy. The first phase started with the organization of the Nation's Capital in 1790 until 1840. During this time, there was little turnover of lots, and most holdings were large and either unimproved or used as remote estates. In the second phase, from 1840 until the outbreak of the Civil War, the rate of lot turnovers increased, land values rose, and owners built on their properties more frequently than they had in the past. From 1870 into the early 20th century, the historic district became densely built, and construction increased dramatically.

Lacking the industrial economic base of other eastern cities, Washington never developed systematically with large neighborhoods of modest row houses built for company employees as in other cities, such as Baltimore and New York. With a small population characterized by transient Federal employees and only one-third the size of Baltimore, Washington was a small city, whose economic fate revolved around the Federal Government's seasonal residence. Consequently, many of the early buildings included boarding houses, offices, and hotels around the U.S. Capitol building

⁸ Sam Bass Warner, Private City; as quoted in James Borchert Alleylife in Washington, (Chicago: University of Illinois Press, 1980), #15.

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and west to the President's House (the White House). Few squares north of K Street were developed before the Civil War, and Washington's social life centered around the President's House and the U.S. Capitol Building. Boundary Street (now Florida Avenue) marked the city's northern limits; besides the large estates such as Kalorama and Mount Pleasant, a few small farms and frame dwellings were all that existed north of Massachusetts Avenue. Massachusetts Avenue effectively marked the border of the residential limits of the city, while the historic district remained outside the edge of Washington's physical development at mid-century.

Early Residential Development: 1791-1860

Included within the city limits of Washington as planned by L'Enfant, the greater 14th Street area was part of a large, undeveloped tract of land known as Rock Creek Hundred. L'Enfant's 1791 map of the city divided the 6,100 acres formerly known as Rock Creek Hundred into smaller parcels. Historically, these lands had been part of 30 large tracts belonging to merchant families who had bought land anticipating the location of the national capital. The historic district was part of the large tract known as Jamaica.⁹ The Jamaica tract included 500 acres outside of the then-city's borders. In 1791, a group of merchants from Montgomery County and Alexandria bought the tract. The property conveyed in 1792 to Samuel Blodgett, Jr., a Boston merchant who invested heavily in Washington lands. Early development plans were designed to encourage building in the new city as well as to benefit the original 30 proprietors. Squares were to be divided in half; one half remained the property of the proprietor, while the second half was to be publicly auctioned by the city commissioners in order to raise money for Washington's development. The first public sales of lots on October 17, 1791 tried to attract residents and speculators. The governmental auctions were designed to promote sales of small parcels of land. The auction plan met with little success, as only 31 lots sold. In 1793, the Commissioners abandoned the lot auctions and began to sell lots privately.¹⁰ The equally unsuccessful attempt at private sales resulted in extensive government involvement in the development of the city.

⁹ According to Priscilla McNeil in "Rock Creek Hundred: Land Conveyed for the Federal City," obtaining land title after 1683 involved obtaining a patent, a document describing the boundaries and site in question.

¹⁰ Pamela Scott, "L'Enfant's City Described: The City in the Public Press, 1791-1795," Washington History III:1 (Spring/Summer 1991), 102.

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Despite the city's attempts to promote development in Washington, few lands were improved, even in the areas around government buildings. While lands were gradually subdivided and platted by the city, the subdivision process was not necessarily accompanied by immediate improvements to the property. Development of the northern areas of the city generally fell within three periods: 1790-1840, 1840-1860, and 1870-1915. In the first phase, from 1790 to 1840, the major landowners were typically wealthy men who speculated in large, mainly unbuilt tracts of land that included many squares. The second wave of owners were middle-class businessmen who gradually acquired the land from the original owners, and, from the 1840s to the 1860s, re-subdivided and improved it sporadically for workers, servants, and light industries, rather than for their own residences. The third group of landowners (1870-1915) was a mixture of professionals and wealthy individuals who purchased lots once the square had been built upon, and who benefitted from the physical improvements to the city.

During the first phase of development, the squares were subdivided and re-subdivided into successively smaller lots. Some owners, like Joshua Pierce (1795-1869), a wealthy botanist, inherited tracts of land. Pierce's vast thousand-acre estate included a nursery on Square 207 bordered by R, S, 14th, and 15th Streets. Washington developers in the 1830s and 1840s, including George Riggs, William Corcoran, and George Plant, were well-connected to the nation's growing banking and transportation systems. Corcoran (1795-1884), the son of a Georgetown mayor, earned a \$200,000 fortune in real estate as well as another fortune from his lucrative banking ventures with George Riggs. Their venture, Riggs Bank, operated after 1840 in Washington and financed the U.S. Government in the Mexican-American War in 1846. George Plant (1814-1903) made his fortune manufacturing brick and established the first steamship line linking Washington and Norfolk, Virginia. These men all owned large amounts of land in the city and in the area in the mid-nineteenth century.

Land use and residential development during this early period around 14th Street were affected by the lack of good roads and the area's distance from the central residential core. An 1853 survey conducted by Montgomery C. Meigs, the Army Quartermaster General, shows that most buildings in the area were small frame houses, assessed at under \$500, or farms and industries such as dyeworks that needed large amounts of land or ventilation.¹¹ The geographical distribution of the early

¹¹ The 1853 Meigs Survey can be found in the Report of the Commissioners of the District of Columbia, 1875.

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buildings is well-illustrated in the 1857 Boschke map of the city.¹² Dense development around Mt. Vernon Square is readily apparent on the map, while the concentration of buildings diminishes towards the north. Only random buildings can be seen in the area north of P Street, N.W.

During the second phase of the area's development, a wide spectrum of socio-economic groups, including monied businessmen, small dry goods merchants, farmers, and several women emerged as property owners. For example, Mary Ann Cox, who lived downtown at 387 C Street, N.W., re-subdivided Square 279 into 25 lots in 1859, having inherited the land from her late husband. By living downtown, Mrs. Cox's behavior suggests that she had speculated on the land before the Civil War and leased the improvements. The 1887 Hopkins Plat Map shows that Mrs. Cox still owned the square; however, there are still only two improvements on the lot. In 1864, Elizabeth Morrison subdivided five lots on Square 280 into nine lots and actually lived on her property. Elizabeth Morrison, the widow of Alexander Morrison, a Scots-born builder and dry goods merchant, owned real estate holdings worth \$16 in 1860 and held personal property worth \$400. Her household that year included a young married couple, Charles and Elizabeth Jenkins, who boarded with her at N Street on the corner of 13th Street. After 1862, Morrison's son, Alexander, Jr. ran her husband's dry goods business on 377 7th Street, and boarded at 317 9th Street, N.W.

Much of the pre-Civil War architecture in the historic district was later demolished during the building boom period. Pre-Civil War architecture in the district is limited to one building--1327 N Street, N.W. (1859). The Heitmuller family, the original owners of the lot occupied by 1327 N Street, illustrates how the second wave of developers gradually acquired lots of contiguous land. Antone Heitmuller and his father, both listed in the 1860 census as gardeners, immigrated from Hanover, Germany before 1850. Antone owned real estate valued at \$2000 in the 1860 census, and began in 1853, to buy land on Square 242.¹³ By 1859, they owned the entire square, which appears to have been part of a family dairy farm. That same year, they began to buy land in adjacent squares and sold the southeastern corner lot of Square 242 to Anthony Pollack, a patent attorney. The volume of real estate transactions was increasing, and that lot was sold again within the year. The Heitmullers held onto their two lots facing Logan Circle until 1873. When they

¹² A. Boschke, Topographical Map of the District of Columbia surveyed in the Years 1856, 1857, 1858, 1859, and 1861. (Washington, D.C.: McClelland, Blanchard and Mohun, 1861).

¹³ Many German immigrants like the Heitmullers came to the United States following the 1848 revolution in their homeland. Generally well educated and often quite wealthy, these immigrants often established successful businesses, as evidenced by the Heitmuller family.

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carved six narrow lots out of the rear of the two original lots in 1873 and sold the larger two lots fronting the circle, the improved city amenities had made the area a desirable place to live. The Heitmullers lived in several of their improved lots on the square; their descendants continued to own a house at 1333 N Street and one at 1307 14th Street until the early twentieth century.

The Civil War: 1861-1865

As Washington became the center of supply and strategy for the Union during the Civil War, the city's daily life was effectively interrupted and many public works projects, such as street paving, begun in the late 1840s and 1850s, were halted.¹⁴ During the Civil War, the Capital attracted vast numbers of refugees and temporary residents; up to an estimated 500 per day. In order to accommodate this enormous population growth, several camps were established near the city boundaries, such as Camp Barker on 14th Street between T and U Streets, N.W. These camps later became refugee settlements, enduring as neighborhoods after the war. This was the beginning of Washington's substantial population increase; at the same time, as more people stayed in Washington, they continued to strain the available housing stock in the central downtown, forcing development north beyond Massachusetts Avenue.

