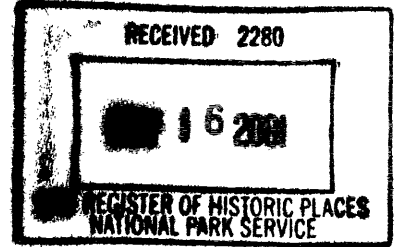


**United States Department of the Interior
National Park Service**



**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1267

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If 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: TRINITY TOWERS

Other names/site number:

2. Location

Street & Number: 3023 14th Street, NW Not for Publication

City or town: District of Columbia Vicinity

State: Washington Code: DC County: District of Columbia Code: 001 Zip Code: 20001

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.


Signature of certifying official Title


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.)

4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.

see continuation sheet

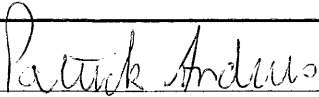
determined eligible for the National Register

see continuation sheet

determined not eligible for the National Register

removed from the National Register

other, (explain):



12/26/2001

Signature of the Keeper

Date of Action

TRINITY TOWERS

Washington, D.C.

Name of Property

County and State

5. Classification

Ownership of Property	Category of Property	No. Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> Private	<input checked="" type="checkbox"/> Building(s)	<u>1</u>	<u>0</u> Buildings
<input type="checkbox"/> Public-Local	<input type="checkbox"/> District	<u>0</u>	<u>0</u> Sites
<input type="checkbox"/> Public-State	<input type="checkbox"/> Site	<u>0</u>	<u>0</u> Structure
<input type="checkbox"/> Public-Federal	<input type="checkbox"/> Structure	<u>0</u>	<u>0</u> Objects
	<input type="checkbox"/> Object	<u>1</u>	<u>0</u> Total

Name of related multiple property listing
Apartment Buildings in Washington, DC 1880-1945

Number of contributing
Resources previously
listed in the National
Register 0

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
<u>MULTIPLE DWELLING/Apartment</u>	<u>MULTIPLE DWELLING/Apartment</u>
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
<u>Gothic Moderne</u>	foundation: <u>Brick</u>
_____	walls: <u>Brick</u>
_____	roof: <u>Composite</u>
_____	other: _____

Narrative Description

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

See Continuation Sheet

TRINITY TOWERS

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.

Criteria Considerations

(Mark x in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

[X] See Continuation Sheet

Areas of Significance

(Enter categories from instructions)

Architecture

Period of Significance

1928

Significant Dates

1928

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Warwick, Harvey

TRINITY TOWERS

Washington, D.C.

Name of Property

County and State

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):

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:

State SHPO office

Other State agency

Federal agency

Local government

University

Other

Specify repository: _____

10. Geographical Data

Acreage of property Less than one acre

UTM References

1 /18/ 3/2/3/8/0/0 4/3/1/0/5/4/6
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

Trinity Towers at 3023 14th Street, NW is located in Square 2849 on Lot 839 (old lots 12-13).

See continuation sheet

Boundary Justification

Trinity Towers has been historically associated with Lot 839 (old lots 12-13) since the original construction of the building in 1928.

See continuation sheet

CLIFTON TERRACE

Washington, D.C.

Name of Property

County and State

11. Form Prepared By

Name/title Laura H. Hughes, Jennifer J. Bunting, and Simone M. Moffett, Architectural Historians

Organization E.H.T. Traceries Inc. Date July 27 2001

Street & Number 1121 Fifth Street, NW Telephone (202) 393-1199

City or Town Washington State DC Zip code 20001

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

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

Additional items

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

Property Owner

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

name Affordable Housing Preservation Fund, LLC

street & number 962 Wayne Avenue, Suite 700 telephone 301-585-7999

city or town Silver Spring state MD zip code 20910

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. 470*et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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NATIONAL REGISTER OF HISTORIC PLACES

Continuation Sheet

TRINITY TOWERS, WASHINGTON, DC

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Trinity Towers is located at 3023 14th Street, N.W. on lot 839 (old lots 12-13) in Square 2849 in the Columbia Heights neighborhood of Washington, DC. The apartment building erected mid-block on 14th Street, is nine stories in height and constructed of brick, tile and concrete. Designed with an irregular I-shaped plan, the building has a footprint 100' wide and 157' 5" deep within a lot that is 100' wide and 177' deep. Erected on a concrete foundation with the first story 2' above grade, the building rises 89' 6" to the flat slag roof. The cost of the original construction was estimated on the permit application as \$810,000. The original design included 146 units of one to three room apartments with baths and kitchenettes.

