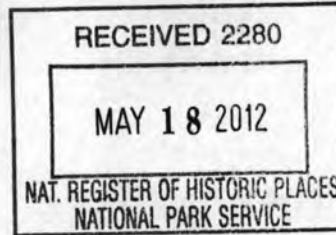


United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



380

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

### 1. Name of Property

historic name Park Road Courts

other names/site number 1346 Park Road, N.W.

### 2. Location

street & number 1346 Park Road, N.W.

<input type="checkbox"/>	not for publication
<input type="checkbox"/>	vicinity

city or town Washington

state District of Columbia code DC county District of Columbia code 001 zip code 20010

### 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 at the following level(s) of significance:  
 \_\_\_ national \_\_\_ statewide  local

DAVID MALONEY, SHPO 7 MAY 2012  
 Signature of certifying official/Title Date  
DC HISTORIC PRESERVATION OFFICE  
 State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register \_\_\_\_\_ determined eligible for the National Register  
 \_\_\_ determined not eligible for the National Register \_\_\_\_\_ removed from the National Register  
 \_\_\_ other (explain: \_\_\_\_\_)

John Edson M. Beall \_\_\_\_\_  
 Signature of the Keeper Date of Action

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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

**Category of Property**  
(Check only one box.)

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

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

Apartment Buildings in Washington, D.C., 1880-1945

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

DOMESTIC/Multiple Dwelling (Apartment Building)

**Current Functions**  
(Enter categories from instructions.)

DOMESTIC/Multiple Dwelling (Apartment Building)

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY

REVIVALS/Classical Revival

**Materials**  
(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK; STONE/Limestone

roof: WOOD; COMPOSITION: Tar and Pebbles

other: \_\_\_\_\_

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

Park Road Courts, the apartment building located at 1346 Park Road, N.W., is situated on Lot 10 in Square 2843 in the Columbia Heights section of Washington, D.C., in what had historically been Washington County (now Northwest Washington, D.C.). The apartment building stands northeast of the intersection of Park Road and 14<sup>th</sup> Street, N.W., and occupies a modified triangular-shaped lot bordered to the east by a series of three two-and-a-half-story brick, single-family rowhouses (1340-1344 Park Road, N.W.) constructed in 1912. To the property's immediate west, closer to Park Road's intersection with the commercial corridor of 14<sup>th</sup> Street, N.W., stands a brick three-story commercial building (1352 Park Road, N.W.) built post-1960. Three stories in height, Park Road Courts is masonry construction, with an English basement and brick and limestone exterior treatment. The brushed brick of the façade (northwest elevation) is buff in color, while the Indiana limestone accents are of a cream color. Irregular in form, the building has a wide projecting eastern bay on the façade while the rest of the building is set back from the street. Although the building's main block is set back approximately 75 feet, its projecting bay has a setback of about 30 feet, maintaining the typical setback for the block. Erected on a solid concrete foundation, the building rises to 43 feet 3 inches in height and exhibits a brick parapet set above a prominent ogee-molded metal cornice with blocked modillions capped by a flat roof. The cost of the original construction was estimated on the D.C. building permit application to be \$52,000. The original design included 21 units, ranging from four to five rooms with baths, large foyers, and enclosed porches. Designed by the architectural firm of Hunter & Bell in 1916, with Ernest C. Hunter and George Neal Bell as architects, and built by James E. Fox, the building was a real estate venture of developer John L. Warren.

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### Narrative Description

#### DESCRIPTION OF PROPERTY

Park Road Courts is located on the south side of Park Road, between 13<sup>th</sup> Street and 14<sup>th</sup> Street in northwest Washington, D.C. (Square 2843, Lot 0010). The building is sited to the northwest, parallel to Park Road. A narrow building to the west is oriented to the north, lending the two structures an interesting visual appeal. Although the central block is set back approximately 75 feet from the concrete sidewalk, a large projecting bay to the east has a setback of about 30 feet, maintaining the common setback of the street. Flanked by metal chain-link fencing, a concrete walkway extends from the sidewalk through a large grassy courtyard to the main entry. A secondary concrete walkway with a metal chain-link fence is located along the northeastern boundary of the property and links the sidewalk with a below-grade side door opening reached through a milled point metal gate. The lot rises slightly from the sidewalk up to the façade of the building, which is lined with mature foundation plantings and a large tree stump. The small, grassy backyard is enclosed by a chain-link metal security fence and dotted with immature trees. The property does not have alley access.

West of the building is Georgetown Valet, a full-service laundry located at 1352 Park Road, N.W.. This three-story masonry structure with a flat roof was constructed between 1964 and 1979. Farther west are the multi-use Park Triangle Building and the Columbia Heights Plaza, both facing the commercial corridor of 14<sup>th</sup> Street. This large building and plaza were constructed at the beginning of the twenty-first century in conjunction with the

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redevelopment of the Columbia Heights neighborhood. East of Park Road Courts are three rowhouses (1340, 1342, 1344 Park Road, N.W.), which were constructed in 1912, and a well-designed firehouse (1336 Park Road, N.W.), constructed at the turn of the twentieth century. The southern boundary of the property abuts the backyards of an apartment building erected in 1924 (1349 Kenyon Street, N.W.) and six rowhouses (1335-1345 Kenyon Street, N.W.), which date to 1914.

## EXTERIOR

Constructed in 1916, Park Road Courts was developed by John L. Warren following the designs of architectural duo Hunter & Bell with James E. Fox serving as the general contractor. This team collaborated three years prior to construction of the nearby four-story building at 1327 Kenyon Street, N.W., a very modest apartment building influenced by the Classical Revival style. On April 24, 1916, Washington, D.C. building permit #4565 was issued for the construction of Warren's 21-unit apartment building. Construction costs were projected at \$52,000.

Designed in the Classical Revival style, this three-story apartment building has an irregular form with a prominent projecting eastern bay on the façade (northwest elevation) and two large rear ells. The building's footprint is a function of the property's triangular shape with relatively little street frontage for its size. Set on an English basement, this masonry structure is dressed in brushed brick with Indiana limestone accents. A limestone string set above a soldier brick course acts as a water table. Spanning the façade is a brick parapet approximately three feet in height with concrete coping set above a prominent ogee-molded metal cornice with blocked modillions and bed molding. Constructed of wood, the roof structure is covered with a ballasted and non-ballasted built-up system. Multiple ventilation stacks pierce the roof, though they are not visible from the street. An exterior brick chimney with plain cap is located on the southwest (side) elevation, just north of the side ell.

Located in the central block (three bays wide), the wide main entry holds a non-original single-leaf metal-frame glass door with a large sidelight. A two-light transom spans the opening, which is lined by a limestone surround with keystone and sheltered by a metal awning. Simple concrete steps edged by brick sidewalls provide access up to the main entry opening. Single and paired window openings on the façade hold double-hung, aluminum sash with double-glazed glass. All façade window openings display smooth limestone sills and soldier brick segmental arches with limestone keystones. All basement openings have been covered with plywood yet still display their soldier brick flat arches.

The westernmost five bays of the building extend one bay from the face of the central block. Symmetrically fenestrated, this block is pierced by single window openings. Dominating the eastern side of the façade is a two-bay-wide projection. Extending six bays from the face of the central block, the front of the bay features wide openings with ribbons of four double-hung windows. Honeycomb brick bands extend beneath the second- and third-story openings, mimicking a balustrade. The southwest elevation of this projection has the same material treatment as the façade. Fenestration includes single window openings, featuring smaller openings in the third, fourth, and fifth bays. The first bays include 6/6 false muntins.

The secondary elevations are faced with five-course, American-bond brick. Fenestration consists of 1/1, double-hung replacement windows with smooth stone sills and three-course, rowlock brick segmental arches. The southeast (rear) elevation features three sets of full-height, one-bay porches. One porch is located on the western ell and two on the eastern. Metal fire ladders accompany the rear porches. A similar porch stack adorns the

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southwest (side) elevation. Constructed of reinforced concrete, these porches are capped by low-pitched shed roofs. Balustrade style, type, and level of enclosure varies by individual unit. The northeast (side) elevation is not adorned with an exterior porch; instead it has a two-bay wide ell dressed in brick the same width as the brick ell and porch located on the opposite elevation.

According to a 1928 Sanborn Fire Insurance Company map, the projecting eastern wing of Park Road Courts was constructed with integral porches. One bay deep, these porches occupied the western half of the first, second, and third stories. This location provided multiple advantages for occupants, one being that the porches were positioned to the northwest, towards the commercial activities along 14<sup>th</sup> Street. Strategically placed on the most visible corner of the building, these porches provided an intermingling of private/public space as interpreted in an apartment building. Furthermore, the large, grassy courtyard and front yard outside of these porches effectively brought nature indoors, emulating garden apartments in an urban setting. These porches are documented on subsequent Sanborn maps from 1959 and 1999. Of note, the opposing eastern half of the wing is documented on the Sanborn maps as being enclosed and, based on current conditions, was originally a sunporch. This configuration provided tenants in these units with another opportunity to bring nature indoors.

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**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

COMMUNITY PLANNING & DEVELOPMENT

**Period of Significance**

1916

**Significant Dates**

1916

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Hunter & Bell: Hunter, Ernest C. & Bell, George

Neal (architects)

Warren, John L. (developer)

Fox, James E. (builder)

**Criteria Considerations**

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

Property is:

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

**Period of Significance (justification)**

The period of significance for the apartment building at 1346 Park Road, N.W., also known as Park Road Courts, is 1916, the date of the building's construction.

**Criteria Considerations (explanation, if necessary)**

N/A

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The apartment building at 1346 Park Road, N.W., also known as Park Road Courts, is a significant example of the speculative middle-class apartment buildings that were constructed in the first quarter of the twentieth century adjacent to the 14<sup>th</sup> Street streetcar line in Washington, D.C. The product of developer John L. Warren, one of the city's foremost leaders in the real estate field, and the architectural firm of Hunter & Bell, regarded as one of the city's most skilled apartment building design firms, the building is an excellent representation of an apartment house designed in the Classical Revival style and is notable for its location and construction along one of Washington's significant apartment building corridors. Along with the firm's lead architects, Ernest C. Hunter and George Neal Bell, the project team included the Washington building contractor James E. Fox, an accomplished builder in his own right. The design of Park Road Courts and the choice of architectural vocabulary characterize the architecture and development in this area by developers who attempted to capitalize on the proximity to the streetcar line and the demand for solid, modestly appointed middle-class apartment buildings. Constructed towards the end of Hunter & Bell's practice, in 1916, the building stands as a concrete manifestation of their mastery of the building type and their highly functioning collaborative partnership with John L. Warren. The building's modest detailing and amenities reflect the transition after World War I from full-service luxury apartments to buildings designed and conceived for Washington's emerging and growing middle-class resident. Constructed just north of the city in the Columbia Heights neighborhood, during World War I, the building exemplifies the transformation of the apartment building from its more elite luxury iteration, seen in the pre-World War years, to the purpose-built low-rise apartment building prevalent in post-World War I Washington. Furthermore, Park Road Courts illustrates the development of the apartment movement and the acceptance of middle-class apartment buildings in Washington, D.C., during the 1910s and 1920s. Locally significant, Park Road Courts, is eligible for listing in the National Register of Historic Places under Criteria A and C, with 1916 as the period of significance, the date of the building's construction. In addition, Park Road Courts is being nominated under the Multiple Property Documentation Form, *Apartment Buildings in Washington, D.C., 1880-1945* (Traceries, 1993).

