

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



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**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

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

**1. Name of Property**

historic name WASHINGTON HEIGHTS HISTORIC DISTRICT  
other names/site number \_\_\_\_\_

**2. Location**

street & number Bounded by Columbia Road, N.W.; 19<sup>th</sup> Street, N.W.; 18<sup>th</sup> Street, N.W.; and Florida Avenue, N.W.  
city or town Washington  
state District of Columbia code DC county N/A  
not for publication \_\_\_\_\_  
vicinity \_\_\_\_\_  
code 001 zip code 20009

**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.)

David Maloney DAVID MALONEY ACTING SHPO 8-14-2006  
Signature of certifying official Date

State or Federal Agency or Tribal government

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

Signature of commenting official/Title Date

State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:

- entered in the National Register  
    \_\_\_ See continuation sheet.
- determined eligible for the National Register  
    \_\_\_ See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

Signature of the Keeper: Eason H. Beall Date of Action: 9.27.06

**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:

Contributing	Noncontributing
<u>347</u>	<u>40</u> buildings
<u>0</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>347</u>	<u>40</u> Total

Number of contributing resources previously listed in the National Register 1 ( Wyoming Apartments )

Name of related multiple property listing Apartment Buildings in Washington, D.C., 1880-1945  
(Enter "N/A" if property is not part of a multiple property listing.)

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## 6. Function or Use

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Historic Functions (Enter categories from instructions):

Cat: \_\_\_\_\_  
\_\_\_\_\_ DOMESTIC  
\_\_\_\_\_ DOMESTIC  
\_\_\_\_\_ DOMESTIC  
\_\_\_\_\_ COMMERCE/TRADE  
\_\_\_\_\_ RELIGION  
\_\_\_\_\_ EDUCATION  
\_\_\_\_\_ RECREATION AND CULTURE  
\_\_\_\_\_ GOVERNMENT  
\_\_\_\_\_ TRANSPORTATION

Sub: \_\_\_\_\_  
\_\_\_\_\_ single dwelling  
\_\_\_\_\_ multiple dwelling  
\_\_\_\_\_ secondary structure  
\_\_\_\_\_ specialty stores  
\_\_\_\_\_ religious facility  
\_\_\_\_\_ school  
\_\_\_\_\_ theater  
\_\_\_\_\_ diplomatic building  
\_\_\_\_\_ rail-related

Current Functions (Enter categories from instructions):

Cat: \_\_\_\_\_  
\_\_\_\_\_ DOMESTIC  
\_\_\_\_\_ DOMESTIC  
\_\_\_\_\_ DOMESTIC  
\_\_\_\_\_ COMMERCE/TRADE  
\_\_\_\_\_ COMMERCE/TRADE  
\_\_\_\_\_ COMMERCE/TRADE  
\_\_\_\_\_ EDUCATION  
\_\_\_\_\_ RELIGION

Sub: \_\_\_\_\_  
\_\_\_\_\_ single dwelling  
\_\_\_\_\_ multiple dwelling  
\_\_\_\_\_ secondary structure  
\_\_\_\_\_ specialty stores  
\_\_\_\_\_ restaurant  
\_\_\_\_\_ financial institution  
\_\_\_\_\_ school  
\_\_\_\_\_ religious facility

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## 7. Description

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Architectural Classification (Enter categories from instructions):

\_\_\_\_\_ LATE VICTORIAN/Queen Anne, Romanesque Revival, Gothic Revival, Italianate  
\_\_\_\_\_ LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Beaux Arts, Colonial Revival, Classical Revival, Tudor Revival,  
\_\_\_\_\_ Mission/Spanish Colonial Revival  
\_\_\_\_\_ LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS/Bungalow Craftsman  
\_\_\_\_\_ MODERN MOVEMENT/Moderne, Art Deco  
\_\_\_\_\_ OTHER/Altered Commercial Buildings

Materials (Enter categories from instructions):

foundation: \_\_\_\_\_ CONCRETE; BRICK; STONE, sandstone  
\_\_\_\_\_ roof: \_\_\_\_\_ ASPHALT; METAL, copper, tin, aluminum; STONE, slate; TERRA COTTA  
\_\_\_\_\_ walls: \_\_\_\_\_ CONCRETE; BRICK; STONE, sandstone, limestone, granite; WOOD, weatherboard; GLASS;  
\_\_\_\_\_ METAL, iron; STUCCO; TERRA COTTA  
other: \_\_\_\_\_  
\_\_\_\_\_

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

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**LOCATION**

Washington Heights is located in the northwest quadrant of the District of Columbia. The general boundaries of this triangular-shaped neighborhood include Connecticut Avenue and Columbia Road on the west/northwest, 18<sup>th</sup> Street on the northeast/east, and Florida Avenue on the south. Like its name suggests, Washington Heights is located on a rise that begins at Florida Avenue and continues northward to Columbia Road, where the topography becomes level. Washington Heights is currently part of what is now known as Adams Morgan and consists of single-family and multi-family residential buildings, commercial buildings, as well as religious and educational buildings, and parks.

**SUMMARY DESCRIPTION**

Architecturally, Washington Heights is defined by nineteenth- and early-twentieth-century rowhouses, and apartment and commercial buildings built during the first half of the twentieth century. The streets of Washington Height create a visible distinction between the building types: the smaller, interior streets including Belmont Road, Kalorama Road, Wyoming Avenue, California Street, Vernon Street, and 19<sup>th</sup> Street are predominately lined with rowhouses and small apartment building, while the boundary streets, including Connecticut Avenue, Columbia Road, 18<sup>th</sup> Street, and Florida Avenue, which are wider, are primarily lined with large apartment buildings and commercial buildings. Typically, the rowhouses are three-stories high above a raised basement and exhibit characteristics of late-nineteenth- and early-twentieth-century architectural styles such as the Romanesque Revival, Classical Revival, and Colonial Revival. Common features include projecting bays, towers and turrets, entry stoops, and full-width one-story porches. The continuous massing of the rowhouses is often broken by small three- or four-story apartment buildings that are designed in similar styles and are in keeping with the scale and form of the neighboring single-family dwellings. Typically, the large apartment buildings are five to eight stories and exhibit more high-style characteristics of the Beaux Arts and Classical Revival styles. A small number of mid-to-late-twentieth-century buildings have been constructed in Washington Heights, often built after the demolition of a group of smaller single-family houses. Regardless of their age and the circumstances of their construction, these buildings reflect similar types, scale, form, and materials as the buildings

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initially constructed in the neighborhood. A distinct facet of Washington Heights is 18<sup>th</sup> Street, which consists of a number of rowhouses that have been altered since the early-twentieth-century for commercial use. Alterations to the rowhouses, which overwhelmingly consists of storefront windows and entries, has been continuous as tenants, owners, and architectural fashions change. In addition to these primary resources, Washington Heights also contains a number of secondary domestic outbuildings, including garages, a carriage house, and a shed, that line the alleys. The majority of these buildings were constructed during the first half of the twentieth century.

Typically, buildings in Washington Heights that are listed as non-contributing resources have lost their integrity due to a loss of the original design, workmanship, and material (the removal of original massing and/or ornamentation) or due to the construction large additions that mask or detract from the original design, workmanship, and materials, including its massing and form, of the building. Washington Heights contains 316 primary resources and seventy-one secondary resources. Of these, 288 of the primary resources and fifty-nine secondary resources contribute to the historic district.

**RESIDENTIAL BUILDING FORMS OF WASHINGTON HEIGHTS**

Early residential construction in Washington Heights consisted of speculative rowhouses often built in groups for middle-class residents and their families. Although some of these houses were owner-occupied, most were constructed by developers and sold or were rental units. Unlike the subdivisions directly west of Washington Heights, only a few large single dwellings were built for members of Washington, D.C.'s upper class. However, by the turn of the twentieth century, the construction of a small number of large, luxury apartment buildings brought greater numbers of upper-middle-class residents and professionals to the area. Smaller apartment buildings erected during this time continued to attract middle- and working-class residents. Overall, the residential architecture reflects the demographics of the Washington Heights neighborhood when it first developed as a middle-class neighborhood lined with rowhouses and as the home of high-ranking government workers and professionals who lived in the luxury apartment buildings.