While troop movements displaced everyday commerce and made physical improvements to the city's infrastructure difficult, the resulting discomfort made Washingtonians aware of their city's shortcomings, notably the lack of public transportation and adequate housing stock. Washington experienced a limited real estate expansion during the war, especially among hotel owners and speculators who built dwelling space for the new residents. Local blacksmiths, bakeries, and the Georgetown flour mills provided food and services for the troops from centralized locations, while the area north of N Street, was occupied by newly erected barracks and hospitals. William Corcoran's Harewood, located near the present neighborhood of Le Droit Park, was filled with troops. Other private residences commandeered to house troops, eventually evolved into viable residential settlements.¹⁵ Property transactions including re-subdivisions of lots and their eventual

¹⁴ Street improvement and paving projects, begun in the 1840s and 1850s, were primarily dedicated to the city's principal arteries, or anticipated principal arteries. Included in these improvements was the paving in cobblestone of six blocks each of 7th, 11th, and 12th Streets, and six blocks of Pennsylvania Avenue west of the capitol between 1848-1850.

¹⁵ Frederick Gutheim, Worthy of the Nation: the History of Planning in the National Capital. (Washington, D.C.: The Smithsonian Institution Press, 1971,) 63.

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sale illustrate that the area was the site of increased interest in development. New subdivisions and subsequent development contributed to the support of large numbers of new arrivals to Washington, and the rapid turnover of land is a clue to where the new residents were choosing to live, namely in the cheaper areas north of Massachusetts Avenue. The combination of prolonged growth and accessible transportation pushed residential areas out beyond the quickly commercializing areas south of Massachusetts Avenue.

Despite a reduction in public works projects and the curtailed funds for government construction, some street improvements and major construction projects continued during the War: the U.S. Capitol was expanded and its dome installed in 1862-1863 and the important artery of Pennsylvania Avenue was extended to Georgetown. In addition to these highly visible undertakings, other projects were similarly continued. Just after 1862, three routes for public streetcars were laid, making new areas of the city accessible.¹⁶ The Washington & Georgetown Railroad Company laid out the 14th Street streetcar line expanding the city's residential core out to Boundary Street. These major changes laid the foundation for future growth and expansion. By 1864, when Congress approved the extension of the 14th and the 7th Street lines north past the city boundaries, it was clear that both streets were significant thoroughfares connecting Washington's northern-most developing communities with the downtown core.¹⁷ Real estate values were directly tied to a lot's proximity to the streetcar route.¹⁸ The 14th Street line ran from Boundary Street south to the intersection of 15th Street and New York Avenue, where it connected to the Georgetown-Navy Yard line near the White House. The two north-south routes were added to existing thoroughfares. When, in 1897, the 14th Street line was extended to Park Road, it became the longest north-south line, and residential construction increased along its route. Improvements in the area's infrastructure followed the streetcar tracks. Residential development patterns in the area also clustered around the 14th Street line, particularly during the real estate boom that followed the Civil War.

¹⁶ The first charter granted allowed Henry Cooke, the brother of millionaire Jay Cooke, to run the 14th Street line. One of the shareholders in Cooke's company was Alexander R. Shepherd.

¹⁷ Chosen as the Rockville Turnpike in ca. 1820, 7th Street, N.W. had already been established as an important transportation corridor by 1864. The first street to be paved by the city government, 7th Street was paved with cobblestone in 1845.

¹⁸ LeRoy O. King, Jr. 100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital. (College Park, MD: Taylor Publishing Co., 1872).

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During the Civil War era, the residential settlements of the area attracted both black and white residents. Eventually, as development intensified, the greater 14th Street area emerged as an important multi-racial community where blacks and whites lived side-by-side. New black residential communities near the northern city limits grew out of Camp Barker at 14th between T and U Streets. The Freedmen's Hospital and the three black congregations in the area--Metropolitan Baptist, Vermont Avenue Baptist, and St. Luke's Episcopal--made a supportive community for African-Americans coming to the city during and after the war.

With the end of the war, Washington had grown from a small, tightly grouped city to a burgeoning metropolis with a need to house the growing numbers of blacks and whites entering the city. 14th Street, with its streetcar line and its Civil War encampments, was equipped to receive the influx of residents.

Reconstruction: 1865-1871

After the Civil War, Washington developed rapidly. The population doubled as many southern refugees and former slaves who had fled their homes remained in Washington.¹⁹ Areas east of the U.S. Capitol, the Massachusetts Avenue corridor, and the area around K Street beyond 13th Street quickly became residential neighborhoods, as growing commercial interests crowded out residential buildings in old downtown. As large numbers of semi-skilled free blacks and whites moved to the city, the owners of undivided squares beyond the city center on F Street began to improve their lots with frame houses. The product of post-war speculation was a changed cityscape in this area that included the first newly built rows of residences.

Following a northerly migration pattern within the city after the War, the 14th Street area was settled by the successive third wave of residents. These residents were generally middle-class government employees who worked downtown and bought one or two improved lots or purchased speculatively built houses. Comments in the local press extolled the benefits of a residence "that is far enough away from the noise and bustle of communal activity to secure quiet and moderate seclusion, yet near enough to enjoy the luxuries of the city as well as the society of friendly

¹⁹ Constance M. Green, Washington: A History of the Capital, 1800-1950. (Princeton, New Jersey: Princeton University Press, 1962), vol. 1, p. 183.

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neighbors."²⁰ General Meigs attested to the appeal of northern residential areas by building an elaborate house in 1869 at 1239 Vermont Avenue at the corner of N Street. A shift in living patterns from old downtown to areas farther north and closer to the White House and the area around Logan Circle can be seen by examining the addresses of prominent political figures during the last quarter of the nineteenth century. While most cabinet members resided in old downtown during President Johnson's term (1865-1869), several cabinet members had moved uptown by Grant's administration (1870-1878): Secretary of State Hamilton Fish (1869-1877) resided at 15th and I Street, N.W.; Secretary of War James D. Cameron (1876-1877) lived at 1337 K Street, N.W.; and Postmaster General John A.J. Creswell (1869-1874) lived at 1829 I Street, N.W. Of particular interest is the address of Attorney General Edward Pierrepont who lived at 1239 Vermont Avenue (within in the Historic District). The movement of both socio-economic groups from old downtown to areas further north profoundly added to the density around the 14th Street and heavily promoted its attraction, for all levels of society, as a residential area.

In response to the city's population explosion following the Civil War, city officials made some efforts to improve Washington's physical appearance, particularly after 1868, when the city's original charter expired and there was serious talk about moving the nation's capital elsewhere. Pennsylvania Avenue was paved in wood, and gas and water mains were laid in the downtown area bounded by 3rd Street, N.W. on the east and 21st Street N.W. on the west, Massachusetts Avenue on the north and Pennsylvania Avenue on the south.

After 1870, squares were typically subdivided into smaller lots and developed with rowhouses. The volume of land turnover remained high as more investors bought and sold improved single lots, often leapfrogging over the densely built areas to buy cheaper, usually undeveloped land farther away. The historic district was densely built up by the late 1880s; rapid land turnover helped the area acquire its present density. As the infrastructure was upgraded, many developers in the historic district began to improve their properties by replacing earlier wooden structures with brick buildings, or by erecting brick buildings on previously unimproved lots.

²⁰ LeDroit Park Historic District Application, p.11. LeDroit Park, developed in 1873 as a planned, architecturally-unified suburb, was announced with advertisements like these. Although this promotion of the life outside of Washington's downtown referred to detached homes rather than rowhouses, the conditions similarly described those offered by the 14th Street area in the same period.

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Board of Public Works & Territorial Government: 1871-1874

The biggest boost to city improvements and amenities occurred during the 1871-1874 Territorial Government. In February 1871, Congress passed a bill that established a new government for the District of Columbia, composed of a legislative assembly, a five-man Board of Public Works, and a governor. Under Commissioner Alexander "Boss" Shepherd, the Board of Public Works began a massive program to modernize the city. The Board let contracts for laying public sewers and water mains, planting thousands of trees, and grading and paving streets. The \$20,000,000 efforts of the Board insured that Washington would remain the National Capital, primarily because of the major real estate speculation that resulted from the improved conditions.

Targeted for the rapid physical improvements was the "center city," an area defined by the Mall on the south, P Street on the north, New Jersey Avenue on the east, and New Hampshire Avenue on the west. Although the officially defined area stopped at P Street, the improvements did reach as far north as Logan Circle and proved to be instrumental in the development of the greater area.

One of the first projects undertaken within the Historic District was the grading and paving of streets. By 1872, Vermont Avenue between Massachusetts and Logan Circle was graded and paved with wood. In 1873, the street encompassing Logan Circle was paved with concrete, as was 13th Street between N Street and the Circle.