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

Park Road Courts, located at 1346 Park Road, N.W., is eligible for listing in the National Register of Historic Places under **Criteria A and C** and is significant in the areas of **Architecture**, and **Community Planning and Development**. Additionally, the building meets D.C. Inventory of Historic Sites criteria 201.1 (d) **Architecture and Urbanism**.

Park Road Courts is significant in the area of **Architecture (under Criterion C)**. Designed by the leading architectural firm of Hunter & Bell, who specialized in apartment building design, the three-story building is an interpretation of the Classical Revival style adapted for the apartment building type. Constructed in 1916, towards the end of Hunter & Bell's practice when they had perfected their design skills and collaborative efforts, the apartment building presents an elegant form that simultaneously respects other residential buildings on the street and distinguishes itself through its unusual setback and elegant exterior design. Situated near the intersection of Park Road and 14<sup>th</sup> Street, N.W., the building was planned as a purpose-built urban apartment building sited near 14<sup>th</sup> Street, one of the city's most important thoroughfares established by the extension of the streetcar lines north of the city. Despite the extensive changes that the 14<sup>th</sup> Street corridor has undergone,

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including much devastation during the 1968 riots, the apartment building at 1346 Park Road, N.W., retains its exterior design, workmanship, setting, and location and continues to make an important contribution to Washington's apartment building historic context, thus retaining integrity of feeling and association.

Both the architectural firm of Hunter & Bell and real estate developer John L. Warren became leaders of their field in the first half of the twentieth century. At the time of its construction, the apartment building at 1346 Park Road, N.W., was one of the last apartment buildings that Hunter & Bell designed before their firm dissolved. Working alongside building contractor James E. Fox, the team efficiently implemented the design plans into a construction project, completing the building in under six months. One of a few apartment buildings that the development team built during this time, the three-story Park Road Courts is notable for its purpose-built construction near the expanding 14<sup>th</sup> Street corridor. Presenting apartment units ranging from four to five bedrooms, Park Road Courts, while offering moderate rents, provided the additional amenities of large foyers and enclosed porches. Its three-story design meant that the building could forego the incorporation of an elevator, a cost-effective measure of which the developer and builder would have been well aware. Constructed during a time when apartment buildings were increasingly abandoning the luxury amenities associated with hotel-type personal services, the building is a successful example of one of Hunter & Bell's designs for a decidedly middle-class resident, a shift from the majority of their work which targeted the upper end of the market. Their employment and mastery of the Classical Revival style is evident in the building's ordered composition and reflects the Washington architects' predilection to use this style in the design of apartment buildings of all sizes.

Park Road Courts is also significant in the area of **Community Planning and Development (under Criterion A)** for its place in the development of Washington apartment buildings and of 14<sup>th</sup> Street, N.W., in the early twentieth century. When Park Road Courts was constructed in 1916, the acceptance of middle-class apartment buildings in Washington, D.C. was underway, becoming widespread during the 1920s and 1930s as a post-World War I building boom was spurred by the city's population growth and the northward extension of the streetcar line. Apartment building design and planning underwent important innovations in the late 1910s and 1920s in response to the pressing need for housing due to the city's rapidly expanding population and influx of federal workers. Increasingly, as can be seen at the apartment building at 1346 Park Road, N.W., architects and developers focused on impressive exterior design and public spaces in their apartment buildings with more modestly appointed interiors and secondary elevations. Apartment buildings along the upper 14<sup>th</sup> Street corridor offered efficient streetcar access to the central city and convenient local shopping at 14<sup>th</sup> Street and Park Road. John L. Warren, the real estate developer for Park Road Courts, sought to tap into the newly emerging market for middle-class residents of the city and fostered his working partnership with the architectural firm of Hunter & Bell to maximize real estate potential in the city. In the tight housing market during this time, especially as World War I was drawing to a close, federal salaries did not keep up with the inflation in housing prices. As a result, apartments gained a foothold as an economical home-owning alternative to single-family housing.

Park Road Courts is nominated under the Multiple Property Documentation Form, *Apartment Buildings in Washington, D.C., 1880-1945* (Tracerics, 1993). The property meets criteria specifically developed to evaluate apartment buildings pursuant to the D.C. Apartment Building Survey and adopted by the District of Columbia Historic Preservation Review Board in December 1989 as identified by the *Apartment Buildings in Washington, D.C., 1880-1945* Multiple Property Document. These criteria include:



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- A-2 Buildings that illustrate the development of the apartment movement as it relates to the need for housing, including the introduction of the building type and the specific forms seen in this early period throughout the city.
- A-3 Buildings that are part of clusters, corridors, or districts that illustrate the patterns of development of the city.
- A-4 Buildings that reflect economic forces, both external and internal, that altered the development of the city.

Park Road Courts, located at 1346 Park Road, N.W., has been identified as a **Conventional Low-Rise Apartment Building Sub-type**, as defined by the Multiple Property Documentation Form, *Apartment Buildings in Washington, D.C., 1880-1945*. As described in the Multiple Property Documentation form, the Conventional Low-Rise Apartment Building Sub-type was “designed and built specifically to function as an apartment building. The building contains at least five self-sufficient (with private kitchen and bath facilities) apartment (dwelling) units, is at least two and no more than four stories high, has a single main public entrance door, and does not contain an elevator.”<sup>i</sup> Examples of this sub-type must date from between 1880 and 1945. The apartment building at 1346 Park Road, N.W., specifically constructed to serve as an apartment building, contains 21 units ranging in size from four to five rooms. Constructed in 1916, the building stands three stories in height. As stated in the Registration Requirements of the Multiple Property Documentation form, examples of conventional low-rise apartment buildings must retain the architectural composition, ornamental details, and materials of their original primary exterior elevation. The exterior of Park Road Courts, particularly the primary elevation along Park Road, is primarily intact. Although the original open porches on the façade (northwest elevation) have been enclosed over the years, the openings of the fenestration pattern have not changed and the use of the ribbons of four double-hung windows in the large façade openings is viewed as reversible. Thus, despite the minor reversible alterations to the exterior that have been determined not to diminish the building’s contribution to the historic context of apartment buildings in Washington, D.C., Park Road Courts retains the moderate degree of integrity required to convey its artistic value as a 1916 conventional low-rise apartment building.

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**Developmental history/additional historic context information (if appropriate)**

On April 24, 1916, D.C. Building Permit No. 4565 was issued for the construction of a three-story brick apartment house at 1346 Park Road, N.W. Hunter & Bell were listed as the architects, with John L. Warren as the owner and James E. Fox as the builder. The building, located on Lot 10 in Square 2843 (historic block 37), was to be constructed of brick, set upon a concrete foundation, with Indiana limestone accents, and would have a flat roof. According to the building permit application, the cost of the improvement was estimated to be \$52,000. The building was planned to have 21 apartment units and would be heated by steam, with no elevator shaft. Fronting Park Road, previously known as Whitney Avenue, N.W., the irregular-shaped building measured 85 feet in width by 121 feet in depth and would stand 43 feet 3 inches in height.<sup>ii</sup> Located in the Columbia Heights subdivision, the apartment building was planned for a vacant lot in a square sparsely populated with

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<sup>i</sup> Traceries, “Multiple Property Documentation Form, *Apartment Buildings in Washington, D.C. 1880-1945*,” 1993, Section F, pg. 6.

<sup>ii</sup> D.C. Building Permit Application No. 4565 for 1346 Park Road, April 24, 1916, Martin Luther King Memorial Library, Washingtoniana Division; “Gain of \$65,000 in Building Permits; Activities Are Evenly Distributed,” *Washington Post*, April 30, 1916, p. R2.

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free standing single-family dwellings, groups of rowhouses, and a firehouse, all dating from the late nineteenth and early twentieth centuries.

Construction began on the three-story apartment building shortly after the building permit was issued, with the building completed and ready for occupancy by October 1916. Early advertisements in the local newspapers referred to the building as “Park Road Courts,” and highlighted the building’s offering of comfortable four to five room units, each with a bath, large foyer, and the added amenity of enclosed porches.<sup>iii</sup> One year later, owner John L. Warren sold the Park Road Courts to Arthur R. Bliss for \$95,000, a considerable increase in value. In addition to the \$95,000 sale price, negotiations included the transfer of a handsome five-story brick building, valued at \$65,000, that was given by Mr. Bliss to John L. Warren as part of the payment. According to a newspaper account of the real estate transaction, the five-story structure offered along with the sale fee was currently occupied by “one of the foreign legations.” At this time, occupying a lot with a frontage of 76 feet and a depth of 186 feet on Park Road near 14<sup>th</sup> Street, N.W., Park Road Courts’ rental value was estimated to be \$9,500 per year.<sup>iv</sup> The apartment building would stay under Bliss Property ownership and management for the next couple of decades.

From the beginning, Park Road Courts’ location near the intersection of Park Road and 14<sup>th</sup> Street, N.W. was seen as a selling point. One of the earliest apartment buildings in the Columbia Heights subdivision, Park Road Courts was marketed as “unquestionably the finest located apartment in the city...” offering “spacious apartment[s]” and “large bright rooms with screened porch[es] in a high-class apartment house.”<sup>v</sup> An advertisement in the *Evening Star* placed by Bliss Properties in October 1930 listed the Park Road Courts apartments as a “wonderful location” that “solv[ed] the problem of where to live,” specifically emphasizing the “moderate rentals” and units with “electric refrigeration.”<sup>vi</sup>

A review of city directories for the District of Columbia and the United States Census for 1920 and 1930, show that most of the residents were both young and established families that, in many cases, lived with extended family members. A few of the smaller units housed young couples. Residents worked primarily for the federal and district governments, as well as a selection of professional occupations.<sup>vii</sup> For instance, in 1920, Wilfred G. Burgen, a twenty-seven-old supervisor for the Ford Motor Company, lived in Unit #208 with his wife, Regina F., their two-year-old and infant sons, as well as his wife’s parents and her 21-year-old brother. Burgen’s father-in-law worked as a clerk for the District Government, while his brother-in-law worked as a clerk in the U.S. War Department.<sup>viii</sup> Furthermore, a sampling of *Boyd’s City Directory* listings for Park Road Courts between 1916 and 1954 identifies the residents as solidly middle class according to their occupations, which included several, salesmen, clerks, physicians, managers, and engineers.