Many of Washington's prominent architects designed buildings in Washington Heights from the

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elaborate apartment buildings to the more modest rowhouses. These architects designed attractive, affordable buildings for the middle-class market and in the fashionable styles of the time such as Romanesque and Classical Revival styles and later the Colonial Revival and Beaux Arts styles. Overall, Washington Heights is defined by the large apartment buildings and commercial buildings that line the exterior boundaries of Columbia Road, 18<sup>th</sup> Street, and Florida Avenue, and the inner grid of streets that are lined with three-story brick rowhouses and small, three or four-story apartment buildings.

**The Rowhouse**

Rowhouse construction was widespread in Washington, D.C. during the last quarter of the nineteenth century and was the primary domestic building form executed in Washington Heights at this time. Rowhouses were typically built in multiples of three or more; however, in some instances they were built as single units or in pairs. Characteristically, rowhouses were designed as narrow buildings to conform to the twenty-five-foot-wide urban lots with party walls separated each house from its neighbor. Architectural features were often limited to the facades, while the side elevations, if exposed, were left unadorned and often unfenestrated. Rear elevations were also unarticulated and frequently contained sleeping porches and pantry sheds. Developers favored rowhouses as a building type in the late nineteenth and early twentieth centuries as they were inexpensive to build and could be constructed quickly to keep up with the housing demands of the rapidly expanding city. Illustrating its versatility, the rowhouse was designed in a variety of different styles and forms.

The first building permit in Washington Heights was issued in 1891 for a three-story rowhouse. Located at 1862 Wyoming Avenue, the house was built for owner Mason N. Richardson and was designed by architect Joseph A. Sibley. The house consists of a typical side-passage plan and its simple façade is adorned with a rounded bay and a corbelled brick cornice. Although it was the only house on the block at the time of its construction, the building was designed as a rowhouse type, spanning the entire width of the lot and in anticipation of abutting neighboring buildings, it was not fenestrated on the side elevations.

Subsequent building permit applications were not recorded until 1894, allocating for the construction

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of a three-story brick house at 2314 18<sup>th</sup> Street, and in 1895, for two rowhouses at 1820 Kalorama Road and 2316 18<sup>th</sup> Street. The 1900 *Sanborn Fire Insurance Maps* show several houses in Washington Heights similar to these examples that were designed to accommodate future development. Despite the availability of land, houses were often built on half of the lot.

Speculative rowhouse development appeared in Washington Heights by the late 1890s, as evidenced by building permit applications for a group of buildings constructed for Charles W. Simpson by architects Morgan and Johnson at 2108-2122 18<sup>th</sup> Street and a group at 2437-2453 18<sup>th</sup> Street for John Sherman by architect Waddy B. Wood in 1897. The group of rowhouses at 2108-2122 18<sup>th</sup> Street consists of two alternating designs, illustrating the repetition used in most early rowhouses.<sup>1</sup> By 1900, several rowhouse blocks lined the streets of Washington Heights with empty lots in between, primarily along 18<sup>th</sup> Street, the north side of Vernon Street, the north side of Kalorama Road, and the eastern section of Belmont Road

Architect Waddy B. Wood designed a group of three rowhouses at 1790-1794 Columbia Road in 1897 and 1796 Columbia Road in 1898. The plans for the houses were described in *The Washington Post* in 1897:

There will be a parlor, reception hall, dining-room, butler's pantry, and a kitchen on the first floor. . . The front stairways will be very handsomely treated in dark wood, colonial style. The parlors will be in modified empire style, and the dining-rooms in dark natural wood, with paneling and tapestry. The fronts will be of Indiana limestone and gray Raritan Roman shape bricks, surmounted with red tile roof, with all trimmings of copper. The upstairs woodwork will be in enameled white. Tiled vestibules and bathrooms, nickel plumbing, and porcelain-lined tubs will be introduced.<sup>2</sup>

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Several of the rowhouses constructed between 1907 and 1916 in Washington Heights were the work of developer Harry Wardman. Here, he “responded to the newly platted streets with a new rowhouse type,” which was “more horizontal in nature, and more importantly, had a full front porch.”<sup>3</sup> Unlike many developers who varied the designs of rowhouses by alternating two different plans, Wardman’s rowhouses were all identical with the exception of the end units where Wardman varied the designs with a contrasting bay or roof type.<sup>4</sup> The Queen Anne-style rowhouse flats at 2319-2337 18<sup>th</sup> Street, constructed in 1904, are easily identified as the work of Wardman and architect Nicholas Grimm with their square bays topped with conical roofs and the garland friezes located underneath the eaves.<sup>5</sup> Wardman contracted architect Albert H. Beers to design seven rowhouses at 2216-2228 18<sup>th</sup> Street in 1911. The two-story brick buildings are two-stories high and three bays wide with flat roofs. Bracketed overhanging false mansard roofs, originally clad in slate shingles, line the row of buildings. These buildings were constructed for commercial use on the first story and residential use on the second story; the dual use is clearly indicated by the presence of two single-leaf entrances that flank a large storefront window. Despite alterations to the storefronts, the original transom windows are apparent on many of the buildings and the original cornices with a Greek key motif remain intact. The end unit at 2228 18<sup>th</sup> Street differs slightly from the other units with a canted corner.

The architectural firm of Wood, Donn, and Deming built three rowhouse at 1929, 1931, and 1933 19<sup>th</sup> Street for Charles H. Davidson in 1908, illustrating the variety of developer-built rowhouses in Washington Heights. The two-and-a-half-story, Classical Revival-style brick dwellings are very similar in design but differ slightly in detail. The houses, much larger in size than traditional rowhouses, were constructed at the same time and share party walls. Designed with a central-hall plan, the fenestration on the symmetrical facades include 6/6 double-hung windows with jack-arched lintels and keystones. Both houses at 1929 and 1933 19<sup>th</sup> Street have a compressed, wood-frame upper-story clad in stucco with an overhanging hipped roof. The center dwelling at 1931 19<sup>th</sup> Street differs with a side gable roof and three shed dormers. The high-level of craftsmanship and design is further illustrated by the ornamental entrances including the Colonial Revival-style door surround at 1933 19<sup>th</sup> Street that includes Ionic columns and a modillioned, segmental-arched pediment. These houses were constructed for upper-class residents compared to the more modest rowhouses in the neighborhood that were marketed to the middle class. The dwelling at 1933 19<sup>th</sup> Street, for example,



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was bought by Gerson Nordlinger, a prominent Washington real-estate developer who lived in the house with his family by 1920.<sup>6</sup>

Despite the fact that early development in Washington Heights consisted predominantly of groups of rowhouses constructed by developers, single rowhouses also appeared in Washington Heights at the turn of the nineteenth century and offered a more unique and often elaborate alternative to the traditional rowhouse. These buildings were designed in a comparable scale and style to adjacent buildings, therefore reading as a cohesive unit within the streetscape. However, since these rowhouses were built independently, they often did not share a party wall with the neighboring buildings. Compared to rowhouses constructed in groups, these rowhouses were usually designed with a larger variety and higher quality of building materials and architecturally were more detailed. Although these rowhouses were architecturally more distinguished than groups of rowhouses, reflecting the tastes and preferences of the architects and owners, many of the houses were also built by developers and rented or immediately sold after their construction.