At the same time that the Board of Public Works was paving streets, it was also laying sewer lines as well as water and gas mains. The majority of the sewer lines were laid north of Constitution Avenue, south of M Street, and between 3rd and 27th Streets in the northwest quadrant of the city. The sewer lines extended to Boundary Street along 9th, 14th and 16th Streets, N.W. Since gas and water mains were already laid in the downtown sections of the city, the Board extended the existing systems to include the large triangular area between Vermont Avenue and Connecticut Avenue, north of Lafayette Square, thereby substantially expanding service.

By the end of Washington's Territorial Government in 1874, physical development of the area north of the White House increased significantly and began to be attractive to a variety of socio-economic groups. With Vermont Avenue, Logan Circle, 13th Street, and 14th Street paved and improved with trees and streetlights, the area from 14th Street to the Circle constituted a distinct locale primed for development. The cumulative effect of these changes modernized the area and made it a more attractive residential area. Streetcars on 14th Street allowed downtown workers to live outside of the crowded city center. Commercial and residential buildings primarily located along the 14th

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Street transportation corridor, were built as individual, freestanding buildings, while important rows of residences were erected to either side.

The changes in Washington's appearance were evident by 1873, and caused favorable comment, "these Washington streets are the finest in the country... Kept as clean as your parlor floor."²¹ The main concentrations of paving were around the city center near Lafayette Square and F Street. Major transportation arteries were paved at huge expense: Massachusetts Avenue (\$267,465), Rhode Island Avenue (\$110,683), and Pennsylvania Avenue (\$244,950.) Some paved blocks from N to S Streets between 9th and 17th Streets were improved with new buildings, but the construction was executed quickly, and was randomly planned. From November, 1872 until November 1873, 603 new houses were built in the northwest, while construction in the city's three other quadrants combined totalled only 479.²² An estimated 1,000 new buildings were built between 1871 and 1874 along newly paved streets that included 14th and 16th Streets, N.W., and Vermont, Connecticut, and Rhode Island Avenues.²³

Despite Shepherd's success in transforming the city, his improvements bankrupted Washington, and coincided with the beginnings of a nation-wide financial panic. Expenses for improvements were covered partly through increased tax assessments; those who could not pay the increase often lost their homes. Although one analyst remarked that Washington now had "more water than any other city," the consequences for many homeowners were severe, as tax assessments dramatically increased. Two separate Congressional investigations criticized the Board of Public Works for exceeding its budget, directing improvements into neighborhoods where Shepherd and his friends owned large amounts of land, and giving inflated contracts to personal friends. Shepherd continued to provoke public opposition in 1872 when he demolished the Northern Liberties Market at Mount Vernon Place. The building was razed without proper permission, and two people were accidentally killed during the demolition. In a characteristically opportunistic move, Shepherd authorized the building of a new market at 7th and O Streets, awarding the contracts to firms in which he owned large amounts of stock. Public outcry intensified, particularly when Shepherd testified before the

²¹William M. Maury, Alexander "Boss" Shepherd and The Board of Public Works, (Washington, D.C.: George Washington University, 1975), 51. The commentator, Frank Carpenter, published memoirs in 1882.

²² Second Board Report, p. 45 as quoted in William M. Maury, Alexander "Boss" Shepherd and the Board of Public Works, (Washington, D.C.: The George Washington University, 1975,) 51.

²³ William Maury, Alexander "Boss" Shepherd, p. 51.

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second investigation that the cost of improvements totalled \$20,000,000 instead of the \$6,000,000 originally budgeted. The dissolution of the Board of Public Works by the Organic Act of 1874 ended the period of Territorial Government and placed Washington under the jurisdiction of Congress and its three-member commission.

The Beginnings of Public Transit in Washington, D.C.

In 1860, Washington's public transit consisted of one line of horse drawn omnibuses which ran from Georgetown to the Navy Yard via M Street and Pennsylvania Avenue. Perhaps fitting to the embryonic state of the Nation's Capital in mid-19th century, "the omnibuses were nothing more than urban stagecoaches and, given the condition of early Washington, were indeed primitive transit."²⁴

It was not until 1854, more than 30 years after New York City had an operating horsecar line, that a proposal was made to Congress to establish a street railway line in the Nation's Capital. Despite the support of numerous citizens, there were serious objections to the attempt--focusing on the actual need; its potential for diminishing the functionality and beauty of the public thoroughfares to be affected; and that, probably most significantly, a street railroad was in conflict with the very purpose of Pennsylvania Avenue as the Capital's ceremonial boulevard.²⁵ Unable to overcome the objections, the proposition was soon dropped. On May 25, 1858, a second effort by a company formed by owners of the omnibus line (headed by Gilbert Vanderwerken, Bayard Clarke, and Asa P. Robinson) was ratified by the House of Representatives with the passage of a bill authorizing a double track line between the Capital and Georgetown via Pennsylvania Avenue. This attempt received support from the District government, especially when the addition of a route extending from the Capital to the Navy Yard was proposed. By December 1, 1859, the stock solicitation raised the required \$200,000 from 414 subscribers. However, Congress did not follow through by supporting the company's incorporation until 1862, when the pressure of the Civil War made the railroad a political and logistical necessity.

For Washington, the Civil War brought hardship and opportunity. In 1862, amidst the war, Congress granted a charter to the Washington & Georgetown Railway Company for three horse-drawn streetcar lines: Georgetown-Navy Yard, 7th Street, and 14th Street. Even though the war

²⁴ LeRoy O. King, Jr., 100 Years of Capital Traction, p.3.

²⁵ Centennial History of the City of Washington, p.340.

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was a major drain on the resources of the country, the idea of a new street railroad finally gained the strong support it needed to receive Congressional approval. A major shift toward the realization of a street railway was, in fact, a product of the war itself. First, the swelling population--military and civilian alike--needed reliable public transportation. Second, the focus on improving Washington's physical appearance had great appeal to those trying to keep the nation from splitting apart. The idea of maintaining and even strengthening the Capital city began with the President himself. Although the country was on the edge of division, Lincoln called for the completion of the U.S. Capitol dome, seeking through this symbol an affirmation for the future of a united country. LeRoy King, in his significant study of Washington's public transit system, Capital Traction, identified the forces which brought Congress to support the cost of the construction of a street railway during those war-torn years. The simple logistical answer, he argues, for constructing rail-supported streetcars was that "since Washington streets were unpaved, a metal wheel on a metal rail was a considerable improvement over horse omnibuses," but, secondly and more significantly, he contends that political leaders obviously knew that "efficient public transportation would materially help the war effort."²⁶

Following an Act of Congress, the charter was granted to the Washington & Georgetown Railroad Company on May 17, 1862. Although it was offered free of charge,²⁷ several requirements were placed on the company:

- 1) the gauge of the rail was "to correspond with that of the Baltimore and Ohio Railroad;"
- 2) the corporation "shall, on demand of the President of the United States, Secretary of War, or Secretary of the Navy, cause to be transported over said railway any freight cars laden with freight for the use of the United States;" and
- 3) a rigid schedule for construction was to be maintained. This called for completion of the Georgetown-Capitol portion within 60 days after the company was organized, completion of

²⁶ King, Capital Traction, p.3.

²⁷ Although clearly the city was to benefit from the construction of a modern, functioning street railway system, the decision by Congress to relieve the new company from any financial burden is interesting. Constance Green writes : "In making the Washington & Georgetown Street Railroad Company a free gift of the right of way in 1862, Congress denied the city's profits of selling a valuable franchise." (Washington, Volume 1, pp. 259-60.) Today, the sale of public franchises results in significant income to American cities.

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the Capitol-Navy Yard section 60 days later, with the balance to be completed within six months of act granting charter.²⁸

E. Kingman was selected as the corporation's president and J.J. Coombs as its secretary. Six thousand shares were issued; 1,327 were sold in Washington, 42 to citizens of Georgetown, and the rest in Philadelphia and New York. By August 13, the first line was operating.

King describes the routes of the three lines as focused on the Federal City:

Georgetown-Navy Yard Line -

This line began at Bridge and High Streets (now Wisconsin and M) in Georgetown ran east to Pennsylvania Avenue, then via Pennsylvania Avenue, 15th Street, and Pennsylvania Avenue to the foot of Capitol Hill. Then around the northwest quadrant of the existing Capitol grounds to New Jersey Avenue and B Streets North. Here a branch was to run along New Jersey Avenue to the Baltimore and Ohio Railroad depot at New Jersey Avenue and C Street. The main line was planned to continue on B Street, then south across the east face of the Capitol to A Street to its intersection with Pennsylvania Avenue and then to the Navy Yard via the Avenue and Eighth Street East.

Seventh Street -

This line was to run from Boundary (later Florida Avenue) to the Potomac River in 7th Street West.

Fourteenth Street -

This line was to run from Boundary south to 14th Street and New York Avenue and then to 15th and New York Avenue to a connection with the Georgetown-Navy Yard line.²⁹

Despite the pressures and delays caused by the war, the work on the lines, purchase of cars, construction of stables, barns and the preparation of ancillary equipment and facilities progressed steadily; service began from the Capitol to the State Department in July, 1862. The only major

²⁸ King, Capital Traction, p. 3-4.