As the surrounding neighborhood and upper 14<sup>th</sup> Street area continued to develop in the early twentieth century, the Park Road Courts apartments remained a successful housing option for middle-class families and

<sup>iii</sup> “Display Ad 15,” *Washington Post*, August 15, 1916, p. 9.

<sup>iv</sup> “3-Story Park Road Apartments Sold,” *Washington Post*, September 23, 1917, p. 34.

<sup>v</sup> “Classified Ad 2,” *Washington Post*, August 19, 1928, R4; “Classified Ad 8,” *Washington Post*, October 1, 1928, D13.

<sup>vi</sup> “Solving the Problem of Where to Live,” *Evening Star*, October 4, 1930, R2.

<sup>vii</sup> U.S. Bureau of the Census, Population Census, 1920, Washington, District of Columbia, Sheet No. 12A, B; U.S. Bureau of the Census, Population Census, 1930, Washington, District of Columbia, Sheet No. 1A.

<sup>viii</sup> U.S. Bureau of the Census, Population Census, 1920, Washington, District of Columbia, Sheet No. 12A; *Boyd’s Directory, District of Columbia*, Washington, D.C.: R.L. Polk & Co., 1918, p. 1726.

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professionals alike, situated in a “very desirable” location that allowed easy access to downtown Washington and close proximity to commercial restaurants and stores. Since the late nineteenth century, the area had evolved into a cohesive neighborhood, largely defined by single-family dwellings and apartment houses and replete with such civic amenities as the local fire house, located on the same block as Park Road Courts, and numerous churches. Residents of 1346 Park Road could walk to 14<sup>th</sup> Street to shop and dine, as well as take advantage of the gas stations, ever in high demand as automobile use accelerated, and various banking institutions. In addition, for a period during the early 1920s through the mid-1930s, residents would have been able to patronize the rows of shops extending from 14<sup>th</sup> Street eastwards on both Park Road and Kenyon Street, N.W., just to the west of Park Road Courts. These stores were constructed on land in Square 2843 formerly used as a public playground.<sup>ix</sup>

### **POST-WORLD WAR I APARTMENT CONSTRUCTION IN WASHINGTON**

Park Road Courts was constructed during a time when apartment buildings were emerging as a dominant housing solution for area residents. Although it was built during World War I (although the United States did not join the war effort until 1917) when building activity had dramatically decreased and, in many cases, had halted altogether, the housing shortage in the city caused by the city’s growing population led to a great demand in new building stock. As a result of the war effort’s demand on civilian industry, a severe shortage of building materials affected construction both in the Washington metropolitan area and nationwide. It was during this time that Park Road Courts was constructed in the growing Columbia Heights subdivision of Washington, D.C., taking advantage of the growing Upper 14<sup>th</sup> Street transportation corridor, with its street railway system, that was attractive to speculative developers, such as John L. Warren.

From the end of the First World War until 1929, 731 apartment buildings were constructed in Washington, D.C., twice the number built during the previous decade. This enormous increase in residential construction was stimulated by the rapid growth in the Washington, D.C., area’s population, as a burgeoning federal government faced new responsibilities as a world leader. Increasingly, necessity overcame the social qualms associated with apartment living, and apartment buildings spread across the city in ever-growing numbers. In an attempt to direct the location of these new apartment buildings, the city’s 1920 Zoning Act established categories for residential building types and targeted certain areas for multi-family construction.

An acute housing shortage developed in the World War I years as the city’s population grew and building slowed. However, in the following years, the influx of new residents whose federal salaries could not keep up with housing prices, for whom single-family residences were out of reach, created an increased need for apartments in the city. Effectively inverting the percentage of new construction of houses versus apartment units, by 1940, apartment units outranked the number of houses by 70 percent. The District joined New York and Chicago as cities with the highest percentage of apartment house residents.

A newspaper article published in October 1926 noted the accelerating pace of housing construction since 1924 and the shift to apartment construction. It stated that in 1924, considered an excellent year for housing construction, 2,800 single-family houses and 2,050 apartment units had been constructed. In 1925, 4,720

<sup>ix</sup> By 1937, these one-story brick stores were demolished, leaving the land unimproved, save for a gas station, until 1959, when a large one-story garage was constructed at 1368 Park Road, N.W. that had a paved parking lot to the east and rear.

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single-family houses were built, compared with 3,888 apartments. But in the first nine months of 1926, apartment construction pulled ahead, with 3,742 units built, compared with 2,843 single-family houses. While construction of single-family dwellings in the first nine months of 1926 had declined by 26 percent, apartment construction had increase by 30 percent over the previous year.<sup>x</sup>

Washington's apartment buildings from the 1920s and 1930s form the main body of the city's multi-family building stock. Never before, or since, have middle-class buildings been designed and constructed in the quantity and with the speed seen during the era between the World Wars. Park Road Courts, constructed in the second decade of the twentieth century, was at the forefront of this trend and illustrates the speed and urgency with which at least some apartments were built. Construction began on the excavated site after the building permit was issued in April and, less than six months later, at the beginning of October, the first apartments were ready for occupancy.

According to the *Apartment Buildings in Washington, D.C. 1880-1945* National Register Multiple Property Documentation, the apartment building at 1346 Park Road, N.W. is categorized as a "Conventional Low-Rise Apartment Building." This apartment building type is significant for its role in providing a new type of housing to residents of the District of Columbia. The Conventional Low-Rise sub-type holds the principal role as the basic and most prevalent example of the building type that defines the apartment building in its seminal period in the District of Columbia. These purpose-built apartment buildings introduced new residential organization and dictated new approaches to day-to-day living. They provided a solution to the needs of a rapidly expanding population in the District and provided many residential dwelling units with an increased effectiveness of available architectural and financial resources. Further, it permitted efficient use of land in locations already served by public transportation and utilities, directly affecting patterns of population growth.

## **DEVELOPMENT OF THE 14<sup>TH</sup> STREET CORRIDOR AND ITS TRANSPORTATION LINES**

Upper 14<sup>th</sup> Street, N.W., is significant as a residential neighborhood that was developed largely between 1871 and 1940. The neighborhood is particularly dominated by apartment buildings that were constructed in the late nineteenth century and the early twentieth century in response to transportation trends of the time. Fourteenth Street serves as the spine of the neighborhood that extends northward from Florida Avenue, the boundary line of the District of Columbia's original Federal City. The development of the neighborhood followed the streetcar lines. The apartment building at 1346 Park Road, N.W. illustrates the development of the street railway system along 14<sup>th</sup> Street and the accompanying real estate investment along these routes.

Washington, D.C.'s early streetcar lines were directly influenced by the 1791 plan for the federal city drafted by Pierre L'Enfant seventy years before the first railway tracks were laid. The early routes followed the plan's principal thoroughfares, connecting the established residential area of Georgetown with the centers of government that stretched along Pennsylvania Avenue to the United States Capitol and beyond to the Navy Yard.

During the Civil War, despite a general reduction in public works projects and the curtailed funds for government construction, some street improvements and major construction projects continued. Most important

<sup>x</sup> Robert J. Cottrell, "Building Here Leaps Ahead, \$1,000,000 Past 1925 Mark," *Washington Star*, 30 October 1926, p. 17.

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was the construction of a horse-drawn streetcar system. On May 17, 1862, Congress granted the Washington & Georgetown Railroad the exclusive right to construct streetcar lines along 7<sup>th</sup> and 14<sup>th</sup> Streets, thus making the largely undeveloped area of the city newly accessible and establishing the foundation for further growth and expansion. The railway lines linked the wharves in southwest Washington, D.C., with the commercial corridor along 7<sup>th</sup> Street, 14<sup>th</sup> Street, and the growing residential neighborhoods to the north. The Washington and Georgetown Railroad Company was an immediate success. The routes eventually came to reflect the city's developing residential, commercial, and employment patterns.

The role of the streetcar lines in the city's development expanded with the introduction of electric traction in the 1880s. As mechanization enabled streetcars to travel faster and climb steeper grades, railway lines became a tool used by real estate developers to encourage the city's growing population to inhabit new neighborhoods. Railway lines that were typically owned and operated by the real estate developers serviced these new suburban neighborhoods, commonly outside the original city boundaries. The late nineteenth century era of rapid transit expansion spurred by land developers was followed by a period of consolidation in the early twentieth century. New owners, seeking profits in transportation rather than in land development, simplified the routes and generally extended lines to serve established employment and residential areas instead of promoting new ones. The extension of the streetcar lines up 14<sup>th</sup> Street spurred high-density development along the extended routes.

The new streetcar technology opened outlying areas to residential development, making it more convenient than ever to commute downtown to work and shop. Consequently, the Upper 14<sup>th</sup> Street area, like many of its surrounding neighborhoods, grew as a cohesive residential neighborhood with both apartment buildings and single-family dwellings lining the streets. By the end of the World War I, 150 apartment buildings were on 14th Street or between the 13th-15th Streets corridor. By the second quarter of the twentieth century, the adjacent neighborhood was established as a residential community with supporting institutions such as schools, gasoline stations, telephone equipment houses, churches, banks and stores. A 1926 promotional brochure for a nearby apartment building along 14<sup>th</sup> Street described the area as "convenient to Fourteenth Street and Park Road, one of the most complete business centers of the Northwest."<sup>xi</sup>

## **RESIDENTIAL DEVELOPMENT: 1870-1950**

The 1862 horse-drawn streetcar routes eventually came to reflect the city's developing nineteenth century residential, commercial, and employment patterns. The expansion of the railway lines became a tool used by real estate developers to encourage the city's burgeoning population to inhabit new neighborhoods, which were commonly located outside the original city boundaries. With the creation of a territorial government in 1871, Washington County was annexed to the City of Washington, thus opening the area north beyond Boundary Street (now Florida Avenue) and east of the Anacostia River to development. The initial establishment of the electric transit system in the city encouraged the development of what were then considered "outlying" suburbs, such as that of Columbia Heights where Park Road Courts was constructed after the turn of the twentieth century. This spurred the first significant phase of residential building development in the Upper 14<sup>th</sup> Street area and coincided with the Territorial Government's Board of Public Works program to modernize the city and enact new building codes.