WEST ELEVATION

Constructed on the site of the old St. Stephen's Church (1892-1925), Trinity Towers created a drastic visual difference between the old and the new when it was erected in 1928. The primary, or west, elevation faces 14th Street and is dominated by the refined decorative ground level storefronts and dramatic central entrance. Symmetrically fenestrated, the elevation measures eleven bays in width. According to a July 7, 1928 article in The Evening Star, "There will be provisions on the first floor front of the building for four stores, two on either side of a large central entrance." Only one store, located at the north side, is utilized in that capacity today. The storefronts have been altered with the introduction of infill brick and numerous metal window openings. However, much of the original detailing and design concept remains intact. The main entrance is adorned with decorative metal Art-Deco-inspired signage reading "Trinity Towers" detailed with two winged horses and scrollwork. A two-story inset vestibule with fluted beveled surround and flanking roundel windows with a metal rosette design defines the entry. Although the entry features a replacement plate glass door, the original large, one-light transom, paneled surround, and blind side windows with molded surrounds remains. Flanking the entry are the entry openings to the original storefronts. One has been infilled, but each retains the original decorative scrolled lintel. The horizontal nature of the stone work and cornice at the first story visually separates the upper stories from the street level. The vertical nature of the upper stories, a character-defining feature of the Gothic inspired design, is emphasized by the slightly recessed seven center bays of windows and capped by paired arched brickwork at the seventh story, creating a column-like appearance. Metal balconies supported by decorative metal brackets are located at the second and tenth bays, which echo the design with rounded arch openings at the ninth floor balconies. A modest stone coping at the roof edge finishes the main elevation's restrained ornamentation at the upper stories.

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Continuation Sheet

TRINITY TOWERS, WASHINGTON, DC

Section Number 7 Page 2

SECONDARY ELEVATIONS (NORTH, SOUTH, EAST)

The side and rear elevations of Trinity Towers are more utilitarian in design and function. The southern elevation, revealing the irregular I-shaped plan, measures twelve bays in width. Constructed with roughly textured brick painted a cream color, the building is pierced with 6/6 metal windows, some paired, and detailed with square-edged metal surrounds and square-edged masonry sills. Decorative brick coursing further details the elevation, including defined bays, giving the building a simplistic verticality. A small fenced courtyard defines the ground level. A group of two-story townhouses are constructed close to the southern elevation, but remain unattached. The eastern, or rear, elevation measures eight bays wide and features paired and single, non-original windows. A single rear entrance and loading dock are located on the first floor of the rear elevation. Additionally an exterior end corner chimney rises above the elevation. Consisting of a flush wall plane, the north elevation features paired and single, non-original metal windows. Located within the first bay, ghostlines of a previously adjacent historic building are visible. Currently, a two-story, red brick, modern commercial building abuts the north elevation.

INTERIOR

The interior of 3023 14th Street, in keeping with its function as an apartment building, was designed with distinct public and private spaces. As originally designed the apartments were one or three room units with kitchenettes and baths. The building continues to be accessible via two staircases at the east and west ends of the central hallway. The staircases are utilitarian in design with pipe banisters and concrete treads. Originally, a main central lounge was located beyond the elevator lobby, with a dining room for residents and a small kitchen adjacent to the lounge area.

In 1980, the interior underwent extensive alterations by Bryant and Bryant Architects as a part of the Neighborhood Strategy Area program sponsored by the Department of Housing and Urban Development. The building had been closed for three years due to housing code violations.¹ The \$4.7 million dollar renovations in 1980 created 122 new apartments with new layouts, appliances, windows and HVAC systems. During the 1980 rehabilitation, most of the original finishes and features were removed from the building.