²⁹ King, Capital Traction, p.3.

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hold-ups were caused by problems with the delivery of cars, due to the "inability of the car builders to keep pace and by inability to ship cars due to wartime traffic on the railroads."³⁰

The extensions of the promised lines were activated over the summer and into the fall of 1862. On November 15, 1862, five days ahead of schedule, the completed system was opened. A formal ceremony was held which included a trip along the 7th Street line for the company directors, city officials and members of the press. The Washington & Georgetown Railroad Company met with great success. According to The Washington Evening Star, the initial car routes included:

Georgetown-B&O Depot	35 cars
Navy Yard to 7th St., N.W.	16 cars
B&O Depot to 14th & Mass. Ave., N.W.	12 cars
B&O Depot to 7th St. wharves	12 cars. ³¹

By July 1, 1863, less than nine months into full operation, earnings of \$61,323.66 were reaped from receipts of \$249,160.08. The routes were changed to reflect the newly established patronage:

Georgetown-Navy Yard	28 cars
Georgetown-B&O Depot	21 cars
7th St. - Boundary to River	16 cars
14th St. - Boundary to 15th & NY Ave.	5 cars. ³²

Within years, 15 streetcar railroad companies were incorporated, allowing the rail to run throughout the District of Columbia. The early years met with problems: hazardous rail conditions for streetcars as well as the rest of the street traffic; failure to clean up after the horse who drew the streetcars; cars that were dirty, crowded, uncomfortable, and lacking adequate heat or ventilation; slow service; as well as the mass confusion resulting from 15 uncoordinated streetcar companies.

³⁰ King, p.4.

³¹ The Washington Evening Star, November 15, 1862, p. 7.

³² Senate Misc. Doc. No. 11, 38th Congress 1st Session, January 10, 1864. Report from president of Washington and Georgetown Railroad Co. to Vice President Hannibal Hamlin.

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Constance Green summarizes the early years:

In scores of American cities of the 1880s and 1890s, utility and transit companies, their franchises secured to them by local political bosses, were exploiting the public mercilessly. In the capital, where Congress granted the franchises, the issue was not outright graft but the companies' disregard of local wishes. Indignant citizens believed the commissioners unduly subservient to these corporations. 'Do the commissioners,' inquired a newspaper man, 'govern the District, or do the street railway companies govern the commissioners?' The sins of the 'traction moguls' were everywhere evident: T-tracks projecting above the level of the pavements made the streets hazardous for horses and carriages; the space adjoining the rails was not kept clean, a particular affliction as long as the cars were horse-drawn; the cars were stuffy and cold in winter, dirty and overcrowded the year round; service was slow; tax evasion was frequent, and the fifteen separate companies operating in the city and suburbs produced confusion rather than wholesome competition. The commissioners themselves protested at these abuses.³³

Despite public distress over the condition of the streetcar system, the streetcar companies put tremendous pressure on Congress and the District Commissioners to permit overhead trolley wires, as every city in the country, save Washington and New York, had already done. Recognizing that the city could not possibly benefit from the action at that time, this effort failed, preserving Washington from the unsightly and dangerous wires:

When the campaign against overhead trolley wires within the city limits met with sudden success in 1895 the commissioners were able to exact other reforms. Ground rails flush with the pavements supplanted the projecting T-rails, and express cars running at speeds up to ten miles an hour improved service. Consolidation of competing lines provided the financing essential for these changes. When the Rock Creek Company bought out the Washington & Georgetown in 1895 to form the Capital Traction Company, \$12,000,000 went into new equipment and a power house on 14th Street below [Pennsylvania] Avenue. In 1900 thirteen other independent lines merged to become the Washington Traction and Electric Company. The merger, effected with Congressional blessing, several million dollars of new

³³ Constance Green, Washington, vol. 2, p. 51.

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capital, and reportedly generous watering of stock, included the United States Electric Light and the Potomac Electric Companies. A congressman from Jersey City took charge. No one at the time found it improper for a member of the House of Representatives to direct a huge public utility business in Washington while he served his term in Congress. The local public derived immediate advantages. Use of transfers wherever allowed cut costs for passengers, better heated and ventilated cars added to comfort, and more frequent runs reduced waits.³⁴

Subsequently, the Metropolitan Railway began experimenting with the "Buda-Pesth"³⁵ system of underground conduit brought back from Hungary by the owner of the Washington Star papers Theodore Noyes. Great objection to overhead wiring was limited to two U.S. cities, New York and Washington; in Europe, the objections were much stronger and research there had resulted in satisfactory results much earlier.³⁶ Indeed, this system ensured that Washington would enjoy its streetcar system for 100 years.

Although the Pennsylvania Avenue line of the Washington & Georgetown Railroad Company would become the city's--if not the country's--most famous line, for Washingtonians the three original lines changed the city. The ability of workers and shoppers to navigate the city was magnified significantly; traditional patterns of traffic available only for private conveyance were now available to anyone who might have the five cents needed to pay the fare. The concept of city as an urban center began to apply to Washington, D.C.

The Fourteenth Street Streetcar Line and The Building Boom: 1875-1910

The history of 14th Street as a route leading to the Federal city dates to the city's founding in the late 1790s. Its transformation from a meandering rural passage into an urban thoroughfare is evidenced by its selection as one of the first routes of Washington's nascent streetcar railroad line. The history of the development of the street and its environs as a late-19th to early-20th century neighborhood is tied to the impact of the evolution of the streetcar line from a horse-drawn rail

³⁴ Ibid, pp. 51-52.

³⁵ Derived from the underground conduit system in place in the Hungarian twin cities, Buda and Pest.

³⁶ "The Latest Developments in Electric Conduit Railways" in Cassier's Magazine, Electric Railway Number, Volume XVI, No. 4, August 1899, p. 257-272.

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system, to electric-powered cable, an underground electrical conduit system, and finally, the pressing changes brought on by the automobile which lead to the usurpation of the route by the modern-day bus in 1962.

The Washington & Georgetown Railroad Company placed the 14th Street Line into service November 15, 1862, concluding the strenuous effort to complete the three lines of the original street railway. Completed within the allotted six month schedule, the 14th Street Line ran directly north into the city's northwest quadrant toward Washington County along 14th Street, ending at a car turn-around just to the east of 14th Street on Boundary Street (now Florida Avenue). At first, only smaller streetcars operated from 14th and Massachusetts Avenue to Boundary Street; by July 1863, the routes were changed to reflect passenger demand and, in response to growing use, standard cars were introduced north of Massachusetts Avenue all the way to Boundary Street.

In 1864, Congress granted permission to Washington & Georgetown Railroad Company to extend both the 7th Street and 14th Street lines as far north as the company desired. 7th Street was never extended, but 14th Street was--with the advent of the cable car.

Following the dissolution of the Territorial Government, an effort to improve the city's public image was quickly undertaken. The city was promoted actively by local authors as a tourist destination, and by the turn of the century, tourism provided a large portion of revenue. Following the completion of the Ebbitt House and Riggs' House in the early 1870s, Washington hotels were large enough to accommodate Congressmen who boarded near the White House and the people who followed the city's increasingly fancy social life. Railroad excursion fares from other cities to Washington as well as improved local train service made the city a popular destination. Tourist jitneys were available to the many sites around the improved city. Washington's new infrastructure was complemented by a host of social institutions: the new Corcoran Art Gallery, the Library of Congress, and the National Observatory. New YMCA and Masonic Temple buildings improved the city's social and cultural climate. In developing its cultural presence, Washington was complementing its growing stock of residential buildings and the 14th Street area was surfacing as an important and necessary residential contribution to the city's existence.

Compared with the 1853 survey by Meigs, when most squares in the historic district showed only one frame building, an 1875 Water Department survey shows all the squares within the defined area to have several frame dwellings on them. Two squares, Square 241 and Square 242 were, by this time, completely developed. The 1875 Water Department Survey reveals a commercial presence scattered throughout the area on 14th, N, and P Streets. As would be expected in a newly

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developing area, much of the early development included middle- and lower-middle-class dwellings and secondary service buildings such as livery stables, wood and coal yards, barbers, a dyehouse, and restaurants. This trend did not persist, however, as the area quickly emerged as one of the most diverse socio-economic areas of the city, catering to all levels of society. Housing in the historic district appealed to the upper-, middle-, and lower- classes of Washington and was available to both renters and owners alike. Three streets near 14th Street, located in close proximity to one another, represent the different socio-economic groups served by this area of the city. These streets--Vermont Avenue, Corcoran Street, and Kingman Place--typify upper-class, middle-class, and lower-middle-class housing situations of the greater area.