One example is the three-story rowhouse at 1834 Kalorama Road, built in 1901 to the designs of architect C.B. Coville. Unlike most of the houses in Washington Heights, this rowhouse was not built for a developer. Owner Vernon Bailey, chief field naturalist for the Bureau of Biological Survey (now the Fish and Wildlife Service), lived in the house with his wife and a female African-American servant, until his death in 1942. The brick house has a buff-colored brick façade and a three-story canted bay capped with a conical roof containing exposed eaves. The steeply-pitched, slate-clad false mansard roof has a hipped dormer window. A front stoop is lined by a heavy stone balustrade and the entrance to the house is delineated by a wide arched opening containing double doors. A heavy stone balustrade with stone brackets is located on the second story above the entrance.

An additional example is the rowhouse located at 1839 Wyoming Avenue, constructed in 1908 for Clarence A. Aspinwall. Aspinwall commissioned architect George Oakley Totten, Jr. to build his two-and-a-half-story Colonial Revival-style house. Three bays wide, the side-hall brick house has keystone lintels, a fanlight entry, and a wood dentil cornice. The false mansard tin roof is pierced by three gabled dormers containing round-arched windows. The roof is lined with a decorative

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balustrade. The house is wider than most traditional rowhouse and reads more like a freestanding house than a rowhouse regardless of its location between two other structures. Other examples of individual rowhouses include the three-story Colonial Revival-style dwellings at 1835-1847 Wyoming Avenue (1911), 1832 Wyoming Avenue (1911), 1840 Wyoming Avenue (1911), 1822 Kalorama Road (1913), and 1810 Wyoming Avenue (1914).

**Mansions**

Despite the dominance of rowhouse development in Washington Heights, a few larger dwellings, or mansions were built in the neighborhood. Regardless of the vast size of these dwellings, they were still designed to fit in the urban lots of the city. As a result, these buildings often filled the entire lot from side to side and were also built close to or on the front building line. Designed for upper-class residents, these buildings often exhibited a high level of architectural skill compared to other dwellings in the neighborhood. Although many of these buildings appear to be freestanding, in most cases at least one secondary elevation was unadorned and was left to conform to the party wall requirements of narrow urban building patterns. Frequently, these houses were constructed on corner lots to allow for more space and more than one primary elevation.

The Chinese Legation is one of the few freestanding mansions in Washington Heights. Located on the northeast corner of 19<sup>th</sup> Street at its intersection with Vernon Street, the building was designed by architect Waddy B. Wood and occupied almost the entire 150-square-foot lot.<sup>7</sup> *The Washington Post* reported that when the building was planned in 1902, it was the second building in the city erected by a foreign government – the first building was the British Embassy, built in 1873-1874 on Connecticut Avenue and N Streets, N.W. All other legations at this time were housed in existing buildings that were rehabilitated for legation use.<sup>8</sup>

The legation is three stories over a basement and included a residence as well as the embassy offices and public rooms. In 1902, *The Washington Post* reported that the Chinese Minister chose the Elizabethan style for the building because he “preferred something American or adaptable to American home life rather than a building of the Chinese type.”<sup>9</sup> The rejection of a building of the Chinese style for the legation reflects the desire of the Chinese government to fit in with the

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surroundings of the neighborhood and to appear sophisticated and modern. The building also illustrates Wood's preference for academic eclecticism in his designs for residential architecture. The result was a Flemish-bond brick building with terra cotta classical details. The classical detailing of the main entrance on Vernon Street reflects its Jacobean and Elizabethan influences with its heavy broken pediment, fanlight transom, and frieze. Porches on the Vernon Street and 19<sup>th</sup> Street elevations were constructed of Indiana limestone with classical detailing.<sup>10</sup> The interior featured forty-two rooms including a large entry hall with a three-story dome, a music room, ballroom, conservatory, parlor, and apartments for the minister. A wing at the rear of the building contained the offices, the attaches' quarters, and an "automobile house."<sup>11</sup> At the cost of \$80,000, which included the \$17,000 site, the building was revered as one of the finest in Washington Heights by the *Washington Post*.<sup>12</sup>

In 1910, a large, single-family residence was constructed for real estate developer John C. Weedon at 2112 California Street. The two-and-a-half-story house was designed by the architectural firm of Speiden and Speiden. During its construction, *The Washington Post* reported that "the triangular shape of the lot together with its elevation and terrace present a unique opportunity for artistic treatment. Speiden and Speiden have solved the problem successfully."<sup>13</sup>

Freestanding single-family dwellings were also constructed at 1867 Kalorama Road and in the middle of the block at 1851 and 1855 Wyoming Avenue. The three-and-a-half-story brick house on Kalorama Road was designed in 1898 by famed architects McKim, Mead, and White for Rear Admiral Thomas Oliver Selfridge. The house was eventually turned into apartments and ultimately demolished in 1964 for the construction of the Georgian Apartments (1880 Columbia Road). Architects Marsh and Peter designed the house at 1855 Wyoming Avenue in 1908 for Aldis B. Browne. A small, narrow lot separated the house from the dwelling at 1851 Wyoming Avenue, which was designed by architect Albert H. Beers for C. F. Norment in 1909. Both structures became rooming houses in the 1960s and were subsequently demolished for the construction of the Promenade Apartments at 1884 Columbia Road (circa 1965).

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**Apartment Buildings**

Apartment buildings are visibly a significant component of the Washington Heights neighborhood. From modest examples to the grandiose, the apartment buildings reflect an important transition in Washington, D.C.'s residential building types. As development increased in the early twentieth century, apartment buildings were scattered among the single-family rowhouses in Washington Heights. Large apartment buildings were concentrated along Columbia Road and the larger corner lots along 18<sup>th</sup> Street and 19<sup>th</sup> Street. While some of the larger, luxury apartment buildings became the residences of a number of Washington's elite, the modest apartment buildings were home to middle-class and working-class residents. The mix of apartment building types secured the diversity of the neighborhood for decades to come.

The first apartment building in Washington Heights was The Margaret, constructed in 1903 at 1809-1811 Kalorama Road. The three-story, three-bay brick apartment building was designed by Nicholas R. Grimm for developer Harry Wardman. Its size, scale, and massing read more like a single-family dwelling compared to the large-scale apartment buildings built a few years later in Washington Heights. B. Stanley Simmons, known for his large luxury apartment buildings, also designed smaller, modest apartment buildings such as 1831 and 1833 California Street in Washington Heights. Simmons designed these identical limestone and brick buildings for Franklin T. Sanner in 1905. They are three stories above a raised basement and contain modest ornamentation.

An example of the variety of apartments offered in Washington Heights is the four-story apartment building on 1822 Vernon Street. Developer Howard Etchison hired architect Merrill T. Vaughn to design the four-story, Classical Revival-style building in 1910. Named the Colonade, the apartment building offered two four-room apartments on the first floor. The upper three floors contained six, seven-room suites, which included a bathroom and an extra toilet. The building also included screened-in sleeping porches, "new features which distinguish the Colonade Apartment."<sup>14</sup> The February 1911 edition of *The Apartment House* stated that "This is an unusual arrangement in apartment building here."<sup>15</sup> Like many of the modest apartment buildings, the apartment units in the Colonade did not contain kitchens. The six-bay, symmetrical façade is distinguished by its classical details including brick quoins, balustrades on the second-story windows, and keystone lintels. Three

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dormers with broken pediments pierce the false mansard roof, and the main entrance, covered by an aluminum portico, has an elliptical fanlight.

Albert H. Beers designed several small-scale apartment buildings in Washington Heights. One of the notable apartment buildings designed by Beers for Harry Wardman was the Saint Lawrence at 1807 California Street (1908). Three stories above a raised basement, Beers designed the brick building in an eclectic style, indicative of English Renaissance architecture. The building is rich with detailing with a five-part façade and terra cotta ornamentation including stepped lintels, spandrels, and diamond-shaped panels. Beers also designed the Holland, located at 1825 Vernon Street (1910) for developer Franklin T. Sanner. The February 1911 edition of *The Apartment House* magazine featured the Holland and noted the four-story building's "white brick, with Spanish tile and projecting" roof with an interior of sixteen, four-room suites.<sup>16</sup> The Renaissance Revival style-building stands out among the rowhouses on the block with its first story of rusticated ashlar masonry, rusticated quoining, and bracketed roof.