<sup>xi</sup> Edward J. Flynn, "Hilltop Manor: A 100% Co-operative Apartment Building," James M. Goode Apartment House Research Collection, 1880-1988, MS 366, Container 24: Hilltop Manor, Historical Society of Washington, D.C.

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By 1864, when Congress approved the extension of the 14<sup>th</sup> and 7<sup>th</sup> 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.<sup>xii</sup> By 1902, Capital Traction ran 23 trains along 14<sup>th</sup> Street between Park Road and the B & O Depot. Streetcar service was improved in 1906-1907 with the extension of the 14<sup>th</sup> Street line north from Park Road to Colorado Avenue. The extension of the 14<sup>th</sup> Street streetcar line stretched the capital's boundaries northward to Park Road and Colorado Avenue, promoting substantial neighborhood development as it progressed. The influence of the streetcar line offers a prime illustration of the growth patterns in the Columbia Heights neighborhood in the twentieth century. The 14<sup>th</sup> Street streetcar line offered newly established residential areas north of Florida Avenue access to the commercial corridor and downtown core.

The area north of Florida Avenue was dramatically impacted by the influx of apartment buildings. Apartment living was introduced to Washington, D.C., in the 1870s with the make-shift conversion of large buildings, including institutions and single-family residences, into small self-sufficient living units. Some of these conversions included kitchens and baths, others did not. But unlike their predecessor, the boarding house, or their corresponding form, the hotel, these revised buildings were intended to be permanent residences capable of accommodating numerous family units. These purpose-built apartment buildings provided housing for the many residents in the Upper 14<sup>th</sup> Street neighborhood. Corresponding to the development of the streetcar, these buildings tended to be grouped along 14<sup>th</sup> Street and, later, along 11<sup>th</sup> Street, both of which provided streetcar access to the employment and market areas within the city.

Combined with a strong, rapidly growing national and local economy throughout much of the last quarter of the nineteenth century, Washington, D.C., experienced a tremendous residential building boom during the Victorian period. Often multiple apartment buildings were designed and constructed at the same time, typically with identical massing and architectural detailing whose repetition was offset by projecting or recessed bays, turrets, oriels, dormers, and applied ornamentation in wood, brick, stone and metal. Most of the buildings in the area were designed, and often financed, by small-scale speculative builders. Many of the investors were carpenters, masons, and other building craftsmen who evolved into developers, but frequently they interchanged among the roles of tradesman, hired builder, and equity-holding builder/developer.

During the rash of apartment building construction, these developers intended to accommodate moderate or lower incomes by reducing design and construction costs, similar to the concept of rowhouse construction. One of the most prominent developers of apartment buildings in Washington was Harry Wardman (1871-1938), who developed over 200 apartment buildings, such as the Dresden (1909), at 2126 Connecticut Avenue, N.W. and the Northumberland (1909-10), at 2039 New Hampshire Avenue, N.W. His success was tied to locating close to the streetcar line, which was a resourceful location and one that proved a most successful start. Other developers, such as John L. Warren, the developer of Park Road Courts, took advantage of these accessible areas to locate their speculative development.

The 1910s, the decade during which Park Road Courts was constructed, continued to see a rise in apartment building construction, although it slowed towards the end World War I due to shortage of building materials. During this decade, 316 apartment buildings were constructed, with 287 of them in the northwest quadrant of the city, 29 of which are located in the Upper 14<sup>th</sup> Street neighborhood. One of the most prominent apartment

<sup>xii</sup> Leroy O. King, *100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital* ([College Park, Md.] Taylor Pub. Co. [c.1972]), 5.

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complexes constructed in this area from this decade is Clifton Terrace, located at 1308, 1312, and 1350 Clifton Street, N.W. The Clifton Terrace Apartment complex, built in 1914-1915 for Harry Wardman and designed by Frank Russell White and A.M. Schneider in the Classical Revival style, is typical of the large numbers of conventional-type, middle class apartments that were constructed throughout Washington in the 1910s and 1920s.

Although construction of apartment buildings decreased during World War I, the influx of federal workers led to a demand for more housing. By the early 1920s, architects, builders and developers rushed to fill the void and the decade experienced a burgeoning of both apartment buildings and single-family housing. In the decade after the end of World War I, from 1919 to the Stock Market Crash of 1929, 741 apartment buildings were constructed in the city, a growth paralleling the dramatic increase in single-family house construction. In fact, 41 apartment buildings were constructed in this small neighborhood during the 1920s. Competition among apartment building developers was fierce. Not only were developers scrambling to provide enough housing for the new federal workers, but they also attempted to build more attractive apartment buildings by offering the latest technological advances as well as novel interior designs and other schemes that would appeal and attract residents to their particular apartment development.

The growing popularity of the automobile affected the apartment building almost as much as public transportation. By the late 1920s, the future of the car was secured and the possibility for apartment locations became almost limitless. The car opened up possibilities for the location of new apartment buildings in far the reaches of the city, and beyond. Public transportation was no longer a requirement for the federal worker. Further, the apartment building forms changed to accommodate the automobile. First, driveways and porte-cocheres were incorporated into the designs of new buildings. Soon garages (attached and not) were seen. Prior to the 1920s it was most unusual to find buildings constructed with attached garages. However, during the 1920s zoning regulations mandated garages in larger buildings, resulting in their institution into building design. However, many of the apartment buildings enjoyed such close proximity to the 14<sup>th</sup> Street streetcar line that owning an automobile was not a necessity for the residents.

By 1930, an estimated 50% of Washingtonians resided in apartment buildings. However, this decade showed the smallest growth of apartment buildings in the Upper 14<sup>th</sup> Street neighborhood, with only 12 apartment buildings being constructed during the ten-year period. This dearth was perhaps due to the Depression and the Stock Market Crash of 1929, which financially crippled developers and builders alike.

## ARCHITECTS

As the apartment house became more prevalent, more architects tried their hand at this new class of building, some gaining the expertise necessary to insure their recognition as masters of the form. As an architect's success at apartment building design was dependent not only on the ability to render an attractive form or façade, but also in providing the developer with the number and types of units that would command the necessary income to support the project. The first designers selected tended to be Washington man who had strong architectural reputations although limited experience with the building type. Why the developers did not seek architects from other cities who might have been able to bring their experiences to these speculative undertakings is unknown.

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### ***Hunter & Bell (1902-1918)***

The Hunter & Bell partnership, the architects of Park Road Courts, was in business from 1902 until 1918 and its partners, Ernst C. Hunter and George Neal Bell, became known as specialists in the field of apartment design although initially the firm designed only single-family housing. Bell was both an investor and an architect and was responsible for bringing in much of the firm's business. His name first appears in land records and the permit database in 1902 when he bought lots in the Moore and Barbour Addition to Bloomingdale.

In 1903 and 1904 the principal work of the Hunter & Bell partnership was designing single-family semi-detached dwellings on lots owned by Bell. However, they also designed a number of semi-detached and row houses for other investors, notably John L. Warren, to whom Bell was related by marriage. Both John L. Warren and his brother, Bates Warren, were lawyers who became prominent developers in Washington, D.C. Bates Warren had married Bell's sister Lisette in 1897 and the firm's connection with the Warren family shaped the course of its practice. In 1902 Bell and John L. Warren both invested in Squares 2886 and 2887 bounded by Girard Street on the south and Harvard Street on the north between Georgia and Sherman Avenues. Hunter & Bell designed all the dwellings constructed in the two squares. In 1904 Hunter & Bell designed the firm's first apartment building, a four-story brick apartment building at 1343 Clifton Street, N.W. (demolished), commissioned by John L. Warren. It was the first of a large number of apartment buildings commissioned by John L. Warren or Bates Warren. Between 1904 and 1917, Hunter and Bell designed 53 apartment houses ranging from luxury buildings to modest flats, most of which were commissioned by one or the other of the Warren brothers.

Among Hunter & Bell's early major apartment buildings was the Gainsborough (soon renamed New Berne and now New Plaza) at Massachusetts Avenue and 12<sup>th</sup> Street, N.W. (1905). It was the first building the firm designed for Bates Warren and its first mid-rise building. The seven-story building was described in the *Washington Times* as a "thoroughly modern seven-story apartment house containing twenty-eight suites of three, four and five rooms each." The two-story base of the Renaissance revival style building is faced with Indiana limestone and the upper stories are gray hydraulic press brick. Other notable Hunter & Bell apartment buildings include the Netherlands at 1852 Columbia Road (1909) and the Stafford at 1789 Lanier Place (1910). Like Park Road Courts, most of Hunter & Bell's apartment buildings were two to four stories in height and John L. Warren commissioned the majority of them. Bates Warren commissioned Hunter & Bell to design only a few apartment buildings but they were the firm's largest ones, including the seven-story Norwood at 1868 Columbia Road (1916), built at an estimated cost of \$200,000.

Hunter & Bell's most important apartment building was 2029 Connecticut Avenue, designed for Bates Warren in 1915, one year before their design for Park Road Court, and built for an estimated \$300,000. It was constructed in an area already noted for having some of Washington's finest luxury apartment buildings, on Connecticut Avenue south of the Taft Bridge. It is included in James Goode's book, *Best Addresses*. The rusticated base and top floor of the tripartite façade are finished with terra cotta. Goode notes that its elaborate entrance porches are based on the Alwyn Court, "the most elaborate terra cotta New York apartment house ever built" and described both buildings as "Renaissance-inspired buildings with an overlay of Francis I ornament" including the "pilasters, spandrels, panels and salamanders." Interior decoration includes both Beaux Arts, Classical revival, and Tudor elements. The building attracted prominent residents including William Howard Taft (1917-18) and General John J. Pershing (1922-1926).



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While Hunter and Bell are best known for their apartment buildings, much of their design output consisted of row or semi-detached speculative housing in both expensive neighborhoods such as Lanier Heights, Adams-Morgan and Woodley Park and more modest areas including Bloomingdale and southeast Washington. They also designed detached single-family dwellings including a number of residences in Cleveland Park.

Building permits indicate that the firm was actively designing until August 1917. The United States' entry into World War I and the resulting limitations on building supplies may have curtailed its activities and led to the termination of the partnership. Only one permit was issued to Hunter & Bell after August 18, 1917: a permit dated June 15, 1918 for a single-family dwelling commissioned by a builder.