Thorough research of real estate assessments, census records, and building permits on the 1300 block of Vermont Avenue, the 1300 block of Corcoran Street, and the 1500 block of Kingman Place affirms the socio-economic residential patterns in surrounding late-nineteenth-century streetcar routes. Vermont Avenue residents, with properties assessed at \$10,000 and above, were largely wealthy professionals, such as physicians and lawyers.³⁷ The houses on Corcoran Street, typical of the speculative development of the area, were built in large groups, or rows, and ranged in value. One row of six dwellings, 1304-1314 Corcoran Street, was built at a value of \$19,000, while the adjoining row, 1316-1326 Corcoran Street, also consisting of a row of six dwellings, was built at an assessed value of \$25,000 for the row.³⁸ On Kingman Place, behind Logan Circle, rows of dwellings valued at \$1,000 to \$2,000 were home to the families of minor government clerks, and working class men and their families.

Most of the Vermont Avenue and Corcoran Street houses were almost exclusively owner-occupied in the 1880s and 1890s, while those on Kingman Place were generally rented. While some of the owners who leased their property continued to live downtown, others lived near their rented property. Dwight Partello, a patent attorney lived at his house at 5 Logan Circle, while leasing his Kingman Place house at the rear of his large Logan Circle lot. Michael Shea, a contractor, owned three Kingman Place houses; Shea lived in one of the houses and leased the other two.

Although some owners like Partello and Shea may have owned multiple lots in the area, the majority of owners on these three streets owned single lots. Of particular interest is the number of women owners of property during this time. Many women held title to property for their husbands

³⁷ U.S. Census Records, 1880.

³⁸ D.C. Permit to Build # 557, October 21, 1882; D.C. Permit to Build #1143, April 12, 1883.

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in order to protect them against penury. Others inherited land or invested in it; some were widows who shared expenses with boarders. Esther Brown and Amanda Beardsley, a widow and a clerk who shared the house at 1636 13th Street, N.W. in 1893, are typical of the many women who resided on their own property.

In the 1880s and 1890s, Corcoran Street residents were a diverse group of professionals and their families. According to the 1880 Census Records, the 1300 block of Corcoran Street was home to three lawyers, one dentist, four government clerks, one druggist, a retired army officer, and other professional types. Nearly half of the 60 owners on this street were women. A Treasury Department clerk and his wife, Alexander and Mary Borland, lived on her property at 1303 Corcoran Street, while a clerk at the Board of Health lived at 1345 Corcoran Street. Farther down, at 1324 Corcoran Street, lived Frank Altemus who worked in the Quartermaster General's office. Widows owned and lived in their houses at 1342 and 1345 Corcoran Street, while other widows who owned highly valued houses on Corcoran Street leased their property. The presence of two owners who worked as real estate agents suggests that the area was favorably regarded as an investment; especially given the fact that one of the agents, David Windsor, lived and worked in Alexandria, Virginia. The other real estate agent, John Stephen, lived at 1336 Corcoran Street. The fact that one agent lived in the area while the other lived in Alexandria, but invested in the area, demonstrates that the greater 14th Street environs had become well integrated into the City of Washington.

The increasingly populated 14th Street area not only attracted people from a variety of economic and social backgrounds, but also appealed to different racial groups. Bi-racial streets developed in the area as many blacks lived on side streets, or expanded beyond the settlements established during or immediately after the Civil War. In 1880, the area was home to middle- and working-class blacks who occupied entire blocks, such as the 1400 block of Church Street, or who were scattered throughout the greater 14th Street area on streets with mixed-race residents. The exclusively black 1400 block of Church Street, N.W. was occupied in 1880 by a musician, shoemaker, driver, sailor, and laundress, several in houses designed by black architect John Lankford.

Despite limited options for black professionals due to Jim Crow hiring practices in Washington, several individuals found work serving government clerks and other professionals in the greater area. Black businesses opened along 12th, 14th and R Streets, N.W., such as the Board and McGuire Drug Store at the corner of 12th and R Streets. Restaurateurs in the area, including Snowden and Norman Keyes, who ran the Dairy Lunch Room at 14th and S Streets, served hot meals to the hundreds of boarders in the area. Four Howard University-trained female pharmacists

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worked at the drug store on 14th and T Streets. In addition, the area housed prominent black intellectuals, including William Calvin Chase, editor of the Washington Bee from 1882 to 1892, who lived at 12th Street and Vermont Avenue.

By the late nineteenth century, the African American presence and bi-racial quality of the greater 14th Street environs was well established. One indication of the established black occupation in the area is the number of black churches. The black congregation of the Nineteenth Street Baptist Church organized a mission church on R Street that split in two in 1865 and formed the Metropolitan Baptist Church (outside of the historic district) and the Vermont Avenue Baptist Church located at 1630 Vermont Avenue. St. Luke's Episcopal Church, a National Historical Landmark at the corner of 15th and Church Streets, was designed in 1879 by black architect Calvin Brent. The congregation and its pastor, Alexander Crummell, contributed funds toward building the first black church in the area at a time when it was becoming a popular residential neighborhood for a variety of socio-economic groups. Later, in 1894, the John Wesley A.M.E. Church opened at 1615 14th Street.

From 1875 to 1910, the 14th Street area evolved from a newly developing residential area for the ever-expanding city to a well-established and easily accessible community that attracted residents of a variety of socio-economic backgrounds. From the beginning of its development, 14th Street attracted blacks and whites alike and offered housing situations to accommodate the elite and the wealthy as well as the less fortunate. Architecturally, the area grew from an immature residential area with groups of speculative rowhouses scattered throughout the district to a densely developed community where uninterrupted rows of houses and individual apartment buildings had filled in the open spaces. The residential area continued to be served by the 14th Street commercial and transportation corridor that had similarly expanded in the number and variety of businesses it offered.

14th Street's streetcar line was controlled by the Washington & Georgetown Railroad Company, one of the first of Washington's streetrail companies to convert from horse-drawn to electric cars. The city's introduction to the electrically powered cable streetcar followed on the heels of the first successful venture with electric railways in Richmond, Virginia in January, 1888. A few months later, Congress authorized the construction of an electric railway in Washington. The Eckington and Soldiers' Home Railway of the District of Columbia was chartered on June 19, 1888. In October of that year, an experimental trip was conducted, bringing with it much excitement. The Washington Evening Star described the new phenomenon:

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The cars do not differ materially from those found on other lines -- except no place to hitch horses. Platforms front and rear and the familiar brake -- against the dash board is a small wooden cylinder about 5" in diameter. On top is a polished crank -- the driver turns the crank and the car starts. Flying along New York Avenue, which is brilliantly lit at night by clusters of electric lights at the top of iron poles, the occupants of the car became conscious that they were creating something of a sensation. The interior of the car is fitted with mahogany... seats with springs are upholstered in slate-colored plush, brilliantly lighted, the Star can be read in any part of the car.³⁹

The 7th Street line was the first converted with the modernized line opening May 12, 1890, using continuous cable which transported electricity from a powerhouse, the Southern Car barn, at Water and P Streets, S.W. This run was authorized by Congress in early 1890; on August 6, 1890, Congress passed a statute mandating the elimination of horses in favor of electricity or cable, failure to do so within two months would result in the forfeiture of corporate franchise. Their Georgetown-Navy Yard route was converted next, opening on August 6, 1892. This route relied on two cables. A powerhouse at 14th and E Streets, N.W. (now the site of the District Building) supplied one cable for the eastern portion of the route and another for the western portion. The 14th Street Line was opened that same day, complete with its new extension to Park Road.⁴⁰ The Boundary Street car barn was sold to the Manhattan Laundry, and a new facility, the Mount Pleasant Barn was constructed at Park Road. This line was also powered by the 14th and E Streets powerhouse via a third cable running northerly on 14th Street. The 14th Street line, using cars painted "lemon yellow with green trim,"⁴¹ was connected to the Georgetown-Navy Yard line; at 15th Street and New York Avenue, the line went east on New York Avenue toward 14th Street, then north along 14th Street, to Park Road and the Mount Pleasant Barn.⁴²

³⁹ The Washington Evening Star, October 18, 1888.

⁴⁰ This move left the ca. 1887 Boundary Street car barn obsolete; the structure was sold in 1892 to the Manhattan Laundry.

⁴¹ King, Capital Traction, p. 67.

⁴² The interest in the electric railway was real, but after July 1, 1893, overhead wires were prohibited within the Federal City, and any new electric car rail was relegated for many years to Washington County and the District's suburbs.