While small-scale, modest apartments of three or four stories were common in Washington Heights, larger, luxury apartments were also constructed mostly along Columbia Road and 18<sup>th</sup> Street. One of the grandest large-scale luxury apartment buildings constructed in Washington Heights was the Wyoming (2022 Columbia Road) on the northern section of Oak Lawn (now the site of the Washington Hilton at 1919 Connecticut Avenue, N.W.). Located on a site created by the intersection of Columbia Road, California Street, and Connecticut Avenue, the Wyoming's commanding presence and its location among a concentration of prominent apartment buildings illustrates the elite status of apartment buildings in the city.

The Wyoming was designed between 1905 and 1909 by architect B. Stanley Simmons for local developer Lester A. Barr. Simmons designed the seven-story Wyoming in an eclectic Beaux Arts and Georgian Revival style that he adapted to the requirements of apartment living. The building was constructed in three stages: in 1905, a single H-plan structure was built on the southwest portion of the lot; in 1909, an E-shaped addition was added to the rear of the original section; and in 1911, an opulent one-story lobby, with a reception room and a large trapezoidal seven-story wing, were added to the north. The most notable aspects of the design includes its adaptation to the site both in plan

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and elevation, the uniqueness of its entrance pavilion and exquisite interior of its lobby, and the high quality of workmanship and attention to detail. The location of the Wyoming offered all the benefits of suburban living with its panoramic views, cooler summer temperatures, and accessibility by public transportation. With its richly-ornamented lobby, the Wyoming stands out as one of the first apartment buildings in Washington, D.C. to direct large amounts of space and expenditure toward the creation of an elegant public space in order to satisfy the sophisticated taste of the affluent tenant.<sup>17</sup> Apartments available in the Wyoming ranged from small "bachelor" units that included a living room, hallway, bedroom and a bathroom to a large suite offering its residents a large reception hall, parlor, library, dining room, kitchen, pantry, five bedrooms, trunk room, and two bathrooms. A restaurant was added to the first floor of the south wing in 1915, adding to the convenience and luxury of the residents of the Wyoming and the Washington Heights neighborhood.<sup>18</sup>

Adjacent to the Wyoming on Columbia Road were two additional large apartment buildings: the Oakland Apartments at 2006 Columbia Road, also designed by B. Stanley B. Simmons in 1905, and the Schuyler Arms apartments, designed by Frank Russell White in 1926 at 1954 Columbia Road. Additional large-scale apartment buildings include the Ashley at 2038 18<sup>th</sup> Street, built in 1905 and the apartment building at 1868 Columbia Road (now the Norwood), built in 1916. Both apartment buildings were owned by developer Bates Warren and design by architects Hunter and Bell.

Apartment buildings no longer extant in Washington Heights include the California (1755 California Street), The Tulane (2109 18<sup>th</sup> Street), the Roseanne (2111 18<sup>th</sup> Street), the Louisiana (2113 18<sup>th</sup> Street), and the Seville Apartments (2201 18<sup>th</sup> Street), which were demolished for the construction of the Marie Reed Community Learning Center circa 1972. The Bradick Apartments at 1884 Columbia Road (1911), and the adjacent apartment building at 1869 Wyoming Avenue (1910 by architect Appleton P. Clark), were demolished for the construction of the Promenade Apartments (circa 1965).

**ARCHITECTURAL STYLES**

The residential buildings in Washington Heights illustrate the variety of architectural styles that were popular during the different stages of development as well as the preferences of the architects who designed them. The majority of structures in Washington Heights can be categorized by their

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Victorian-era styles, indicating the early phase of development in Washington Heights, and by the transition to traditional, classical styles of the early twentieth century. Later development reflects both the modern style as well as the borrowing of historic elements that are typical of the neighborhood. The architectural styles expressed in Washington Heights, however, are largely not pure representations of any style and are unquestionably not high-style examples. In many cases, the buildings display components of more than one style or were adapted stylistically for their use, site, and perhaps even cost.

**The Victorian Era**

Residential buildings constructed in Washington Heights during its early development reflect the architectural styles of the Victorian period. Victorian-era styles represent the industrialization taking place across the country and a shift in building techniques. Balloon framing and the mass production of building materials including decorative detailing not only allowed buildings to be more elaborate in design, but also to be less expensive to construct. Victorian-era buildings reflect this change with their extravagant use of complex shapes and intricate detailing borrowed from both Medieval and Classical precedents.<sup>19</sup> Victorian-era styles, including the Queen Anne and Romanesque Revival styles, were prominent throughout Washington D.C.'s new subdivisions and illustrate the use of new building techniques and the desire for quickly-built and affordable housing in the city. In Washington, D.C., architects frequently combined characteristics of both the Queen Anne and Romanesque styles. As the preference for Classical architecture grew at the turn of the twentieth century, Queen Anne dwellings also began to illustrate more strictly classical elements than earlier examples. These variations are visible throughout Washington Heights.

*Queen Anne and Romanesque Revival*

The Queen Anne style was popular in Washington Heights during its first decade of growth until the end of the nineteenth century. The style is characterized by an eclectic use of an architectural vocabulary borrowed from other Victorian-era styles such as Romanesque Revival, Second Empire, and Italianate. It was more or less inspired by English medieval architecture and is often

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distinguished by its patterned masonry, spindle work, asymmetrical massing, and the adaptation of classical detailing.<sup>20</sup>

In Washington Heights as well as in the rest of the city, Queen Anne-style dwellings were predominantly brick with decoration in the same material although in some instances, contrasting materials, such as limestone, were also used. Also common were gables or towers ornamented with overhanging eaves, molded cornices, stone coping, metal finials or other decorations.<sup>21</sup> Dwellings of the Queen Anne style typically displayed projecting round, square, or eight-sided bays, varied roof cladding, symmetrical fenestration, and elaborate applied ornamentation.

An example of the Queen Anne style in Washington Heights is the dwelling at 2439 18<sup>th</sup> Street. This house was designed in 1897 by architect Waddy B. Wood. The narrow three-story brick building is two bays wide with a side gable slate roof. The defining Queen Anne characteristics include its two-story, rounded bay with a conical roof and a decorative stringcourse of corbelled bricks located on the bay above the second story. Another example of this style is the rowhouse at 2100 18<sup>th</sup> Street (1897), which displays a corner turret and a mansard roof with flared eaves and fish scale slate shingles. Other Queen Anne-style buildings in Washington Heights include rowhouses at 1800-1804 Belmont Road (1900); 1808-1810 Belmont Road (1901); 1813-1823 Vernon Street (1901) 1859-1875 California Street (1904); and 1838 Wyoming Avenue (1909).

Romanesque Revival-style details were also prevalent in Washington Heights among the early buildings constructed in the neighborhood. The Romanesque Revival style is often referred to as Richardsonian Romanesque as it was initially popularized by American architect Henry Hobson Richardson (1838-1886). Richardson's designs were defined by their use of three-dimensional, multi-material surfaces with wide-arched openings, towers, oriel windows, and intricately carved panels of abstract floral designs. Building materials were typically brick and rough-cut stone. Houses designed in the Romanesque Revival brought variety and color to the rowhouse-lined streets in Washington Heights.