¹ "Rehabilitation Under Way at Trinity Towers," The Washington Star, 1/25/1980.

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Continuation Sheet

TRINITY TOWERS, WASHINGTON, DC

Section Number 8 Page 1

STATEMENT OF SIGNIFICANCE

Trinity Towers, located at 3023 14th Street, N.W. on lot 839 (old lots 12-13) in Square 2849 in the Columbia Heights neighborhood of Washington, DC, stands as a representative example of the superior design and high quality of construction with attention to detail popular in Washington's distinguished apartment building designs. Constructed in 1928, Trinity Towers contributes as a significant element within the historic context of apartment building development in Washington, D.C. Its construction just north of the city took place at a time when apartments had transformed from Pre-War Golden Age to Post-War boom. The building was erected during an era of tremendous growth in residential construction in Washington, D.C. that accompanied the post-war development of the federal government. Trinity Towers is an excellent example of the type of apartment building development spurred along 14th Street by the extension of the streetcar lines northward into the suburban areas of the city in the early half of the 20th century. The building's modest appointments and amenities reflects the transition after the war from full-service luxury apartments to buildings designed and conceived for Washington's emerging and growing middle class residents. The apartment building erected mid-block on 14th Street, is nine stories in height and constructed of brick, tile and concrete. Designed with an irregular I-shaped plan, the building's original design included 146 units of one to three room apartments with baths and kitchenettes.

The building was designed by Washington architect Harvey Warwick for a conglomerate of investors known as the Trinity Real Estate and Investment Company. Warwick is best known for his work on the Westchester Apartments, one of Washington's most significant luxury garden towers, and Colonial Village, an extensive complex of modest garden apartments in Arlington County. Warwick's design for Trinity Towers is a fine illustration of the architect's 1920s apartment house design, work that will later develop sufficiently to rank him, as one of the city's most skilled apartment building designers. The nine-story, brick and concrete building was designed in a Gothic Moderne style – a style Warwick employed on several of his apartments from the late 1920s including the Westchester. Warwick combines Gothic ornamentation including the use of blind arcades and stone coping, with ornament around the main entrance associated with the Art Deco style. Presented in a form defined today as "Conventional Hi-Rise," its slightly irregular I-shaped plan provides natural light and ventilation to the apartment units. Two passenger elevators give access to its nine stories. The building's brick shell clads a structural system of concrete and hollow tile, utilizing the slab construction technology common to Washington's multi-storied buildings of the period.

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TRINITY TOWERS, WASHINGTON, DC

Section Number 8 Page 2

Trinity Towers meets National Register Criteria A and C and is significant for its architectural design. It is an excellent representative of the Gothic Moderne design by Harvey Warwick. Trinity Towers also meets the criteria specifically developed to evaluate apartment buildings pursuant to the D.C. Apartment Building Survey as identified by the National Register of Historic Places Multiple Property Documentation Form entitled *Apartment Buildings in Washington, D.C. 1880-1945* prepared by Traceries and submitted to the National Park Service in July 1993. Trinity Towers illustrates the development of the apartment movement and the acceptance of upper and middle class apartment buildings in Washington during the 1920s and 1930s. Trinity Towers was successful as one of the Post-War boom complexes spurred by the northward expansion of the streetcar line. Apartment 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. Developers saw the need to offer the latest amenities and the most pleasing architectural and landscape treatments to compete in the competitive apartment rental market. Increasingly, as can be seen at Trinity Towers, architects and developers focused on impressive exterior design and public spaces in their apartment buildings with more modestly appointed interiors or secondary elevations. The success of Trinity Towers was directly related to the combination of luxury appointments, affordably priced and sized apartment units, and convenience to the city. Additionally, Trinity Towers is sited on one of the city's highest points, offering commanding views of downtown from the upper story apartments.