***Ernest C. Hunter (1881-1942)***

Ernest C. Hunter, one of the founding partners of Hunter & Bell, the architect for Park Road Courts, was born in December 1881, the eldest of eight children of a steamfitter. He was raised in the District but no information has been found on his training. In 1900, at age 18, he was living with his parents at 10<sup>th</sup> and H Streets, N.W., and was employed as a draftsman according to the Census. Two years later, in 1902, he formed a partnership, Hunter & Bell, with George N. Bell, a contemporary and, presumably, close friend. Bell served as best man in Hunter's 1905 wedding. After his marriage, Hunter lived in Prince George's County in a house he designed. Throughout the course of his career, Hunter was never listed on a permit in his own name except as owner of one small apartment building at 1129 New Hampshire Avenue, N.W., designed by Hunter & Bell in 1909.

Ernest C. Hunter appears to have entered government service during World War I. He was listed as a draftsman in the Quartermaster General's Office in the 1918 city directory. The 1920 Census listed Hunter as living with his family in Aurora, Arapahoe County, Colorado, and working as an architect for the U.S. Hospital there. He and his family were not found in the 1930 Census. He eventually returned to the Washington, D.C., area. He was listed as a survivor in the *Washington Post's* notice of the death of his wife in 1939 and the death of his infant grandson in August 1942 but the date and place of his death have not been found.

***George Neal Bell (1879-1956)***

George Neal Bell, the other principal architect of Hunter & Bell, was born in North Carolina in 1879, probably in New Berne where his family lived at the time of the 1880 census. His father was a bank clerk. The family moved to Washington, D.C., sometime between 1884 and 1894 and Bell's father worked as a government clerk. At age 20 George Bell worked as a clerk at the [Naval] Observatory according to the 1900 Census. Two years later Bell began investing in real estate. He was both an investor and an architect. His name first appears in land records and the permit database in October 1902 when he bought lots and obtained a permit for construction of 15 row houses, which he did not design, in the Moore and Barbour Addition to Bloomingdale. In the same year he and Ernest C. Hunter founded the architectural firm of Hunter & Bell, which was in business from 1902 until 1918. Although initially designing single family housing, the partners became known as specialists in the field of apartment design.

After the Hunter & Bell firm was dissolved in 1918, Bell continued to practice in Washington. In the 1920 census, he is listed as an architect with his own business and he was still single and living with his parents. In

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1919 Bell had formed a partnership, Rich & Bell, with Alfred S. Rich which lasted until about 1926. In this period Bell is listed as architect on some permits as Rich & Bell. However, he is listed as Neal Bell on permits for several small apartment houses and some detached dwellings in Cleveland Park commissioned by members of the Warren family, who were prominent developers in Washington, D.C. Bell's most notable building designed in partnership with Rich is the eight-story Carthage apartment building at 2301 Connecticut Avenue (1919). By 1922, Bell was designing for the second generation of Warren investors, Monroe and R. Bates Warren, and, in the early 1930s, for his nephew Earle L. Warren.

In 1925, when the District began requiring architects to register, Bell did not seek to qualify to practice as an architect rather than simply as a designer. Between 1925 and 1935 Bell's name was on no more than three D.C. permits a year. On the 1930 census Bell described himself as an architect working for a construction company. He had married by that time. In 1936, Bell started designing substantial detached Colonial Revival style dwellings in American University Park for developer and builder Samuel S. Spruce and he worked for Spruce in various capacities for the remainder of his career. Between 1942 and 1948, he was listed in city directories as clerk, office manager or office secretary for Spruce's firm. Bell's name does not appear on D.C. building permits after 1938. At the time of his death in 1956, Bell was living in Alexandria, Va.

**DEVELOPER: *John L. Warren (c. 1895-1921)***

John L. Warren, a lawyer by training, became a leading real estate developer in Washington, D.C., during the first quarter of the twentieth century. Along with his role in the development of Park Road Courts in 1916, John L. Warren established his name as a successful developer of well-constructed dwellings and apartment buildings within the city. Working alongside his brother, Bates Warren, (1870-1940), also with a law background, John L. Warren established an early connection with the architectural firm of Hunter & Bell, who designed a great number of apartment buildings for the Warrens, irrevocably associating the brothers with the building type that was spreading rapidly in popularity and in use within the city. Upon his death in 1921, in his winter home in Columbus, Georgia, John L. Warren left an estate valued at \$1,300,000, much of it tied up in vast real estate holdings throughout the district.<sup>xiii</sup>

**BUILDER: *James Elmer Fox (1880-c.1940)*<sup>xiv</sup>**

James Elmer Fox was a prominent building contractor who was active in Washington, D.C.'s construction business for over twenty years. Originally from Maryland, Fox moved to Washington, D.C. to begin his construction business and quickly gained success in the field focusing on apartment buildings for several leading developers. Fox frequently collaborated with developer John L. Warren on a number of apartment house construction projects in the District of Columbia, such as the six-story brick apartment building at 1760 Euclid Street, N.W. constructed in 1915. Estimated to cost \$150,000, the building offered 35 apartment units and measured 75 x 120 feet.<sup>xv</sup> One year later, in 1916, the same year that Park Road Courts at 1346 Park Road,

<sup>xiii</sup> "Left \$1,300,000 Estate," *Washington Post*, March 10, 1921, p. 14.

<sup>xiv</sup> Although the specific date of death is unknown at this time, after a review of local newspapers, census and death records, as well as city directory entries, it is estimated that James E. Fox died some time in the late 1930s. Thus, the date of his death is given as circa 1940.

<sup>xv</sup> "Apartments Lead All," *Washington Post*, September 12, 1915, p. RE4.

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N.W. was constructed, Fox joined forces again with John J. Warren for the construction of two additional apartment buildings in northwest Washington. Like at Park Road Courts, along with Fox securing the contract for construction, the architectural firm of Hunter & Bell drew the plans for buildings. The projects ranged from a four-story apartment building at 17<sup>th</sup> & Fuller Street, N.W., containing 33 suites, to the larger seven-story apartment building at 1156 15<sup>th</sup> Street, N.W., containing 56 apartment units.<sup>xvi</sup>

In 1922, Fox, already associated with Washington's building and contracting field for several years, joined the real estate firm of Allan e. Walker & Co., Inc. as general superintendent of construction. In this capacity, he was in charge of all the construction work of the company<sup>xvii</sup> Fox continued to be active in Washington in the construction business into the 1930s, where he branched into other areas of residential development.

<sup>xvi</sup> "Building Under Way," *Washington Post*, April 2, 1916, p. 82; "Big Apartment House Leads List of Building Permits for the Week," *Washington Post*, November 26, 1916, p. R2.

<sup>xvii</sup> "J.E. Fox Joins Walker Co.," *Washington Post*, September 24, 1922, p. 46.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 0.373 acres  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>18</u>	<u>0323845</u>	<u>4310789</u>	3	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>                    </u>	<u>                    </u>	<u>                    </u>	4	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

Park Road Courts, located at 1329 Kenyon Street, N.W., is located in Square 2843 on Lot 10 in the Columbia Heights neighborhood of Washington, D.C.

**Boundary Justification** (Explain why the boundaries were selected.)

The apartment building at 1346 Park Road, N.W., has been historically associated with Lot 10, in Square 2843, since the original construction of the building in 1916.

Park Road Courts

Name of Property

Washington, D.C.

County and State

### 11. Form Prepared By

name/title Laura Hughes and Paul Weishar, Architectural Historians, and Anna Stillner, Historic Preservationist

organization EHT Tracerics, Inc.

date January 2011

street & number 1121 5<sup>th</sup> Street, N.W.

telephone 202-393-1199

city or town Washington

state DC

zip code 20001

e-mail [laura.hughes@tracerics.com](mailto:laura.hughes@tracerics.com)

### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

### Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Park Road Courts  
**City or Vicinity:** Washington, D.C.  
**County:** Washington **State:** District of Columbia  
**Photographer:** EHT Tracerics, Inc.  
**Date Photographed:** December 2010  
**Description of Photograph(s) and number:** View looking South of North Elevation  
1 of 6.

**Name of Property:** Park Road Courts  
**City or Vicinity:** Washington, D.C.  
**County:** Washington **State:** District of Columbia  
**Photographer:** EHT Tracerics, Inc.  
**Date Photographed:** December 2010  
**Description of Photograph(s) and number:** View looking Southeast  
2 of 6.

**Name of Property:** Park Road Courts  
**City or Vicinity:** Washington, D.C.  
**County:** Washington **State:** District of Columbia  
**Photographer:** EHT Tracerics, Inc.  
**Date Photographed:** December 2010  
**Description of Photograph(s) and number:** View looking Southeast from above  
3 of 6.

Park Road Courts

Name of Property

Washington, D.C.

County and State

**Name of Property:** Park Road Courts  
**City or Vicinity:** Washington, D.C.  
**County:** Washington **State:** District of Columbia  
**Photographer:** EHT Traceries, Inc.  
**Date Photographed:** December 2010  
**Description of Photograph(s) and number:** Detail of Cornice  
4 of \_6\_.

**Name of Property:** Park Road Courts  
**City or Vicinity:** Washington, D.C.  
**County:** Washington **State:** District of Columbia  
**Photographer:** EHT Traceries, Inc.  
**Date Photographed:** December 2010  
**Description of Photograph(s) and number:** Interior View of Lobby  
5 of \_6\_.

**Name of Property:** Park Road Courts  
**City or Vicinity:** Washington, D.C.  
**County:** Washington **State:** District of Columbia  
**Photographer:** EHT Traceries, Inc.  
**Date Photographed:** December 2010  
**Description of Photograph(s) and number:** Interior View of Stair  
6 of \_6\_.