Examples of dwellings that borrowed heavily from the Romanesque Revival style are the rowhouses at 1843-1847 Vernon Street. This group of rowhouses was built for E.C. Kellogg with architect



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Melvin D. Hensey in 1899. Typical of the Victorian aesthetic, these rowhouses have a variety of details including rounded-arched windows, a rounded projecting bay, heavy rough-cut stone lintels, and a steeply-pitched roof. The surfaces of the asymmetrical facades are further delineated by the use of stone stringcourses that contrast with the slender, yellow-brick cladding. Other Romanesque detailing includes a dentil cornice and a heavy, rough-cut stone watertable. Kellogg and Hensey built a similar group at 1824-1828 California Street in 1899. Other examples of the Romanesque Revival style include the rowhouses at 1802-1804 Wyoming Avenue (1897); 2102 and 2104 Wyoming Avenue (1897); and 1819-1833 Kalorama Road (1899).

Later examples of the Queen Anne style that demonstrate the impending influence of the Classical Revival style include the two houses at 1818 and 1820 Belmont Road, designed by Albert H. Beers in 1911 for L.E. Breuninger. The houses are three stories over a raised basement, are constructed of brick, and have symmetrical fenestration on the front facades. Queen Anne characteristics include the mansard roofs and first-story front porches. Its classical elements, such as the sidelights and segmental-arched transom windows over the main entries, the modillion cornices, the keystone lintels, and the overall symmetrical nature of the houses are illustrative of the Classical Revival style.

Other examples include the rowhouse at 1841 Vernon Street (1899), 1850 Wyoming Avenue (1902), 1839 California Street (1903), and 2107 19<sup>th</sup> Street (1910).

**Twentieth-Century Historicism**

At the turn of the twentieth century, the free-form philosophy of the Victorian era was quickly replaced by a more disciplined interpretation of different historic precedents. With their symmetrical forms and adherence to the academic classical vocabulary, buildings of this time contrasted greatly with the Queen Anne and Romanesque Revival styles. The movement was predominately fueled by the teachings of the *Ecole des Beaux Arts* in Paris whose emphasis on the classical vocabulary greatly influenced architects across the country. American architects who studied at the *Ecole des Beaux Arts*, such as Richard Morris Hunt (1827-1895), illustrated the use of its principles in their architecture especially on the homes for the wealthy. The classical architecture displayed at the highly publicized 1893 World Columbian Expedition in Chicago further propelled the popularity of this architectural style. Although originally looking to capture the essence of the academic tradition

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of French architecture, architects soon drew their inspiration from a variety of European traditions, particularly Renaissance Italy.<sup>22</sup> Around the same time, architects also began looking back to early American roots for inspiration. Instead of borrowing from European examples, the revival of Colonial architecture brought Classicism to twentieth-century architecture with a nationalistic approach. Styles relating to this time period include the Colonial Revival, Beaux Arts Classicism, and Classical Revival.

*Colonial Revival*

The Colonial Revival style developed directly from a growing interest in American architectural precedents sparked by the centennial of the Declaration of Independence and its celebration held in Philadelphia in 1876. Renowned architects McKim, Mead, and White further incited interest in early American architecture with their widely-publicized tour of New England in the 1890s. The Colonial Revival style, especially in early examples, was more a free interpretation with details inspired by colonial architecture while later examples became more historically accurate due to published examples.<sup>23</sup> In most cases, Colonial Revival architecture was inspired by the symmetry, order, and detailing of the Georgian and Federal styles.

The two-and-a-half-story, brick rowhouse at 1834 Vernon Street illustrates the Colonial Revival style. The house was designed in 1921 by Claude N. Norton, who borrowed from the Federal style. With a traditional side-hall plan, the symmetrical façade is articulated by double-hung windows, jack-arched lintels with keystones, and a dentilated wood cornice. A fanlight ornaments the main entrance and three gabled dormers pierce the slate-shingled side gable roof. The rowhouse at 1933 19th Street also exemplifies the preference of the Colonial Revival style by the architectural firm of Wood, Donn & Deming. Constructed in 1908, the brick house is two-and-a-half stories high with a side gable roof of asphalt shingles. The house has a traditional central-hall plan with a classical portico with Tuscan columns and a roof balustrade covering the entrance.

The Colonial Revival style is exhibited in a group of five rowhouses constructed by builder/owner John M. Henderson with architect William C. Allard at 1850-1858 Kalorama Road in 1910. These rowhouses suggest the more decorative Colonial Revival details often seen in Federal-style

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buildings. The houses vary slightly in their design and details but are all constructed of red brick and stand three stories high. The building at 1854 Kalorama Road is capped with a heavy modillion pediment, a swag frieze, and engaged Ionic and composite columns, suggesting a classical portico. All of the buildings share a number of details including stone lintels adorned with swags on the first story, ornamental wood cornices, and flat splayed stone lintels with keystones. Additional Colonial Revival examples include rowhouses at 1830-1838 Belmont Road (1909); 1835-1837 Wyoming Avenue (1911); 1851 Vernon Street (1912); 1849 Vernon Street (1913); 1849 Vernon Street (1913) and 1855-857 California Street (1920).

*Beaux Arts Classicism*

Several buildings in Washington Heights were visibly inspired by Beaux Arts Classicism. Buildings designed in the Beaux Arts style are characteristically large, symmetrical, sculptural buildings faced with buff or white stone and brick. Wall surfaces contain classically derived ornament, such as decorative garlands, floral patterns, or quoins, and the first story is typically faced in rusticated stone. Although Beaux Arts Classicism shares many characteristics of the Italian Renaissance style, it is much more exuberant in terms of ornamentation and detailing.<sup>24</sup> The emphasis on formal space was also an important characteristic of Beaux Arts Classicism as buildings designed in this style clearly articulate their internal functions through their exterior composition.

In Washington Heights, Beaux Arts Classicism was typically expressed by inclusion of certain design elements, but not necessarily a pure high-style representation of Beaux Arts aesthetics. The elements of the Beaux Arts style can be seen in the four-story rowhouse at 1843 Kalorama Road (1910). The façade of the building is composed of a buff-colored masonry veneer that is rusticated on the first story at street level. While the first story is fenestrated by a centered main entrance flanked by two elongated windows, the upper stories contain a prominent central bay that further emphasizes the height and the narrowness of the building. A two-story, pressed metal oriel window, supported by massive stone brackets, delineates the second and third stories and is capped with a sculpted, stone cornice. A heavy modillion cornice crowns the façade and a gabled dormer, framed by ornamental stonework, pierces the half-gable roof. Another Beaux Arts example is the rowhouse at 1839 Kalorama Road, built in 1903 by the Sunderland Brothers, who served as both architects and

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owners. The three-story building has a buff-colored brick façade with a steeply-pitched false mansard roof. The two-bay façade is delineated by a canted three-story bay. Decorative elements indicative of the Beaux Art style include spandrels, stone stringcourses, and ornate hood moldings.

The entrance pavilion at the Wyoming at 2022 Columbia Road is a superb example of Beaux Arts Classicism with its iron and glass marquee, circular-arched transom and its massive Corinthian columns. Clad in rusticated stone, the entrance pavilion is further ornamented by a decorative swag and a roof balustrade capped by four urns. The Wyoming Apartments, the Oakland Apartments (1905) and the apartment building at 1870 Wyoming Avenue (1908), all designed by B. Stanley Simmons, are all excellent illustrations of Beaux Arts Classicism. Additional examples include the Netherlands apartment building at 1852 Columbia Road (1909), designed by the architectural firm Hunter and Bell, and the four-story Covington apartment building at 1848 Columbia Road (1911), designed by architect Ralph Healy. Both buildings were owned and constructed by Warren Bates.

*Classical Revival*

The Classical Revival style was greatly influenced by European precedents and popularized in the United States primarily by the World Columbian Expedition of 1893 in Chicago. This style displays the use of a classical vocabulary, but in a more eclectic fashion than the Beaux Arts style and the Italian Renaissance style. Many of the buildings of Washington Heights, exhibit the influence of the Classical Revival style. In many instances, the buildings lack the exuberant ornamentation of high-style examples and often contain modest details. However, classical details and symmetry are still present, underscoring a classical vocabulary. Many of the buildings designed in the Classical Revival style were modest in decoration and form, such as the three-story brick rowhouses at 1802-1806 Vernon Street by W.A. Kimmel in 1898. Both 1802 and 1806 Vernon Street, for example, have brick dentil stringcourses, segmental-arched lintels composed of thin brickwork, corbelled window sills, a decorative floral frieze, and a wood cornice. The use of the Classical Revival style can also be seen at 1806, 1808, 1822, and 1824 Wyoming Avenue, constructed by owner L.E. Breuninger with architect Albert H. Beers in 1910.