Residents of Trinity Towers

The residential units occupied the upper floors of the building, while the ground level was reserved for retail space. The 1930 Boyd's *City Directory* listing for residents of Trinity Towers apartments identifies approximately 140 residents. Listed occupations for the residents included shop assistants, physicians, a dentist, and an artist among others. Commercial occupants included the Trinity Real Estate and Investment Company (1931-1973), and the Miller Engineering Company (1931-1938). In addition, the storefronts were occupied by Frazee Potomac Laundry (1930-1941), Drury Restaurant (1930-1931), Sholl's Café/Georgian Cafeteria (1931-1970), Blue Banner Hand Laundry (1941-1942), Hymie's Cafeteria (1973), Shabazz Restaurant and Catering (1974-1975), Benjamin K. Plumbing and Heating (1981), Besson's Cleaning (1985), and the S&M Market (1983-Present). From its opening, Trinity Towers appealed to professional middle and upper-middle class residents. The apartment had relatively few vacancies throughout its history.

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TRINITY TOWERS, WASHINGTON, DC

Section Number 8 Page 3

DEVELOPMENT OF THE APARTMENT INDUSTRY IN WASHINGTON

From the end of the first World War until 1929, 731 apartment buildings were constructed in Washington, twice the number built during the previous decade. This enormous increase in residential construction was the product of a burgeoning federal government faced with new responsibilities as a world leader. As necessity overcame social qualms associated with apartment living, apartment buildings spread around the city. The city's 1920 Zoning Act established categories for residential building types and targeted certain areas for multi-family construction.

This increased need for apartments was a result of many new residents, whose federal salaries could not keep up with housing prices, placing single family residences out of reach. 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 highest percentage of apartment house residents.

Changes to the apartment building type during these two decades were most notable not in the introduction of new forms, but rather in the loss of quality and services due to post-war inflation or, interestingly enough, the use of modern technology. 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.

Trinity Towers additionally, illustrates the rapid growth of the street railway system along 14th 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 principle 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. The railway lines linked the wharves in southwest Washington, D.C. with the commercial corridor along 7th Street and the growing residential neighborhoods to the north. The routes eventually came to reflect the city's developing residential, commercial, and employment patterns. By the 1880s, with the introduction of electric traction that enabled streetcars to travel faster and climb steeper grades, railway lines became a tool used by real estate developers to encourage the city's burgeoning population to inhabit new neighborhoods. Railway lines that were typically owned and operated by the real estate developers serviced these "suburban" neighborhoods, commonly outside the original city boundaries. The late 19th

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TRINITY TOWERS, WASHINGTON, DC

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century era of rapid transit expansion spurred by land developers was followed by a period of consolidation in the early 20th century. New owners, seeking profits in transportation over land development, simplified the routes and generally extended lines to serve established employment and residential areas rather than to promote new ones. The extension of the streetcar lines up 14th Street spurred high-density development along the extended routes.

The use of modern styles for Washington apartment buildings between the 1920s and the 1930s stands out as the single most significant change during those years. As visually striking as was the contrast of the light stone of the classically derived styles of the early twentieth century against the dark red brick of the Victorian era, so was the impact of the styles associated with the Modern Movement. The first phase was associated with the high-style Art Deco. The copious work of architect George Santmyers Jr. offers an excellent illustration of the stylistic transformation of Washington's apartment buildings during this era. The city's most prolific twentieth century architect, Santmyers began in the classical revival style and then slowly evolved into a Modernist designer. Trinity Towers represents this transition by bridging the more classically inspired light-brown and yellow brick apartment architecture of the late 1920s with the Art Deco motifs that were seen in Washington following the initial popularity of the style in the early 1920s. The original design had a form similar to many apartment buildings constructed in this period using the massing and simplicity of an emerging Modernist aesthetic combined with a composition and restrained ornamentation connected to the earlier traditions of Classicism.

DEVELOPMENT OF THE 14TH STREET CORRIDOR AND ITS TRANSPORTATION LINES

Upper 14th Street 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 19th century and the early 20th century in response to transportation trends of the time. With 14th Street acting as the spine of the neighborhood, it is located just north of the District of Columbia's Federal City. The development of the neighborhood followed the streetcar lines, which ran on both 11th and 14th Streets, as early as 1862. The new streetcar technology opened the Federal City and its outlying areas to residential development, making it more convenient than ever to commute downtown to work and shop. Consequently, the Upper 14th 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 20th century, the adjacent neighborhood was established as a residential community with supporting institutions such as schools, gasoline stations, telephone equipment houses, churches, and stores.