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In 1895, the Washington & Georgetown Railroad Company merged into the Rock Creek Railway to form Capital Traction. This placed the 14th Street line under the management of the new company. Shortly thereafter, Capital Traction came close to disaster when on the night of September 29, 1897, a major fire devastated the company's principal powerhouse, the old Washington & Georgetown's powerhouse at 14th and E Streets.⁴³ King relates what happened:

Obviously a loss of this magnitude is a hard one for even the best of railway properties to take, and in many instances might have put a company out of business. What happened next, however, was indeed a splendid commentary on the spirit of the Capital Traction. While the fire progressed, company officials began scouring Washington business concerns, as well as the businesses up the Canal, for horses. Meanwhile, the blacksmith shop was equipping the cable trailers with whiffle trees. Metropolitan Railroad, which by this time had electrified, offered their stock of recently retired horsecars; but Capital Traction officials preferred their own methods. That cars were operating the next morning at all, let alone on schedule, gives us an example of organizational efficiency to be marvelled at even in these sophisticated times! On the following morning, within seven hours after the fire, horse-drawn cable trailers were giving service on a five-minute headway on the Avenue and four and a half minutes on 14th Street! Most of the horses acquired for the emergency were acquired from Littlefield and Alvord, a local drayage firm, or Maurice F. Talty, a Washington contractor. At the height of the emergency, 719 horses were used.⁴⁴

Within a year of the powerhouse fire, Capital Traction was able to re-electrify its lines. After the fire, the company ran three distinct operations: the Rock Creek Railway which had not been affected by the disaster; the 7th Street line which remained in operation despite the fire; and the rest of the system, including 14th Street, that was operated with horsecars. The method for dealing with the fire was one of modernization. Using the underground conduit system that was under development by Metropolitan Railway Company, Capital Traction up-dated its system and initiated a standard for operation between companies and their lines that would have a dramatic effect on the streetcar system.⁴⁵

⁴³ The site of the current District Building.

⁴⁴ King, Capital Traction, p 25.

⁴⁵ Metropolitan was the city's second oldest streetcar company.

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All equipment that did not conform with the new system was replaced, thereby combining the Rock Creek and Washington & Georgetown portions of Capital Traction. 7th Street cars could run from Water and P Streets to Rock Creek Bridge, and Chevy Chase cars could run on 14th Street to a switchback at 15th Street and New York Avenue. This effort required the replacement of cable and its various parts with insulated positive and negative conductor rails. The first insulator was introduced at 14th Street and Park Road. This was the beginning of an experimental trip on January 9, 1898, ending at U Street. By February 22, the route ran along 14th Street as far south as 15th Street and New York Avenue. The entire Capital Traction system was electrified and running with underground conduits by July 3, 1898.

As the nineties came to a close, the electric car literally began to remake the city. Because of efficient transportation, it was no longer necessary for the breadwinner to live near his work. Suburbs grew up along the carlines and the old city boundary at Florida Avenue ceased to have meaning... The trolley also led to the growth of downtown. The new mobility allowed shoppers to come from afar, and mass merchandising in the form of department stores became practical. This, in turn, led to intensive development of the F & G Street shopping area. Offices, government and commercial, located near the downtown trolley terminals. All of this was done with what today seems a sense of order, neatness and efficiency, especially when contrasted with the sprawling, auto-dominated city of today.⁴⁶

Early Twentieth Century Development: 1910-1930

The twentieth century stole the future away from those who thought that traditional patterns were going to continue. Residential development in the historic district in the twentieth century was characterized by two major changes: a commercial construction boom resulting from the growing streetcar system and the increasing popularity of the automobile, as well as a demographic shift after 1910 from a racially integrated to a predominantly black area.

The construction of the Connecticut Avenue and Calvert Street bridges over the natural barrier of Rock Creek and into Maryland was the catalyst for major residential developments that extended Washington beyond the original area of the Federal City. The installation of streetcar lines in the

⁴⁶ King, Capital Traction, p. 66.

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1890s running north and west and the eventual accessibility of the automobile gave residents attractive incentives to relocate their households in uncrowded areas. Communities such as Brookland (1887), Kalorama [Sheridan-Kalorama and Kalorama Triangle] (1888), Woodley Park (1890), Chevy Chase (1890), and Cleveland Park (1894) developed because of their easy access to streetcar lines.

14th Street was not yet without its charm. By 1902, Capital Traction ran 23 trains along 14th street (beginning at Park Road and ending at the B&O Depot) with three minutes headway between them. 1902 also saw the construction of the B&O Loop which allowed the 14th Street line to connect with the soon-to-be completed Senate Office Building (1909) at 1st Street, between B and C Streets, S.E. This allowed the 14th Street cars to use the Metropolitan track, as well as City and Suburban track, thereby considerably extending the route. This greatly expanded the accessibility of the city to any who might avail themselves of the 14th Street streetcar line. Streetcar service was further improved in 1906-07 with the extension of the 14th Street line north from Park Road to Colorado Avenue. A new car barn was constructed at 14th and Decatur Streets, N.W., opening in 1907, to assist the continuing growth toward the northwest. But the lure of the suburbs via one's own automobile was far more enticing than the streetcar system, and the residential population of 14th Street soon abandoned the streetcar for a new life outside the urban areas.

Although Logan Circle and the enclave on Vermont and Rhode Island Avenues south and west of the Circle remained largely white-occupied into the 1930s, the white exodus in the first decades of this century left the overall population of the area predominantly black. By 1920, the number and economic diversity of black residents had greatly increased in the area. Black residents who lived facing the area's principal streets were generally a combination of middle- and working-class people. Among Vermont Avenue residents in 1920 was a blacksmith, salesman, real estate agent, janitor, as well as several laundresses, laborers, and hucksters. The black population of the 1400 block of Church Street also included a combination of middle- and working-class residents, such as a cashier, painter, laundress, fireman, mechanic, and plasterer. The 1300 and 1400 blocks of Corcoran, which had been predominantly white-occupied until 1910, were almost exclusively owned and occupied by black families in 1920. Among residents on the block were semi-skilled workers: an elevator conductor, laundress, salesman, and an upholsterer. In addition to the middle- and working-class blacks, more prominent blacks also resided in the area, especially after 1920. John Lankford, the accomplished black architect from Missouri who designed several houses now within the Historic District, as well as the notable True Reformer Building on U Street, lived in the historic district at 1448 Q Street, N.W. Attorney Belford V. and Judge Marjorie M. Lawson lived at 8 Logan Circle from 1938 to 1958 while renting its third floor to Congressman Adam Clayton Powell,

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Jr. "Sweet Daddy" Grace, founder of the United House of Prayer for All People, lived at 11 Logan Circle during the 1950s until his death in 1960.

While streetcar routes outside of the original city limits encouraged the development of Washington's first suburbs, it was the advent of the automobile and its accessibility that hastened a white exodus from the city's residential communities, most notably in the area around 14th Street. The automobile not only reduced travel time to downtown from streetcar suburbs, but it made it possible for commuters to settle in areas that were not served by public transportation. The competition from the automobile struck the streetcar line companies beginning in 1921. Lines were abandoned, or taken over by larger companies. Capital Traction modernized its cars while other companies purchased new cars, all in the hope of maintaining streetcar passengers. By 1928, the Capital Traction Company had succumbed to the idea of the motorbus and used the vehicle for the outer reaches of its official routing system.⁴⁷ By 1929, the automobile dominated transportation to the extent that only an estimated 34.3% of commuters used public transportation.⁴⁸ Formerly integrated neighborhoods, like the survey area, lost affluent white residents to the segregated suburbs.

The onset of the motorbuses and automobiles, the abandonment of streetcar lines, the sheer intensity of the problems affecting the aging industry, and the Depression resulted in the decision to establish a single company responsible for all public transportation in Washington, D.C. This happened in 1933 with the creation of the Capital Transit Company. The new company was faced with the problem of consolidating equipment, facilities, and numerous routes. The result was a massive reorganization of public transportation. The consolidation of public transportation from private into public hands was not yet the end of the streetcar, but it did signal the end of the streetcar's reign over the city. 14th Street, the first of the many streetcar routes, was also the thoroughfare that would most feel the impact of the changing focus toward automobiles.

The automobile industry's needs for storage and display space prompted new building forms and the adaptation of old ones. In Washington, 14th Street rapidly developed as the nucleus of the city's automobile industry. In 1898, the first car sales business was opened by Rudolph Jose at 1614 14th Street, N.W., where he sold the Kensington Electric Car. Although this first retail operation opened

⁴⁷ "Car and Bus Base Routes of the Capital Traction Co., Washington, D.C.," 1928.

⁴⁸ Sam Bass Warner, Jr., Streetcar Suburbs: The Process of Growth in Boston, 1870-1900. (Cambridge, Massachusetts: Harvard University Press, 1962).

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in an already existing structure, many late-nineteenth-century residential and commercial buildings were razed by the 1920s along 14th Street to accommodate newly designed automobile showrooms and garages. Consequently, all of Washington was drawn to the elegant high-style automobile showrooms that were erected on 14th Street, dubbed "Automobile Row" in the 1920s and 1930s.