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The Classical Revival style was frequently used for apartment buildings such as the Warrington at 1801 Wyoming Avenue (1912). Built by Mason L. and Warren B. Richardson with architects Hunter and Bell, the four-story brick building is modest in ornamentation, but exhibits the Classical Revival style with its symmetrical fenestration and subtle details. The fenestration on the main elevation is grouped into three major bays and the window openings are articulated by splayed limestone lintels with keystones. Brick beltcourses divide the first and second stories as well as the third and fourth stories and the flat, overhanging roof has a heavy, modillion wood cornice. The main entrance to the building is ornamented with a one-story, three-bay portico with a roof balustrade. Other examples include the Halston Apartments at 1844 Columbia Road (1916), and the Schuyler Arms Apartments at 1954 Columbia Road (1926).

**The Romantic Eclectic**

Although most architects during the early twentieth century preferred the aesthetic of a classical vocabulary, many began to also look back toward romantic styles for inspiration, once again with a more academic approach than Victorian predecessors. This interest in the eclectic past was in part fueled by the English Arts and Crafts movement of the late twentieth century. This movement began to look toward English vernacular traditions such as the English Tudor and Jacobean styles. Architect Waddy B. Wood was a proponent of the use of eclectic styles and his architecture is prevalent throughout the Washington Heights neighborhood. Wood's designed for the Chinese Legation at 2001 19<sup>th</sup> Street (1908) borrowed heavily from the English architectural traditions for this large, freestanding mansion with its stone trim, Gothic detailing, and steep gables. Yet Wood illustrated his preference for eclectic architectural expression as he also included classical elements and symmetrical massing.

The single dwelling at 1841 Wyoming Avenue (1910) is also an excellent example of the Eclectic style. The three-story brick building has an overhanging tile roof supported by wood brackets with stepped parapet side gables. The front door is delineated by a semicircular decorative stone panel. Other ornamental details include splayed lintels with keystones and diamond-shaped panels. The Saint Lawrence Apartments at 1807 California Street, designed by Albert H. Beers for developer Harry Wardman in 1905, also exhibits the eclectic style and borrows heavily from English

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architecture. The three-story red brick building has terra cotta detailing including label molding above the windows, window surrounds, spandrels, and beltcourses. An example of the Eclectic style is a two-and-a-half-story single dwelling at 1848 Kalorama Road (1908). The stuccoed façade is dominated by a shaped parapet gable and a hipped, three-bay front porch with heavy wood supports. The fenestration on the main elevation includes latticed double-hung windows with stone window surrounds. Two concrete gargoyles, which are part of the roof drainage system, are located on the upper corners of the front façade. An additional example of the Eclectic style includes the Vernon House apartment building at 1811 Vernon Street (1910).

*Mediterranean Revival Styles*

Exposure to European architecture, including French, Spanish, and Italian styles, sparked an interest in the more generalized appearance of Mediterranean styles, including the Spanish Revival style and the Renaissance Revival style. Spanish Revival buildings often feature stuccoed surfaces, colorful tile roofs, towers, and shaped gables and parapets. The double apartment buildings at 1840 and 1860 Vernon Street, historically known as the Coronado, is one example of this style in Washington Heights. The buildings display rusticated first stories, stuccoed façades, and shaped parapets. An example of a Spanish Revival-style single dwelling is the house located at 2112 19<sup>th</sup> Street, which was designed by architects Speiden and Speiden in 1910. This two-and-a-half-story brick house is clad in stucco and has a hipped roof with overhanging eaves supported by carved wood brackets. A hood mold with ornate, heavy wood brackets marks the main entrance. The building was described in *The Washington Post* at the time of its construction as “modified mission in design” with a “Spanish tile roof.”<sup>25</sup> The Spanish Revival style can also be seen at the Alwyn apartment building at 1882 Columbia Road (1911), built by Howard Etchison with Merrill T. Vaughn as architect.

The Renaissance Revival style is another common Mediterranean Revival style reflecting Italian Renaissance architecture. Common characteristics include a tripartite façade with a rusticated first story, a hipped, overhanging red tile roof, or a flat roof with a balustrade. Fenestration on Italian Renaissance buildings typically hierarchal as upper-level windows are less ornamented than those on lower levels. One example of an Italian Renaissance apartment building is the Christiana, a small, three-story apartment building at 1829 California Street designed by Albert H. Beers in 1905. This

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building illustrates the Italian Renaissance style with its rusticated first story and an overhanging, red tile roof supported by wood brackets. A similar example is the Holland Apartment building at 1825-1827 Vernon Street, designed by Beers for Franklin T. Sanner in 1910. The Emerson apartment building at 1824 Belmont Road also exhibits the Italian Renaissance style with its Italian villa-like form. Designed by architect Claughton C. West in 1907, the five-story brick building displays has an overhanging roof with decorative carved brackets and bracketed sills. Other Renaissance Revival apartment buildings include the Sorrento at 2233 18<sup>th</sup> Street (1905); the Belmont at 1831 Belmont Road (1910); 1919 19<sup>th</sup> Street (1916); and the Holland at 1825-1827 Vernon Street (1910). The Renaissance Revival is also visible at 1847 Kalorama Road, a rowhouse designed in 1909 by Arthur B. Heaton for owner/builder James L. Parsons. This three-and-a-half-story brick dwelling has an overhanging red tile roof with exposed rafters. The three-bay façade is accentuated by French doors with semi-circular transoms on the first story and a recessed third story with paired semicircular windows.

**Late-Twentieth-Century Architecture**

Beginning in the mid 1950s, new construction in Washington Heights has primarily consisted of large apartment buildings and commercial buildings, including the Washington Hilton. Although these buildings often contrast from the more traditional styles constructed throughout Washington Heights since its establishment, these more recent architectural expressions illustrate the evolution of the neighborhood and a shift in American architecture in the latter half of the twentieth century. These buildings, regardless of style and form, emphasize the use of modern materials.

The Moderne style is exhibited in mid-twentieth-century buildings constructed in Washington Heights. The style is distinguished by its overall streamline form, lack of ornamentation, and horizontal lines often expressed with brick beltcourses. The Gelmarc Towers apartments, constructed at 1930 Columbia Road in 1950, is illustrative of the Moderne style. Typical of the style, the eight-story building is constructed of buff-colored brick. Emphasizing its streamlined form, the building contains a flat roof and lacks any superfluous ornamentation. Its main elevations are pierced with bands of metal casement windows. Its main entry is emphasized by black Vitrolite cladding and an awning with metal coping. Other examples of the Moderne style include the

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apartment building at 1860 Wyoming Avenue (circa 1955) and the Promenade apartment building at 1884 Columbia Road (1965).

Many contemporary buildings in Washington Heights reflect the influence of architectural precedents; however, these traditional characteristics are interpreted through the use of modern materials. The more recent examples of new construction in Washington Heights are also more harmonious in size and scale than those constructed in the 1950s and 1960s. One example is the apartment building at 1810 Kalorama Road (1980). The three-story brick building has projecting square bays, respecting many of the historic rowhouses in the neighborhood. Its modern windows and two-story recessed entry illustrates the modern interpretation of traditional architectural forms. A similar approach is seen in a commercial building at 1800 Vernon Street (circa 2000). The four-story brick building has a rounded corner bay with a conical roof that mimics many of the Queen Anne rowhouses along 18<sup>th</sup> Street in Washington Heights. The building's fenestration, including a large opening on the first two stories of the rounded bay, is indicative of its recent construction. Other examples include the apartment building at 1821 Florida Avenue (circa 2005), and the lofts at 2421 18<sup>th</sup> Street (circa 2004).