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The Upper 14th Street neighborhood lies just outside of the original boundaries of the Federal City, originally having been part of Maryland. Lying to the north of Florida Avenue, N.W. (originally Boundary Avenue), the neighborhood remained rural well into the 19th century. One of the largest landholders in this area prior to the Civil War was Columbia College (The George Washington University). At this time, the neighborhood was known as College Hill, reflecting the location of the school. During the Civil War, the government commandeered much of College Hill for use by the military. The influx of the military onto the campus, combined with the effects of the war, made it difficult for the college to continue its educational duties.

At the close of the war, Trustees of the College began to subdivide the southern end of campus into streets and alleys and lease it to developers in preparation of the eventual disposal of the campus property. The Civil War provided the first impetus for settlement and development in the northern-most sections of Washington. Although the rural nature of the neighborhood persisted until the 1870s, the Civil War spurred significant changes to the physical make-up of the area. The war resulted in the destruction of the area's natural character, with the cutting of trees, erosion, and increased traffic over the ungraded and unpaved roads. By the War's end, the capital had grown from a small, tightly grouped town centered around government-related buildings to a burgeoning city with a significant need for housing and improved amenities.

Despite a general reduction in public works projects and the curtailed funds for government construction, some street improvements and major construction projects continued during the Civil War. Most important 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 7th and 14th 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 7th Street, 14th Street, and the growing residential neighborhoods to the north. The Washington and Georgetown Railroad Company was an immediate success.

Late 19th and Early 20th Century Development: 1870-1950

These 1862 horse-drawn routes eventually came to reflect the city's developing 19th 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

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TRINITY TOWERS, WASHINGTON, DC

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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 horsecar railways in the city encouraged the development of what were then considered "outlying" suburbs. This spurred the first significant phase of residential building development in the Upper 14th Street area and coincided with the Territorial Government's Board of Public Works program to modernize the city and enact new building codes.

By 1864, when Congress approved the extension of the 14th and 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.¹ By 1902, Capital Traction ran 23 trains along 14th Street between Park Road and the B & O Depot. Streetcar service was improved in 1906-1907 with the extension of the 14th Street line north from Park Road to Colorado Avenue. The extension of the 14th 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 20th century. The 14th 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 makeshift 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 14th Street neighborhood. Corresponding to the development of the streetcar, these buildings tended to be grouped along 14th Street and, later, along 11th 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 19th 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

¹ King, Leroy O. Jr. 100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital. Pg. 5.

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TRINITY TOWERS, WASHINGTON, DC

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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 was Harry Wardman. His success was tied to locating close to the streetcar line, which was a resourceful location and one that proved a most successful start.

The 1910s continued to see a rise in apartment building construction, albeit a slow rise due to World War I and the resultant shortage in 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 14th Street neighborhood. One of the most prominent apartment complexes from this decade is Clifton Terrace. The Clifton Terrace Apartment complex 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. In 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 which 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.

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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 14th 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 14th 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.

**ARCHITECT:
HARVEY WARWICK (1893-1972)**

Noted Washington architect Harvey Warwick designed two of the Washington area's most significant apartment building complexes: the Westchester on Cathedral Avenue, N.W. and Colonial Village in Arlington, Virginia, the first large-scale Federal Housing Administration apartment complex. Harvey Warwick's first apartment building designs were the prosaic compositions in 1922 for the seven-building C-A-F-R-I-T-Z Row on Spring Road, N.W. The unusual massing seen at the Randall Mansions (1923) at 1900 Lamont Street, N.W. begins to reveal a more distinct talent. The Chalfonte (1925) at 1601 Argonne Place, N.W., presents a Mediterranean facade, distinctly influenced by contemporary Los Angeles apartment building architecture. His skill with the Gothic Revival, expressed in the 1930s as Gothic Moderne, is seen at the decidedly transitional design for Hilltop Manor (1926- now the Cavalier) at 3500 14th Street, N.W., the Miramar (1929), also on 14th Street, and his triumph, the design for the Westchester (1930) for Gustave Ring and Morris Cafritz.