The history of 14th Street as a commercial and transportation corridor made it the ideal location for promoting the latest transportation innovation. In 1918, George Rhines wrote in the periodical American Architect that sites for automobile showrooms were chosen with great care. A site was generally selected on a street with "heavy pleasure car traffic and far enough from the congested business district to avoid excessive costs in land."⁴⁹ As an early streetcar line, 14th Street has a long history as a transportation route and important commercial corridor. Until the early 1900s, the primary buildings on 14th Street were small-scale stores, restaurants, and other commercial enterprises along with private residences. The corridor was intermittently dotted with bicycle shops during the 1880s and 1890s while the sport was in vogue. In 1904, just as the automobile was making its debut, the first purpose-built automobile showroom was constructed on a small vacant lot at 1711 14th Street N.W. following the design by architect B. Stanley Simmons.⁵⁰ While subsequent manufacturers and architects built more showrooms, they were constrained by the densely built neighborhood and were required to demolish existing buildings to allow for the new ones. By the mid-1920s, a profusion of automobile showrooms had replaced many small-scale nineteenth century commercial buildings and residences along the street, while existing amidst others.

While the elegant automobile showrooms marched in conquest up 14th Street attracting buyers from all parts of Washington, the service aspects of the automobile industry (repair shops, supply stores, gasoline stations) were hidden behind the main corridor on side streets and alleyways. 14th Street was essentially a theater set for automobile sales while the realities of car maintenance were discreetly located beyond customers' vision. This is most clearly depicted by the automobile showroom/garage at the corner of 14th Street and Church Street, N.W. In accordance with local

⁴⁹ George Rhines, "Sales and Service Buildings for an Automobile Manufacturer", American Architect 113, March 20, 1918, p. 361.

⁵⁰ The District of Columbia Comprehensive Plan for Historic Preservation, Historic Context Outline, 1991 identifies a series of themes that relate to the city's history. The theme entitled "Facilities for the Automobile" (C11) lists a date range of 1910-1960. The Greater Logan Circle Historic Resources Survey revealed that the first automobile showroom in the area was built in 1904. These findings indicate that a date range of 1900-1960 would be more accurate.

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architectural precedents, the facade fronting 14th Street contained the showroom, while only machine shops and supply stores were housed along Church Street.

By the late 1920s, the integration of 14th Street's residential, institutional, and commercial development was readily apparent. Modern transportation and other businesses on 14th Street abutted those firms whose services spoke more of the nineteenth than of the twentieth century. Many established businesses occupied earlier buildings next door to the automobile showrooms, adding to the area's heterogeneous appearance. Within a five-block stretch of 14th Street, showrooms, garages, public buildings, and small businesses resided side-by-side. Nineteenth century buildings such as the Berret Public School occupied the corner of 14th and Q Streets while the modern Northern Exchange Branch of the Chesapeake and Potomac Telephone Company stood at 1700 14th Street, N.W. While nineteenth century buildings such as stores and schools were bound to persevere, other vestiges of the nineteenth century appeared woefully out of date. For example, two doors down from the Riggs Market on P Street was a livery stable, which may have served local residents as well as farmers, and behind 1330 14th Street stood a coal yard that sold its fuel in a time when natural gas and electric heat were becoming the common forms of indoor heat. Like the livery stable, the coal yard provided services that spoke to the mixed-use patterns of the nineteenth, rather than the twentieth century. By the 1930s, however, all of the area's light industrial concerns left over from the nineteenth century had been removed and replaced by more modern conveniences. The livery stable on P Street next to Riggs Market was replaced by a large automobile garage built in 1931 for the L.P. Stuart Motor Company, while the coal yard eventually gave way to rear additions on the buildings fronting 14th Street. Riggs Market itself was demolished and the site now serves as a parking lot. Despite the gradual removal of these light industrial concerns, nineteenth century commercial buildings still survive intact along with the twentieth century automobile showrooms and garages giving the strip its varied and assorted character today.

Despite the dramatic change in character from a quality residential area to that of a commercial axis for the twentieth century, semi-industrial automobile business, 14th Street retained its streetcar line until the bitter end of the era. On August 28, 1937, it was the line selected to debut the first of 45 new Electric Railway Presidents' Conference cars (PCC) which were "fast, quiet, comfortable and without noxious fumes."⁵¹ The streetcars became the most modern used on any rail in America that year; in Washington, the cars were not supplanted in quality until the advent of the Metro

⁵¹ King, Capital Traction, p.157.

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subway in 1976. But new cars or not, the end of the Washington streetcar was inevitable. The first major conversion from streetcar to bus was in 1958. In 1960, another major conversion took place. January 28, 1962 was the final day of operation for streetcars in Washington.

Because of the uneconomic aspects of operating the small remaining 1960-61 system, the company advanced the date of final abandonments. On December 3, 1961, buses took over Mt. Pleasant (long the busiest line) and 11th Street. The expensive and long awaited Dupont Circle underpass became a white elephant. This abandonment meant the end of Washington Railway and Electric Company lines. The remaining Capital Traction lines, too, had not long to go. On January 28, 1962, buses replaced the 14th Street and the U Street lines; and Washington became an all-bus town.⁵²

Conclusion

During the years between 1790 and 1920, the greater 14th Street area matured from a sparsely developed rurality to a densely populated residential community of the ever-expanding city. The introduction of the streetcar in 1862 began a transformation that changed forever the character of the area. Rural land was filled with tightly spaced urban dwellings and commercial buildings, as Washingtonians moved their families into the newly developing areas of the city. By the turn-of-the-century, the area was populated predominantly with both black and white middle-class residents, with contingencies of upper-class white residents occupying exclusive enclaves. During the 1910s and 1920s, the original socio-economic character of the area dispersed somewhat as the middle-class white professionals moved into newer planned residential communities outside of the city's borders and previously mixed or white areas became primarily black. Despite this general migration pattern of whites leaving the city for the suburbs, certain sections of the area remained exclusively white into the 1920s. With the introduction of the automobile into the 1930s, the greater 14th Street area retained its nineteenth-century residential setting, while 14th Street itself, the primary transportation corridor, evolved to accommodate this new mode of transportation available to all of Washington.

⁵² King, Capital Traction, p.181.

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As a local community that accurately illustrates the nineteenth-century development in the city, and as an important city-wide transportation corridor, the Greater 14th Street Historic District is significant on both the local and national levels. Its social history combined with its unique collection of nineteenth- and twentieth-century residential and commercial architecture epitomize the city's evolution, illustrating the significant impact of public transportation on the development of Washington, D.C.

The early development of the Greater 14th Street Historic District makes a significant contribution to an understanding of nineteenth-century Washington, D.C. As one of the earliest inner-city neighborhoods, the area has a distinct potential to further yield significant information about the city's evolution from its founding to the early-twentieth-century.

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VERBAL BOUNDARY DESCRIPTION

The historic district is defined on the north beginning at the southeast corner of S and 13th Streets, N.W., and extending to the west along the center of S Street. The northern boundary terminates just west of 15th Street in the middle of Square 192, excluding lots 800 and 815.

The western boundary is adjacent to the eastern boundary of the 16th Street Historic District, circulating to the south along the rear alleys of the lots of 16th Street until it reaches the southernmost east-west alley in Square 195.

The boundary extends east to 15th Street, and then turns north along the center of 15th Street to the central alley of Square 210. On square 210, lots 051, 105, 108, and 827 (which front on 15th Street) and lots 832, 113, and 114 (which front on P Street) are included. At the corner of P and 15th Streets the boundary extends northerly up 15th Street and then east along the alley south of Church Street, thus excluding the southwest portion of Square 209. The boundary turns south at the western edge of lots 837 and 074 in Square 209 to the alley of Square 210. The boundary abuts the rear property line of lot 800, advancing southeast along the property line of lot 103 to the center of Rhode Island Avenue. The boundary extends southwest along the center of Rhode Island Avenue, and turns south to the alley of Square 211 to encompass lots fronting on 14th Street and lot 38 on N Street. The boundary extends east along the center of N Street to the center of 14th Street to include Square 244 and extends northeast along Vermont Avenue, then veers southeast in Square 243 to exclude lots 827 and 2001 through 2027. The boundary extends east along the rear property line of lot 2001 and then continues north along 13th Street to include the Iowa Apartment Building at 1325 13th Street, N.W. located in Square 280. (*n.b.* This excludes the modern, adjacent, but independent multiple-family units which abut the Iowa on the north and south.) The boundary proceeds east along the center of O Street, turns north along Logan Place to the existing boundary of the Logan Circle Historic District. The boundary continues along the west side of 11th Street, to include lots 33 and 804 in Square 311. The boundary continues north through the central alley in Square 310 to the north side of Q Street. It curves to the north on 12th Street to encompass Square N278, then continues along the northeast property line of lot 819 and extends to the alley in the center of Square 277. From the alley, the boundary runs north abutting the rear property line of the buildings fronting on 13th Street and continues to Square 276. The boundary extends from the rear property line of the lots 97 through 102 of Square 276, west to the center of 13th Street and continues north to S Street to the starting point.