**Property Owner:**

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

name Steve Schwat, Urban Investment Partners

street & number 3404 Connecticut Avenue, N.W.

telephone (202) 684 - 7840

city or town Washington

state DC

zip code 20008

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



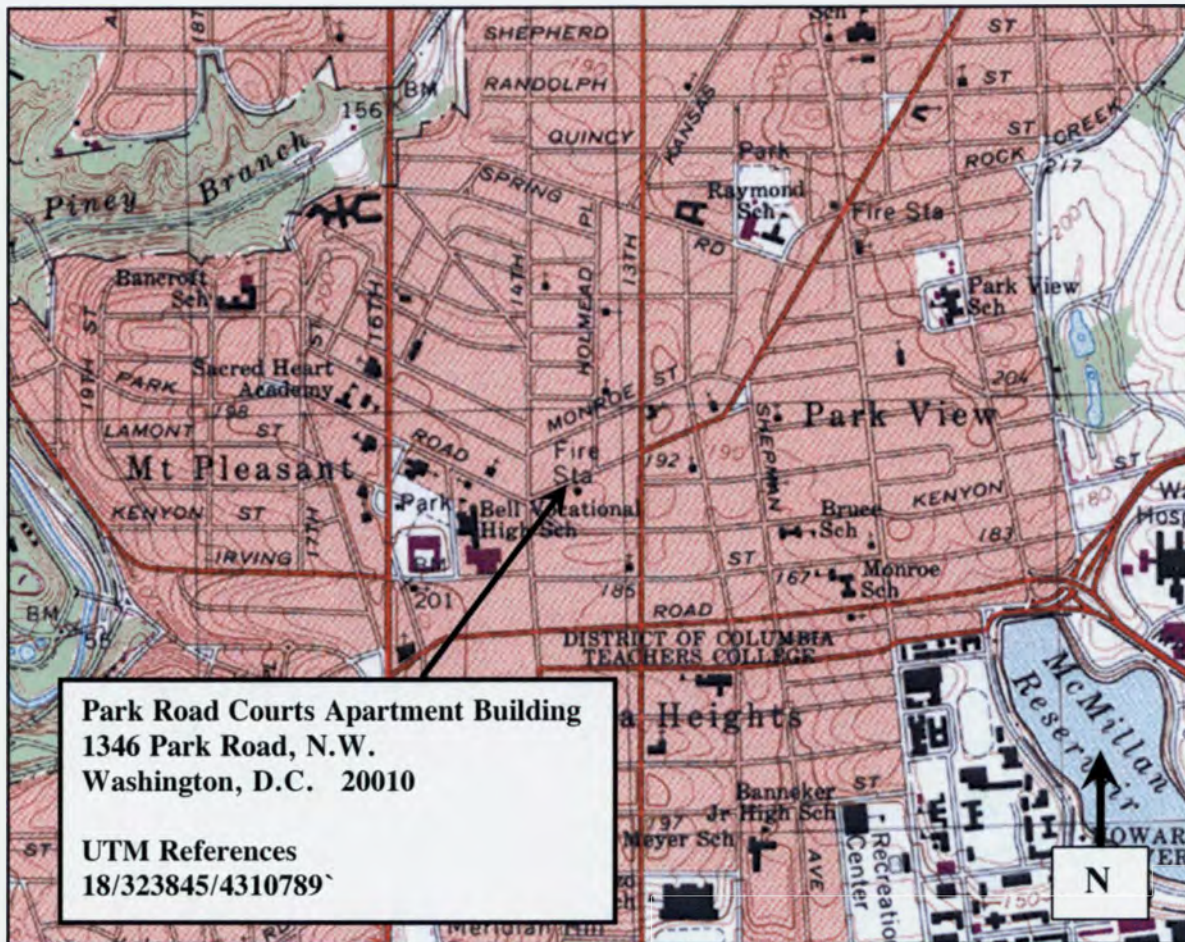
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Park Road Courts, 1346 Park Road, N.W.
Name of Property
Washington, D.C.
County and State
Apartment Buildings in Washington, D.C., 1880-1945
Name of multiple listing (if applicable)

Section number Maps Page 25

USGS Quad Map (Washington West)  
Map courtesy of Maptech.com, 2011



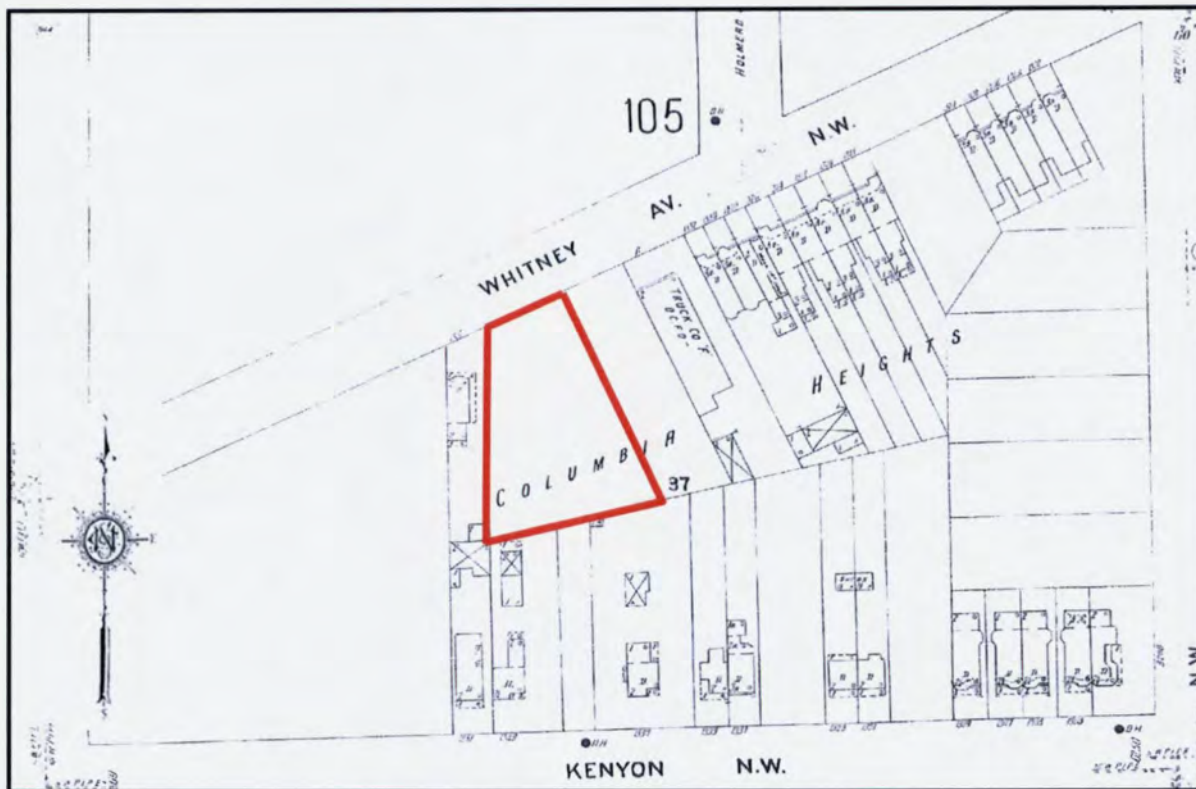
**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Park Road Courts, 1346 Park Road, N.W.
Name of Property Washington, D.C.
County and State Apartment Buildings in Washington, D.C., 1880-1945
Name of multiple listing (if applicable)

Section number Maps Page 26

**1903 Map of Property Prior to Construction of 1346 Park Road, N.W.**



*The Sanborn Building and Property Atlas of Washington, D.C., Book 1, Volume 1 (1903), Sheet 103.*

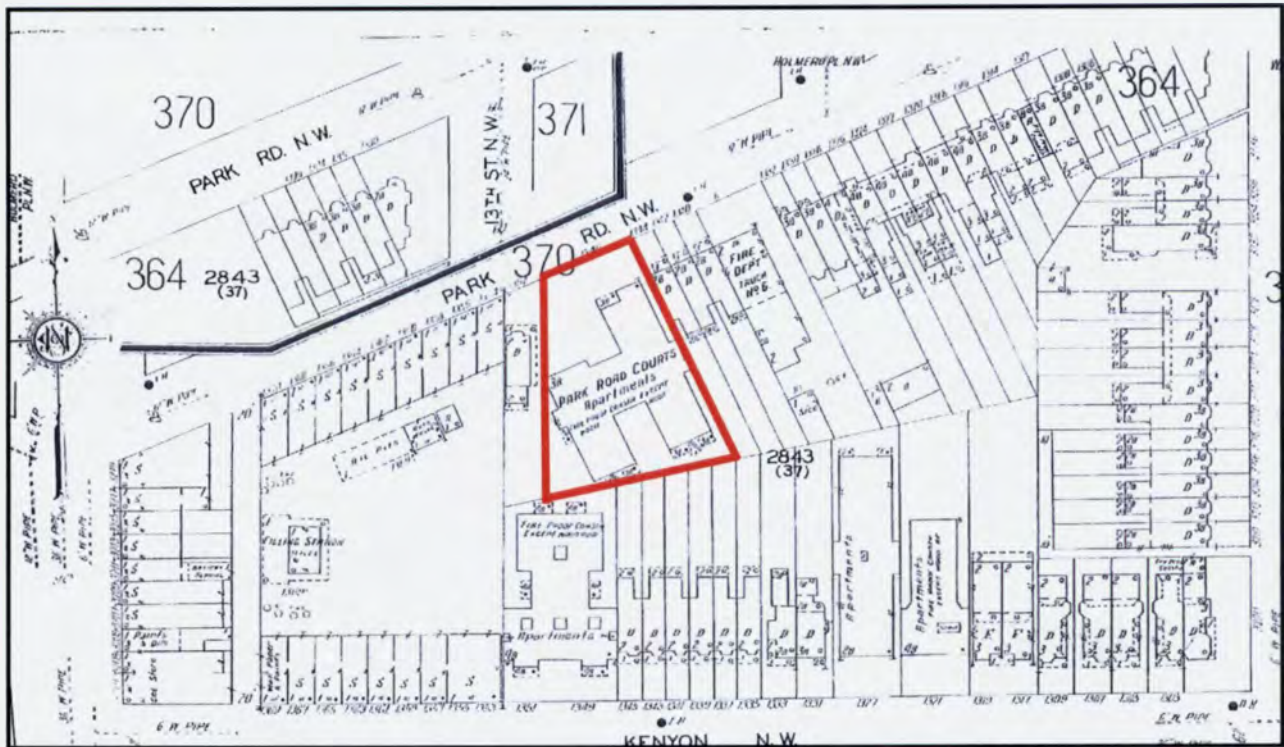
**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Park Road Courts, 1346 Park Road, N.W.
Name of Property
Washington, D.C.
County and State
Apartment Buildings in Washington, D.C., 1880-1945
Name of multiple listing (if applicable)

Section number Maps Page 27

**1928 Sanborn Map with outline of Property at 1346 Park Road, N.W.**



*The Sanborn Building and Property Atlas of Washington, D.C., Volume 3 (1928), Sheet 364.*