In 1930, Morris Cafritz joined in partnership with Gustave Ring to conceive the apartment complex to be known as the Westchester on Cathedral Avenue. Retaining architect Warwick to execute their idea, the men intended the Westchester as a 28-acre project with four, eight-story connecting buildings. Employing the Tudor Revival style, Warwick prepared a design that fully articulated every elevation of the projecting bay designs. Only three of the four buildings were completed as the Depression reduced developer Gustave Ring's financial ability to complete his plans.

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After the Westchester, Warwick's most significant work in the 1930s is often believed to be the Art Moderne design for Cafritz' family namesake Marlyn. However, it was his associate Frances Koenig who actually designed this International Style building in 1938.

Working with Gustave Ring in 1936, Warwick designed Colonial Village in Arlington County, Virginia. This pioneering garden apartment development was the first large-scale Federal Housing Administration apartment development in the country. Warwick produced carefully conceived apartment building designs within park-like settings. Colonial Village was the area's first garden apartment complex designed as a planned community developed by Ring. The complex featured open landscaped courts and sidewalks, adjacent shopping, and meticulous attention to amenities and the comforts of renters.

Warwick designed 44 apartment buildings in Washington, D.C. from 1922-1945. He was a close associate throughout his career of Morris Cafritz and fellow Washington developer Gustave Ring. Warwick's apartment building designs include several large garden apartment complexes in northeast and southeast Washington including the Skyland Apartments and Suburban Gardens. Colonial Village in Arlington is perhaps one of Warwick's best apartment complex designs. Historian James Goode has determined that "because of its excellence in design and construction, Colonial Village became a prototype for dozens of other large garden apartment complexes in other states."²

Warwick, who employed a variety of architectural styles, produced designs for buildings ranging from the early interpretations of Art Deco to the Colonial Revival. According to Striner and Wirz: "The Commonwealth Building reveals how his [Warwick's] style, like that of so many Washington architects of this period, developed from the highly ornate and eclectic look of the late 1920s to a style rather neatly poised between Art Deco and the International style by the early 1940s."³ Clearly, Warwick's prominence as an architect is associated with his designs for apartment buildings.

BUILDER:

Miller Engineering Company

The engineering firm responsible for the building of Trinity Towers first appears in the *Chesapeake*

² Goode, James. *Best Addresses*, p. 332.

³ Hans Wirz and Richard Striner. *Washington Deco*, p. 44.

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and Potomac telephone directory as a contracting firm in 1928, with an address listed at 815 15th Street, NW. By the following year, in 1929, the firm occupied offices in the Trinity Towers building, which it held until 1938, according to *Boyd's City Directory*, when it appears the firm dissolved. Based on the company's location within Trinity Towers, and according to the District of Columbia Historic Structures Database, which lists Trinity Towers as its only project, it appears the firm may have been created specifically for the Trinity Towers project.

CONCLUSION

In conclusion, the 1928 Trinity Towers building is a significant example of noted Washington architect Harvey Warwick's Gothic Moderne style apartment building designs. Trinity Towers was planned as a large, urban apartment building sited on one of the city's important thoroughfares, established by the extension of the streetcar lines north of the city. Trinity Towers, in conjunction with other apartment buildings along 14th Street formed an impressive corridor of modestly appointed apartment buildings that had enormous appeal to Washington's expanding federal and middle income workforce during the first decades of the twentieth century. The fine exterior treatments and attention to detail are of significance in the realm of Washington's historic apartment buildings, an important aspect of the city's evolution, as fully documented in the historic context of the Multiple Property Document: *Apartment Buildings In Washington, D.C. 1880-1945*.