**COMMERCIAL BUILDINGS**

As Washington Heights developed, new businesses and proprietors moved into the neighborhood to provide services to the community. The roads that the streetcar followed, including Florida Avenue, 18<sup>th</sup> Street, and Columbia Road, were lined with commercial buildings. Although many of the buildings were constructed for commercial use, some were originally dwellings that were later modified for commercial use with the addition of storefronts on the street level. Many of the early commercial buildings constructed in Washington Heights were built in groups of two or more by developers. Typically, these commercial buildings were narrow, one-story high, and were constructed of brick. Styles exhibited by purpose-built commercial buildings in Washington Heights primarily consist of the Classical Revival and Spanish Revival style.

The commercial buildings at 1783-1785 Florida Avenue, 1769 U Street, 1771-1773 Vernon Street, and 2003-2007 18<sup>th</sup> Street were constructed together in 1912 by owners O'Hanlon and O'Connor



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with architects MacNeil and MacNeil. Categorized as a one-part commercial block building type, these small, one-story buildings were common in the late nineteenth and early twentieth centuries during the rapid growth of new communities. The buildings catered to the increasing demand of services, but they were modest in cost, resulting in a small investment for developers. In many cases, their primary purpose was to pay for the cost of the lot and eventually, as land values rose, be replaced with a larger, more profitable building.<sup>26</sup> The block of one-story commercial buildings at 1783-1785 Florida Avenue, 1769 U Street, 1771-1773 Vernon Street, and 2003-2007 18<sup>th</sup> Street vary slightly in details but are all designed in the Spanish Revival style. The building at 1771 Vernon Street, for example, has a stuccoed façade and a shaped parapet roof. Its façade is divided into two bays including an entrance and a canted window. Similar in form, the adjacent building at 1769 U Street has a flat roof with a false mansard roof, clad in Spanish tiles. The corner building at 1771-1773 Vernon Street (designated as 2001 18<sup>th</sup> Street) is larger in size than the other buildings and also contains a Spanish-tiled, false-mansard roof with overhanging eaves and brackets. The three-part, canted façade contains two bay windows with a central main entrance.

The commercial buildings at 1856-1864 Columbia Road (1937) were designed by architect George T. Santmyers in the Classical Revival style. The four one-story brick buildings demonstrate the enframed window wall technique that was popular during the early twentieth century. This commercial building type is "visually unified by enframing the large, center section with a wide and often continuous border, which is treated as a single compositional unit."<sup>27</sup> The facades of the commercial buildings at 1856-1864 Columbia Road are bordered by fluted concrete piers and contain large, storefront windows. The adjacent buildings at 1862 and 1864 Columbia Road are differentiated from the smaller buildings at 1856 and 1858 Columbia Road by stepped parapets suggesting gabled porticos. The gable roof on 1862 Columbia Road is ornamented by a decorative panel and is flanked by Ionic volutes. Additional purpose-built commercial buildings in Washington Heights include 1900-1902 Wyoming Avenue (1902), 2000-2010 18<sup>th</sup> Street (1907), and 2333 18<sup>th</sup> Street (1909).

Beginning in the 1920s, most of the rowhouses along 18<sup>th</sup> Street were converted for commercial use on the street level. In many instances, large storefront windows replaced the original fenestration. A number of these buildings have been continuously altered since their transformation into commercial

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buildings and their upper floors are no longer used for residential purposes. Examples include 2325 18<sup>th</sup> Street, originally a Wardman rowhouse flat, which now has a flat, frame-and-brick storefront on the first story. The original canted bay was removed on the first story and the conical roof was renovated. Similarly, the Wardman rowhouse at 2319 18<sup>th</sup> Street has been extensively altered as its third story has been removed. The rowhouse at 2441 18<sup>th</sup> Street, originally constructed in 1902 with 1848 and 1850 18<sup>th</sup> Street, contains a new bay window on the first story and a fourth story has been added to the building. Additional examples include the rowhouses at 1790-1796 Columbia Road, designed by Waddy B. Wood between 1897 and 1898, which were converted into stores between 1911 and 1912. The original façades were altered at this time and large storefront windows were added to the first stories. At this time, the second and third stories of the buildings were used as residences.

As 18<sup>th</sup> Street became a commercial core for Washington Heights and the surrounding neighborhoods, several rowhouses were demolished and replaced with purpose-built commercial buildings with construction dates ranging from the 1920s until the 1950s. Others were extensively renovated and now present entirely new facades. Examples include 2443 and 2445 18<sup>th</sup> Street, which were originally part of a group of rowhouses constructed in 1897 and designed by architect Waddy B. Wood. The three-story brick commercial building at 2445 18<sup>th</sup> Street was renovated circa 1925 and has a modest three-bay façade with a heavy cornice, reflecting the influence of the Italianate style in the design of early-twentieth-century commercial buildings. The commercial buildings at 2101 and 2104 18<sup>th</sup> Street also received new facades circa 1925 and have heavy Italianate cornices and large storefront windows.

Similar in size and scale as the neighboring buildings, the façade of the commercial building at 2443 18<sup>th</sup> Street was constructed circa 1945, replacing an existing rowhouse. Reflecting its later construction date, the façade fenestration consists of metal casement windows and the brick façade lacks ornamentation. Other examples of commercial buildings that have been renovated for commercial use include the commercial building/apartment building at 2447-2453 18<sup>th</sup> Street, which received a new façade circa 1926, and the buildings at 2423 18<sup>th</sup> Street and 2405 18<sup>th</sup> Street, both renovated circa 1925 and 1936 respectively.

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Many of the commercial and residential-turned commercial buildings along 18<sup>th</sup> Street and Columbia Road have been continuously renovated and rehabilitated since their construction. In several instances, wood frame or brick additions, mostly on the street level, jut out from the buildings, providing more commercial space or windowed eating areas for restaurants. Despite these alterations and additions, the buildings along 18<sup>th</sup> Street and Columbia Road are essential to understanding the changing nature of the neighborhood and their role as the commercial core of Washington Heights, and the much larger Adams Morgan.

**INSTITUTIONS: CHURCHES AND SCHOOLS**

Other building types in Washington Heights include a religious institution, and two schools. These building are harmonious with the size, scale, and architectural styles of the neighborhood. The Adams School was built in 1931 at 2000 19<sup>th</sup> Street and was designed by Municipal Architect Albert L. Harris in the Classical Revival style. The three-story brick building was large compared to other existing school buildings in the city and marked a new era of school design as new amenities and more classrooms became an integral part of its design. The building's formality is emphasized by the split staircase that leads to the two-story, recessed entrance portico – the focal point of the main elevation along 19<sup>th</sup> Street. The portico is supported by large Ionic columns. Three circular-arched doorways with keystone lintels lead into the building. A stone frieze and a modillion cornice separate the second and third stories. With its large brick retaining wall, the Adams School has a commanding presence along 19<sup>th</sup> Street.