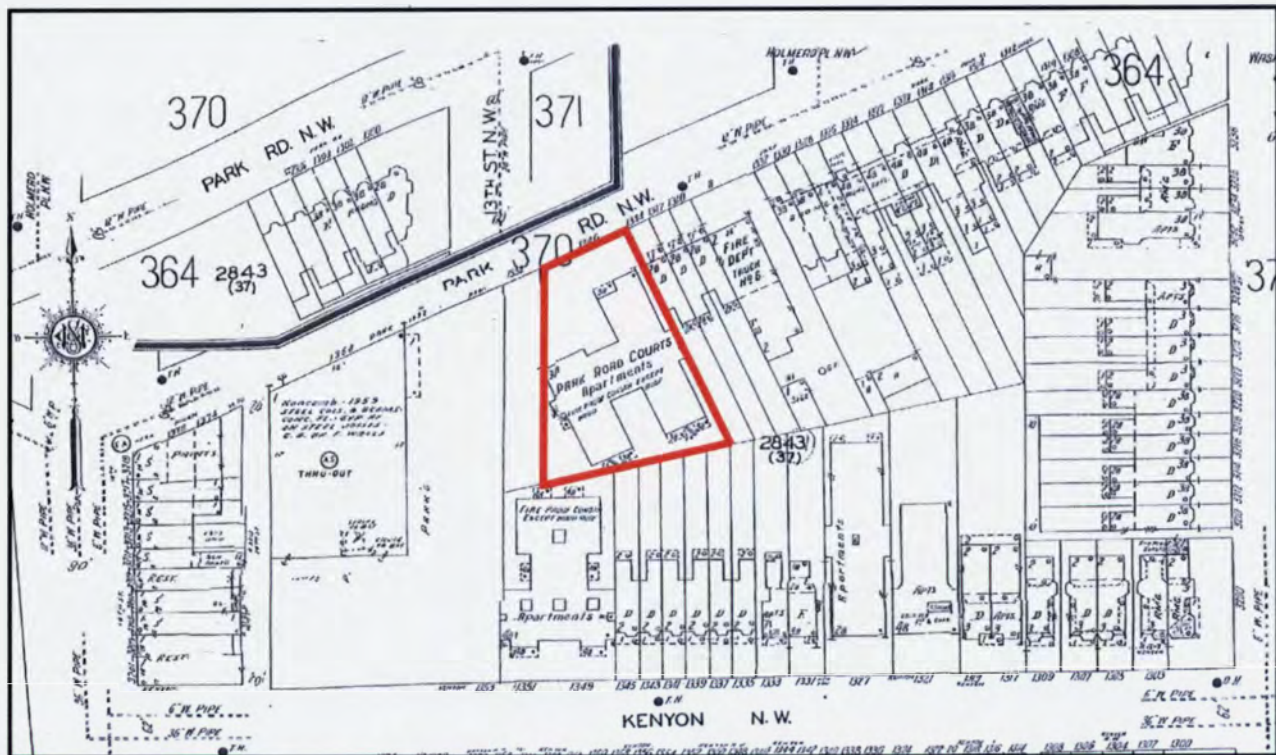
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Park Road Courts, 1346 Park Road, N.W.
Name of Property
Washington, D.C.
County and State
Apartment Buildings in Washington, D.C., 1880-1945
Name of multiple listing (if applicable)

Section number      Maps      Page 28

1959 Sanborn Map with outline of Property at 1346 Park Road, N.W.



The Sanborn Building and Property Atlas of Washington, D.C., Volume 3 (1928, updated to 1959), Sheet 364.

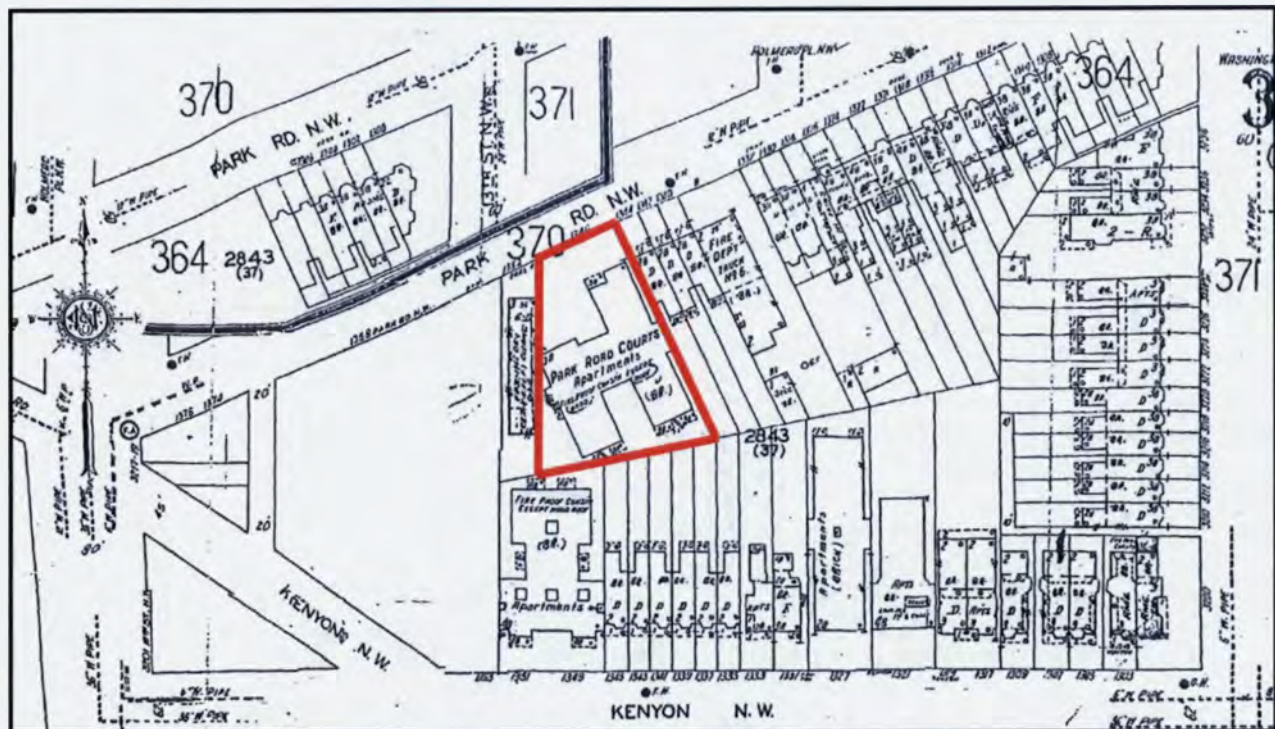
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Park Road Courts, 1346 Park Road, N.W.
Name of Property
Washington, D.C.
County and State
Apartment Buildings in Washington, D.C., 1880-1945
Name of multiple listing (if applicable)

Section number      Maps      Page 29

1999 Sanborn Map with outline of Property at 1346 Park Road, N.W.



The Sanborn Building and Property Atlas of Washington, D.C., Volume 3 (1999), Sheet 364.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Park Road Courts  
NAME:

MULTIPLE Apartment Buildings in Washington, DC, MPS  
NAME:

STATE & COUNTY: DISTRICT OF COLUMBIA, District of Columbia

DATE RECEIVED: 5/18/12 DATE OF PENDING LIST: 6/13/12  
DATE OF 16TH DAY: 6/28/12 DATE OF 45TH DAY: 7/04/12  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000380

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 7-3-12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Penn E st DC Dist Jct Jps 002 CD  
\*28-500P 113 N N N+1 NN 0696 05,08,12 2075-57 100-0

DC  
Park Road Courts  
1 of 6  
View south of north elevation





1346

1346

1352

NO PARKING  
IN FRONT OF  
BUS STOP  
EXCEPT  
FOR TAXI  
CAB OR  
BUS  
NO STANDING  
OR STOPPING  
OF TRUCKS  
OR TRAILERS  
EXCEPT  
FOR DELIVERY  
OR PICKUP  
NO TRUCKS  
OR TRAILERS  
OVER 10 FEET  
LONG

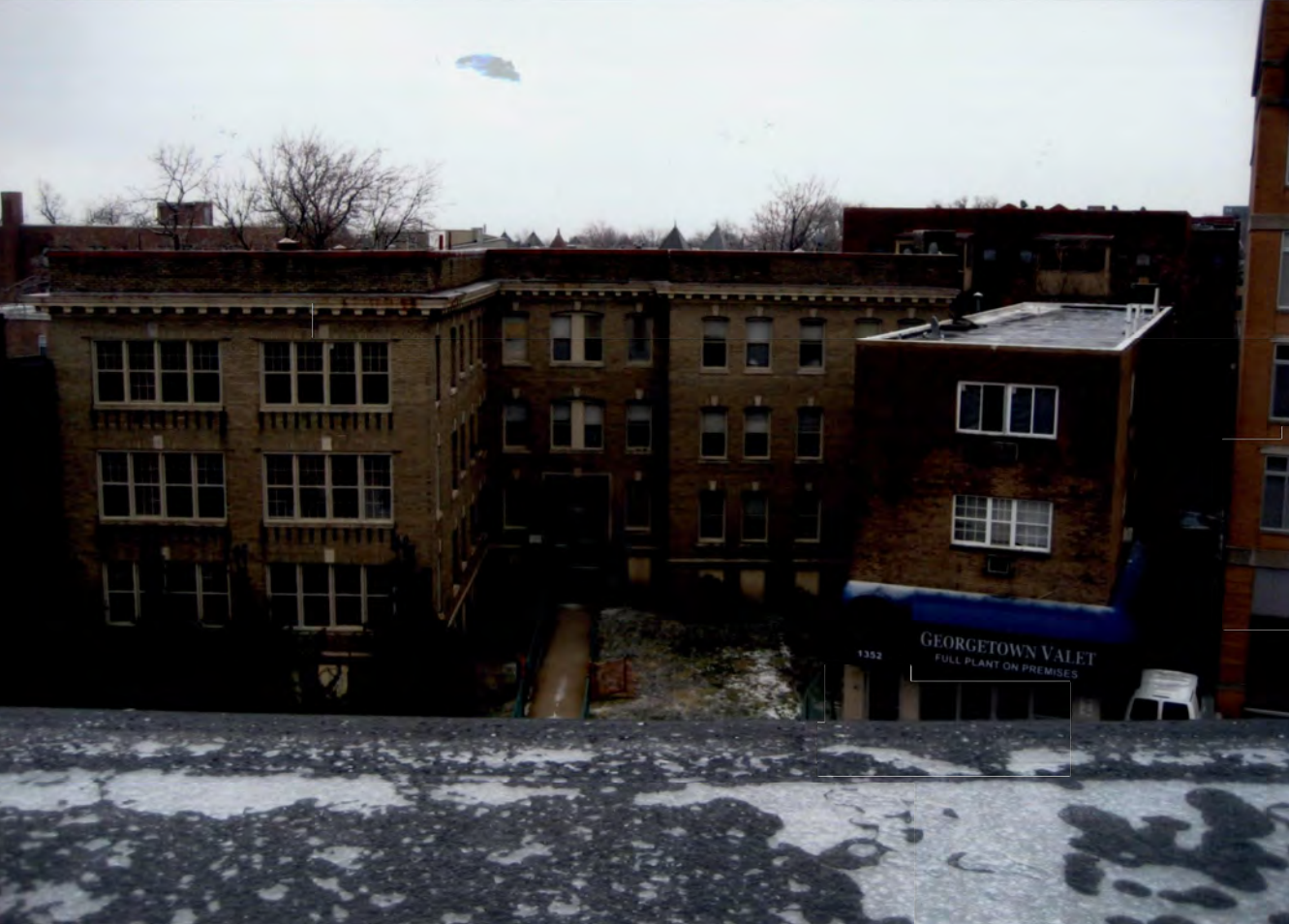


DC Park Road Courts

View southeast

2 of 6

Perm E st DC District, JPS 004 CD  
\*28-5004 113 N N N+1 NN 8696 05'08.12 2025.57 100.0