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Map Collection

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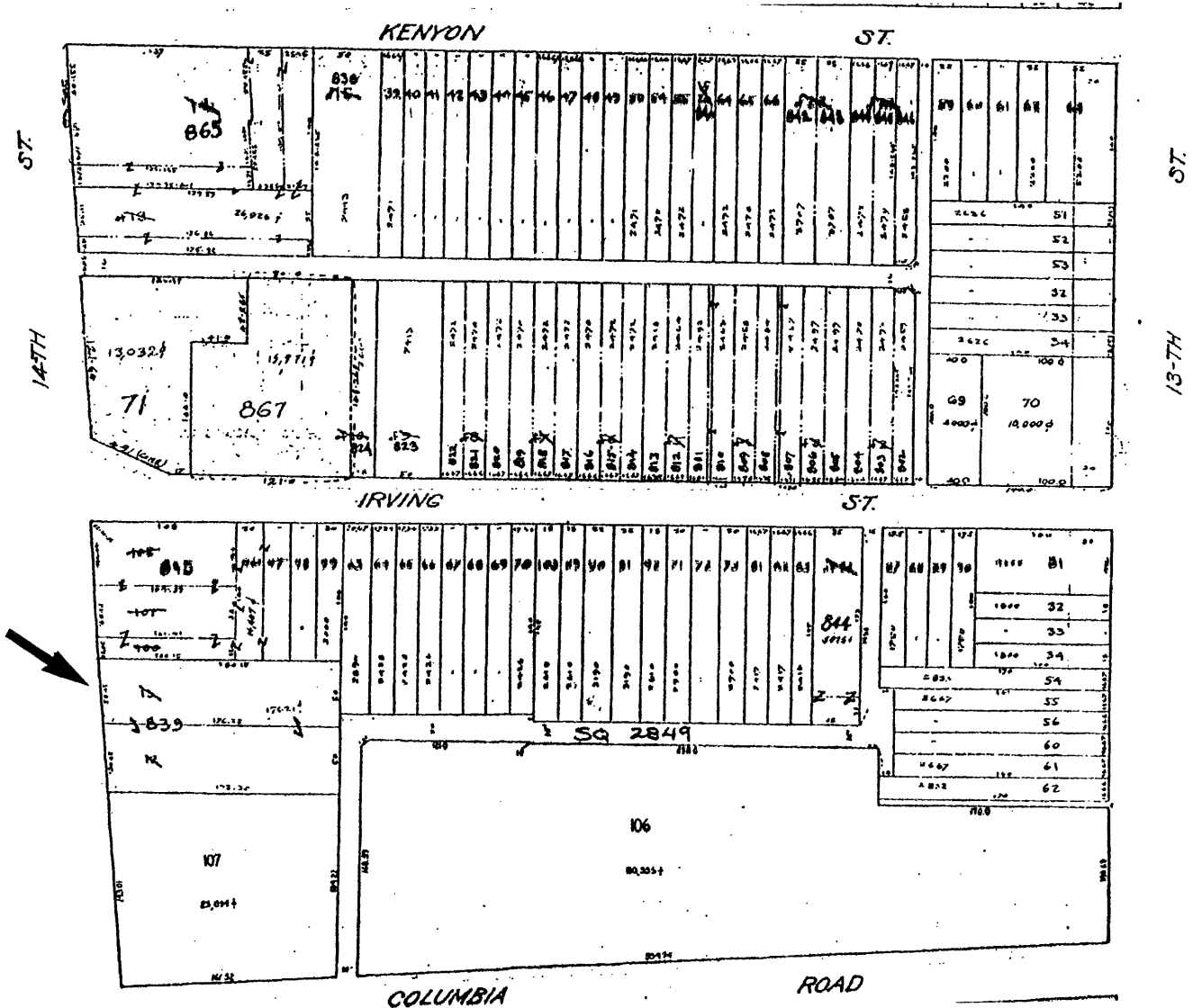
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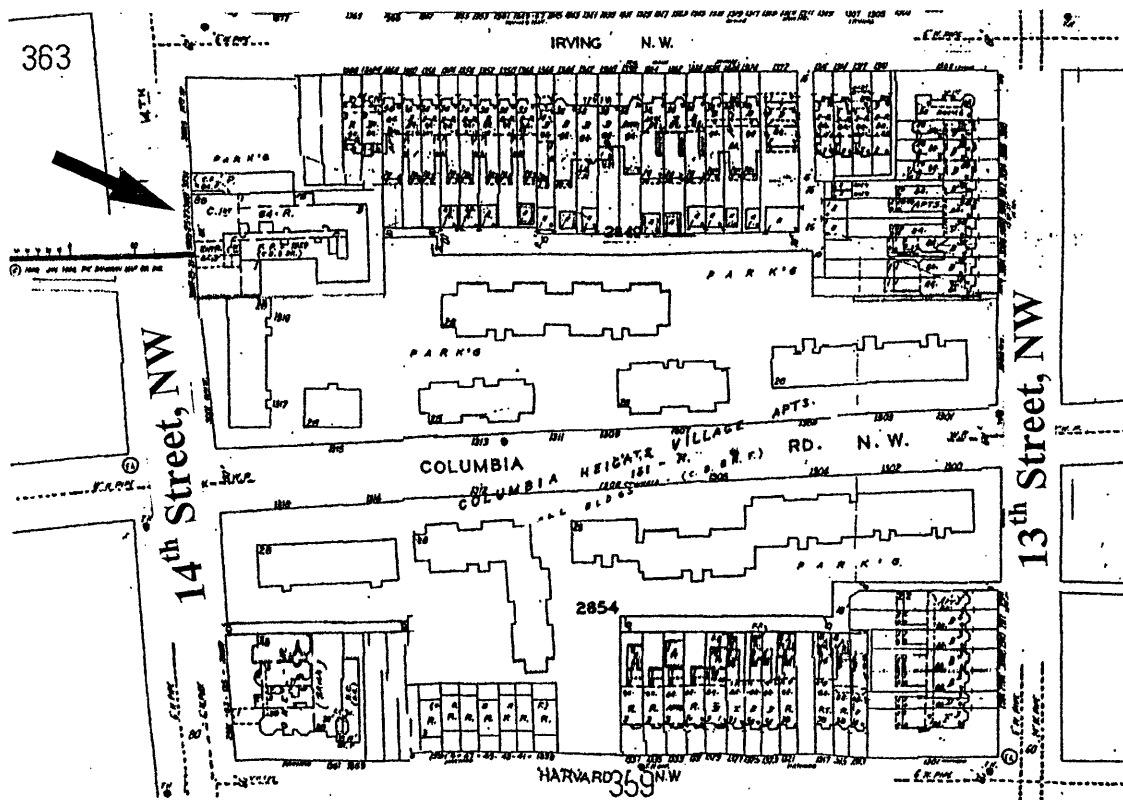