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BOUNDARY JUSTIFICATION

The boundaries of the historic district were determined by examining historic trends, existing physical conditions, and contemporary political jurisdictions.

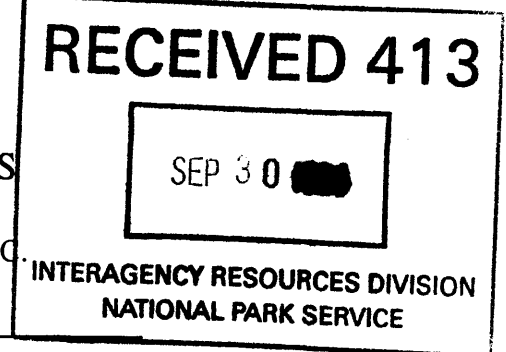
The northern boundary at S Street, N.W. defines the northern boundary of the original survey area. This edge was chosen by the D.C. Historic Preservation Division as a survey boundary because it is a jurisdictional boundary between two District of Columbia wards as well serving as the northern boundary of the Logan Circle Community Association (the organization that sponsored the survey). The line originally began at F Street and extended northerly to the edge of the Federal City, culminating its run at the car barn located at Florida Avenue (Boundary Street). Any significant evidence of development to the south of N Street has disappeared due to twentieth century growth, while preliminary findings from a recent survey of the area north of S Street, the Northern Shaw-Strivers' Survey, indicates that development of this area was similarly influenced by the siting of the streetcar line along the 14th Street corridor. The Greater 14th Street Historic District is eligible, therefore, as a portion of a larger area associated with the 14th Street streetcar line. The Greater 14th Street Historic District is the first part of a phased nomination that will eventually include, following final analysis, the entire area that represents the influence that the 14th Street streetcar line had on the physical growth and development of Washington, D.C. See Sketch Map for tentative boundaries of the expanded area.

The eastern boundary was determined by an analysis of construction dates and a visual inspection of the integrity of the buildings. The boundary includes extant historic buildings which contribute to the significance of the historic district and retain sufficient integrity to convey that significance. Several neighborhoods to the east of 11th Street, dating from the late-nineteenth century, were excluded from the historic district because analysis of survey data established their relationship to development resulting from the later construction of additional streetcar lines to the east. The boundary also excludes those buildings that date primarily from the early- to mid-twentieth century which were second and sometimes third-generation replacement buildings of earlier nineteenth-century fabric. While the development of these twentieth-century buildings illustrates the continued evolution of the area from its mid-nineteenth-century roots, the buildings are the product of historic, economic and social forces outside of those significant to the historic district being the result of population growth of the inner-city due to the impact of World War I. In specific, the twentieth-century architecture in this area did not evolve in response to the 14th Street streetcar line nor to its continued evolution as "Automobile Row." Furthermore, the

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architecture of this twentieth-century construction is distinctly different from the Victorian-style architecture which characterizes the district and is not significant in its own right, as is that of the twentieth-century automobile showrooms and associated buildings along 14th Street.

The delineation of the southern boundary is also based on an analysis of construction dates and a visual inspection of the integrity of the buildings. The boundary includes extant historic buildings which contribute to the themes and period of significance of the historic district and retain sufficient integrity to convey that significance. The boundary excludes those large-scale, post-World War I, multiple-family buildings which replaced earlier nineteenth-century fabric and which were the result of forces different from those which promoted the area's initial development. Those excluded from the district are located away from the 14th Street corridor and are visually inconsistent with the district's core. They are incompatible in construction date, scale, style and massing. The prevalence of this twentieth-century development in the southern section of the district overshadows the few surviving rowhouses that once dominated the area and leaves them isolated and their setting no longer contiguous to the concentration of nineteenth-century buildings. Therefore, the boundaries were drawn around buildings which were either inconsistent with the period of significance, or which have lost their integrity of setting.

The western boundary is based on an analysis of construction dates and a visual inspection of the integrity of the adjacent buildings. The boundary includes extant historic buildings which contribute to the significance of the historic district and retain sufficient integrity to convey that significance. Survey research verified that the 1400 and 1500 blocks of Q, R, and S Streets, N.W. include some of the first buildings constructed in response to the introduction of the 14th Street streetcar line in 1862, while the development along 16th Street and the blocks west were developed from the early- to mid-twentieth century more in response to the increasing importance of Dupont Circle and the prominence of 16th Street. Consequently, the western boundary of the historic district does not include the buildings facing 16th Street and does not compromise the 16th Street Historic District.⁵³

⁵³ The buildings facing 16th Street are prominent residential structures that create a visually cohesive linear streetscape, recognized as the 16th Street Historic District. These buildings distinguish themselves in size, scale and orientation from those buildings aligning the side streets and abutting the rear of the 16th Street residences. The 16th Street Historic District creates an appropriate edge to the proposed historic district in both visual and historic terms.

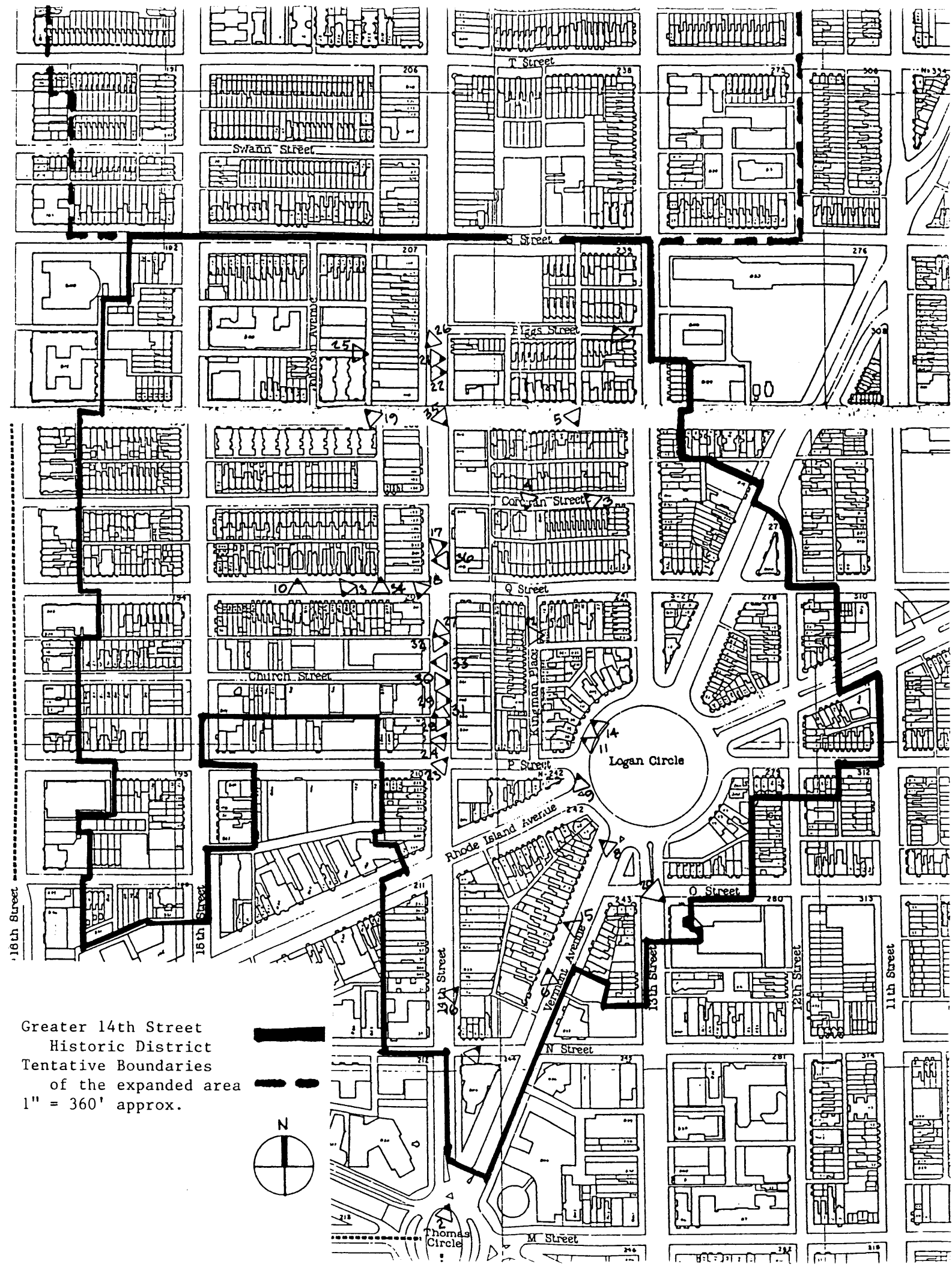
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Greater 14th Street
Historic District
Tentative Boundaries
of the expanded area
1" = 360' approx.

Greater 14th Street
Historic District
Tentative Boundaries
of the expanded area
1" = 360' approx.