1352

GEORGETOWN VALET  
FULL PLANT ON PREMISES

DC

Park Road Courts

View from above looking south over building at  
north elevation

3 of 6

Penn. E. Dist. Ct. JPS 006 CD  
\*28-500P113 N N H1 NN 8696 05,08,12 2025, 5/100,0



DC #

Park Road Courts

Detail of course

4 of 6

Penn E st DC District JPA 007 CD  
\*28-5000113 N N N N N N N N N N 8696 05.08.12 2025.57 100\*0









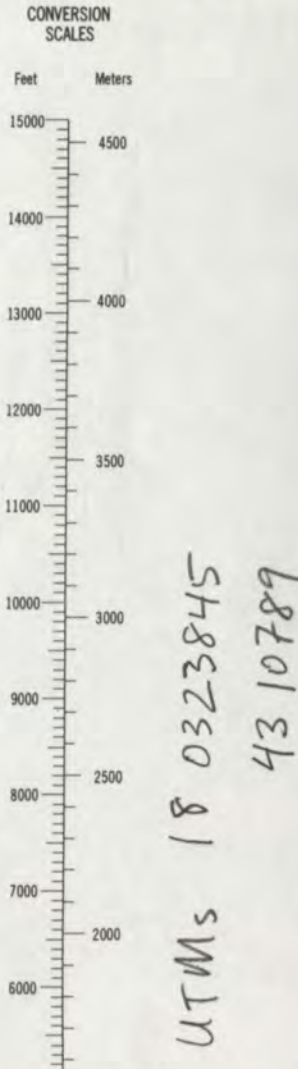
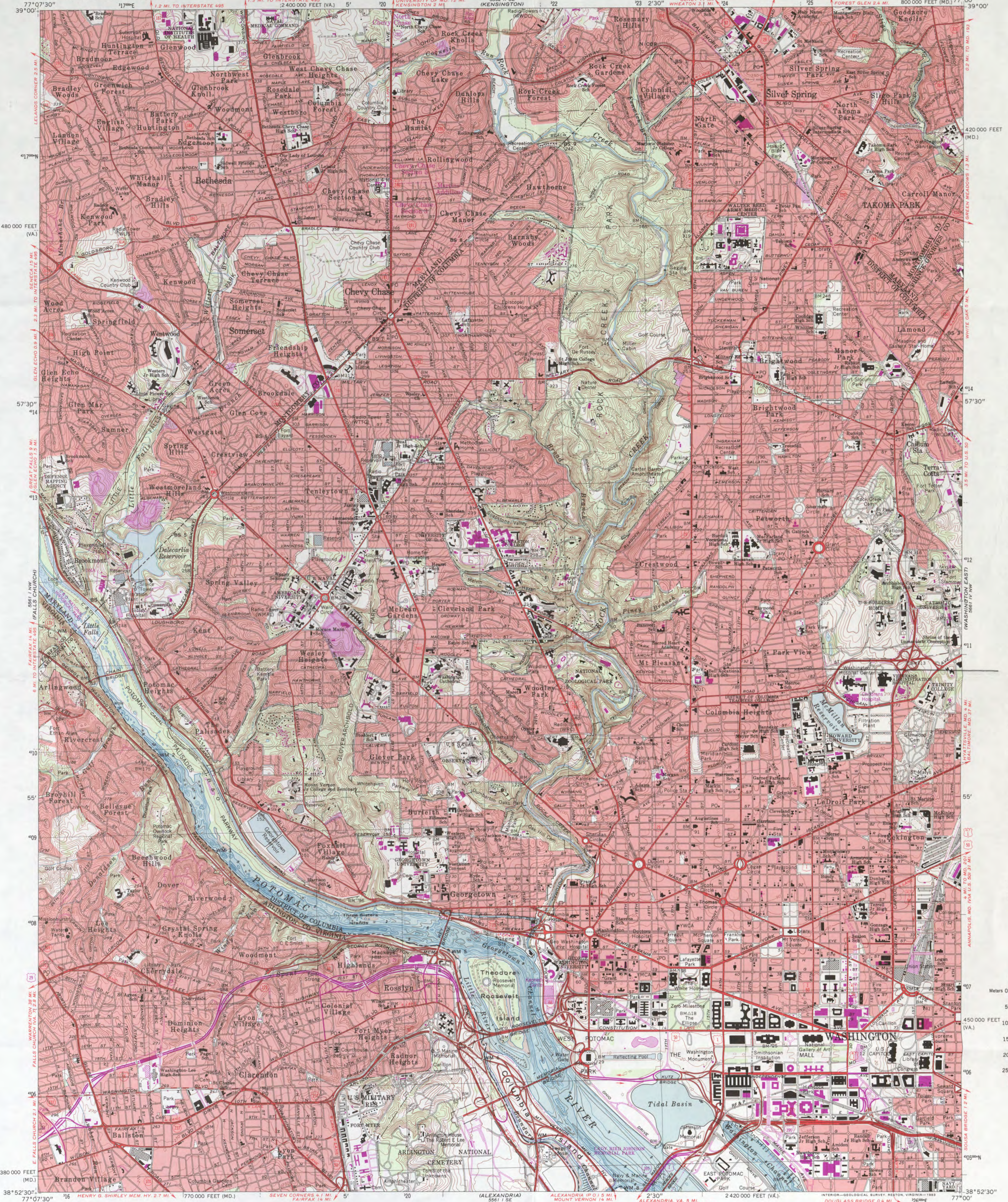
Penn. E st DC Dist. Jct. Jfg 020 CD  
\*28-500d 113 N N N 1 NN 8696 05.08.12 2058.8/100.0

DC  
Park Road Courts  
Interior Shmr  
6 of 6

# Park Road Courts

WASHINGTON WEST QUADRANGLE  
DISTRICT OF COLUMBIA-MARYLAND-VIRGINIA  
7.5 MINUTE SERIES  
(TOPOGRAPHIC-BATHYMETRIC)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

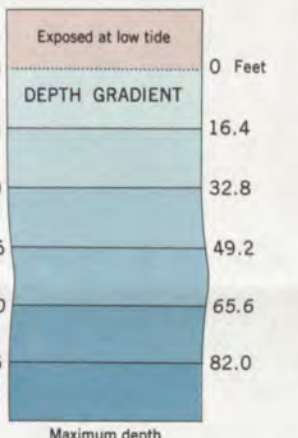


Park Road Courts

CONVERSION SCALES

Feet	Meters
1	0.3048
2	0.6096
3	0.9144
4	1.2192
5	1.5240
6	1.8288
7	2.1336
8	2.4384
9	2.7432
10	3.0480

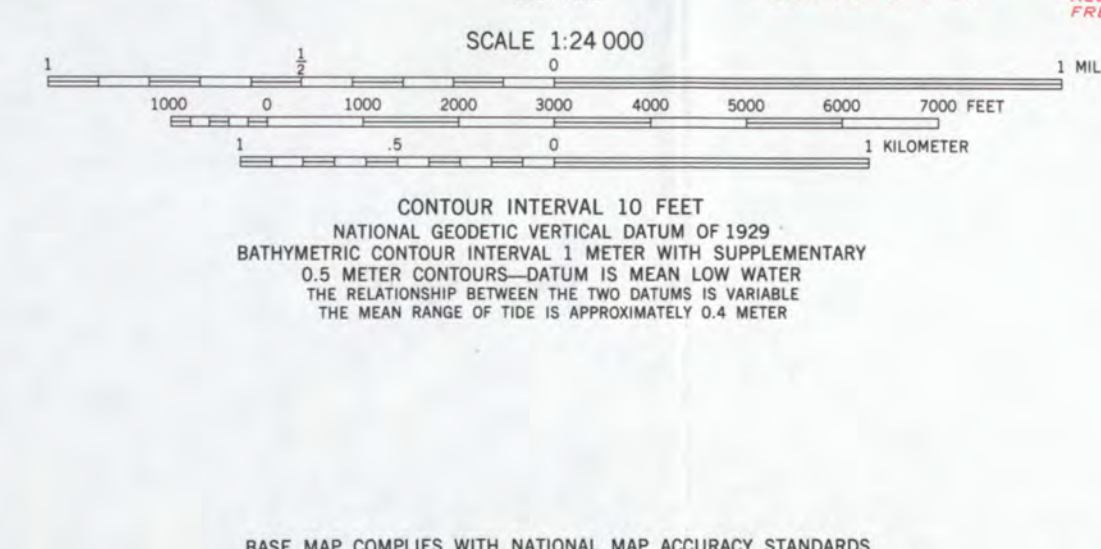
To convert feet to meters multiply by 0.3048  
To convert meters to feet multiply by 3.2808



Mapped, edited, and published by the Geological Survey and the National Ocean Service  
Control by USGS, NOS/NOAA, NPS, and WSSC  
Compiled by USGS, NOS/NOAA, NPS, and WSSC from aerial photographs taken 1955. Field checked 1956. Revised 1965  
Bathymetry compiled by the National Ocean Service from tide-coordinated hydrographic surveys. This information is intended for navigational purposes  
Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photographs. Apparent shoreline (outer edge of vegetation) shown by light solid line  
Polyconic projection, 10,000-foot grid ticks based on Maryland coordinate system, and Virginia coordinate system, north zone  
1000-meter Universal Transverse Mercator grid, zone 18  
1927 North American Datum  
To place on the predicted North American Datum 1983 move the projection lines 8 meters south and 26 meters west as shown by dashed corner ticks  
Red tint indicates areas in which only landmark buildings are shown  
There may be private inclusions within the boundaries of the National or State reservations shown on this map  
Revisions shown in purple and woodland compiled in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1983 and other sources. This information not field checked  
Map edited 1983  
Purple tint indicates extension of urban areas

NATIONAL GEOGRAPHIC SURVEY INDEX

Survey Number	Survey Date	Survey Scale	Survey Line Spacing (Naut. Miles)
H-9478	1977	1:5,000	01-08
H-9498	1976	1:5,000	01-05



BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AT THE DATE OF THE SURVEY  
FOR SALE BY U.S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852  
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTEVILLE, VIRGINIA 22903  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

91780607134344