MAP 1: 1998 Sanborn Map



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MAP 2: 1998 Sanborn Map

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All photographs are of:
TRINITY TOWERS
Washington, DC
E.H.T. Tracerics, Inc., Photographer

All negatives are stored with the DC Historic Preservation Department

DATE: July, 2001
VIEW OF: Trinity Towers from 14th Street,
View Looking Northeast
PHOTO: 1 of 4

DATE: July, 2001
VIEW OF: Main Elevation, View Looking
East
PHOTO: 2 of 4

DATE: July, 2001
VIEW OF: Main Entrance, View Looking
East
PHOTO: 3 of 4

DATE: July, 2001
VIEW OF: Main Elevation, View looking
East
PHOTO: 4 of 4

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 01001367 Date Listed: 12/26/2001

Property Name: Trinity Towers County: State: DC

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrews
Signature of the Keeper

12/26/2001
Date of Action

Amended Items in Nomination:

This SLR makes two technical corrections to the form. The building is nominated under the Area of Significance of Architecture, and Criteria A and C are checked. The form does not provide an Area of Significance for Criterion A, so it is deleted and the buildings are listed only under Criterion C. Also, in Section 3 of the form no Level of Significance is checked, so Local has been selected.

DISTRIBUTION:

- National Register property file**
- Nominating Authority (without nomination attachment)**