Washington Height's single religious building is the Washington Heights Presbyterian Church on Kalorama Road (now the Good Will Baptist Church). The church was designed by congregation member Captain William Somerville and was completed in 1902. Modest in size and scale, the original portion of the building consists of a T-shaped plan. The stuccoed building reflects the Gothic Revival style with its use of brick quoins, lancet windows with pointed arches, and a crenellated bell tower. The tower, located on the northeast corner of the building, contains the main entrance to the church. The overhanging, cross-gabled roof, currently clad in asphalt shingles, has exposed rafters. The 1908 addition, located on the east elevation, reflects the original section of the

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building with its shaped parapet roof and pointed-arched windows. According to building permits, *Baist Maps*, and *Sanborn Fire Insurance Maps*, the church was also expanded to the south between 1906 and 1911. The rear addition was later enlarged in 1925 with a kitchen and Sunday school room.<sup>28</sup>

**PARKS AND OPEN SPACE**

The Happy Hallow Playground, located on the 2200 block of 18<sup>th</sup> Street, near Kalorama Road, was the first public playgrounds located in Washington Heights and has continued to serve as the primary open space in the neighborhood since the early 1900s. Although the park was established at the turn of the twentieth century, it was not officially completed until the 1930s. Upon completion, the playground contained a “bright new” recreation house and a wading pool – the first of nine in District parks.<sup>29</sup> In the 1970s, the park became part of the Marie Reed Community Learning Center and remains as an integral component of open space in the neighborhood.

**ALLEYS**

During the development of Washington Heights, alleys were graded at the same time as the primary streets. These service roads intersect the squares, or blocks, of Washington Heights and run parallel to Vernon Street, California Street, Wyoming Street, Kalorama Avenue, and Belmont Road and are accessible from Columbia Road, 19<sup>th</sup> Street on the west and 18<sup>th</sup> Street on the east. An additional alley is located between 18<sup>th</sup> Street and Columbia Road, north of Belmont Street, and runs north to south. These alleys, approximately one-third the width of the primary streets, provide access to the rear elevations of the buildings as well as to outbuildings such as carriage houses and garages. Due to the lack of curb cuts, most buildings also contain concrete slabs for parking at the rear of the lots, bordering the alleys. In many instances, high wood fences or concrete walls line the rear property lines creating a boundary between the properties and the alleys and in turn, providing privacy for the small rear yards.

Although a few carriage houses were constructed in Washington Heights during its early development, only one remains. The brick building, located behind the dwelling at 2314 18<sup>th</sup> Street

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and currently used as a garage, is one-and-a-half stories high and has a steeply-pitched front gable roof. The carriage house appears on the 1903 *Sanborn Fire Insurance Maps*, indicating that it was probably constructed with the construction of the main house in 1894 or shortly after. Other carriage houses in Washington Heights that are no longer extant include a carriage house located behind the Selfridge House at 1867 Kalorama Road (demolished circa 1964 for the construction of the apartment building at 1880 Columbia Road), an carriage house behind the dwelling at 2025 Columbia Road (demolished for the construction of the apartment building at 2100 19<sup>th</sup> Street in 1927), and an example along 19<sup>th</sup> Street, presumably as the carriage house for the dwelling at 2027 Columbia Road (demolished for the Wyoming Apartments, 1905).

The majority of outbuildings in Washington Heights are garages, constructed in the early twentieth century. Most of the garages are simple box-like structures constructed of brick and/or concrete block. Sixty-eight garages are currently in Washington Heights, dating from circa 1911 to circa 2000. Fifty-four of the garages were constructed in the 1910s and 1920s, illustrated by *Baist Maps* and the *Sanborn Fire Insurance Maps*. In order to create additional outdoor space, the flat roofs of the garages have led to the construction of several roof-top decks.

Due to the confining nature of rowhouses, the rear of the lot became the only private open space for residents as well as the only area available to expand a building. Consequently, a majority of the rowhouses in Washington Heights contain rear additions that extend toward the alleys. In many cases, three-, two-, and one-story wood frame porches line the rear elevations of the buildings and are visible on *Sanborn Fire Insurance Maps* as early as 1903. Fire escapes are also located on the rear elevations of many of the buildings, including the rowhouses that have been turned into apartment buildings. The garages, decks, porches, and fire escapes add to the urban landscape of the neighborhood and in turn, are an integral part of Washington Heights.

**LANDSCAPE AND TOPOGRAPHY**

The steep grade of many of Washington Height's streets necessitated the use of retaining walls and berms along the property lines. Retaining walls, varying in size and character, are primarily constructed of brick although some examples exhibit stone or concrete. Berms are a distinct

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characteristic of Washington Heights and its adjacent neighborhoods. The earthworks create a stepped landscape in front of many of the houses, which are set back from the property line. Due to the elevation of the sites, most of the houses are constructed above a raised basement with a stair leading to the first story of the house. Consequently, in many instances, the berms create a two-part stair. Some of the highest grades in Washington Heights are along Wyoming Avenue, Kalorama Road, and Belmont Road. Here the retaining walls and berms create a distinct visual pattern along the rowhouse-lined street.

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**CHARACTER-DEFINING FEATURES OF WASHINGTON HEIGHTS**

**Residential Buildings**

**Form and Materials**

- Raised basements
- Entry stoops
- Full-width front porch, one story
- Side-hall plan
- Brick construction
- Stone detailing

**Windows and Doors**

- Projecting/canted bay windows, often with turret
- Oriel windows
- Paired windows
- 6/6 or 1/1 double-hung wood sash windows
- Heavy rough-cut stone lintels
- Arched windows and doors
- Recessed entry
- Transom windows
- Fanlight windows
- Jack-arched lintels
- Dormer windows

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**Roofs**

- Flat roofs with heavy, bracketed wood or metal cornices, modillions, or dentils
- False mansard
- Slate shingles

**Apartment Buildings**

**Form and Materials**

- Rusticated first story
- Central entrances
- Entrance porticos
- Brick construction
- Stone construction

**Roofs**

- Flat roofs
- False mansard
- Heavy wood or stone cornices with brackets or modillions
- Slate shingles

**Doors and Windows**

- Arched openings
- 1/1 double-hung wood sash windows
- Metal and glass canopies
- Paired windows
- Triple windows



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- Double doors
- Stylized entranceways

**Purpose-Built Commercial Buildings**

**Form and Materials**

- Typically one-story high and three bays wide
- Flanking brick piers
- Brick Construction
- Cement Panels
- Concrete block (side elevations)

**Roofs**

- False mansard
- Parapet roof
- Stepped parapet roof
- Decorative friezes

**Windows and Doors**

- Recessed entrances
- Transom windows
- Large fixed display windows
- Canted bay windows

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**Residential Buildings Altered For Commercial Use**

**Form and Materials**

- Raised basements
- Entry stoops
- Side-hall plan
- Brick construction
- Stone detailing

**Roof**

- Flat roofs with heavy, bracketed wood or metal cornices, modillions, or dentils
- False mansard
- Slate shingles

**Windows and Doors**

- Projecting/canted bay windows, often with turret
- Oriel windows
- Paired windows 1/1 double-hung wood sash windows
- Heavy rough-cut stone lintels
- Arched windows and doors
- Recessed entry
- Transom windows
- Jack-arched lintels
- Dormer windows

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**Storefronts**

- First story removed or altered for storefront
- Heavy wood cornices
- Transom windows
- Large storefront windows
- Canted bay windows
- Recessed entries
- Projecting bays

**Streetscape**

- Berms
- No curb cuts
- Parking areas in alleys
- One-story garages in alleys
- Rear porches and decks
- Low brick embankment walls along front property line

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<sup>1</sup> Two of the rowhouses, 2102 and 2104 18<sup>th</sup> Street, have undergone major façade alterations circa 1920 when the buildings were rehabilitated for commercial use.

<sup>2</sup> "Real Estate Market," *The Washington Post*, 29 August 1897.

<sup>3</sup> Berk, "The Richest Crop," 7.

<sup>4</sup> Berk, "The Richest Crop," 74.

<sup>5</sup> Berk, "The Richest Crop," 72-73.

<sup>6</sup> *U.S. Census Records*, 1920.

<sup>7</sup> "Real Estate Market," *Washington Post*, 20 March 1902.

<sup>8</sup> "Real Estate Market," *Washington Post*, 20 March 1902.

<sup>9</sup> "Real Estate Market," *The Washington Post*, 21 December 1902.

<sup>10</sup> Gray MacWhorther Bryan, III, "Waddy Wood's Residential Structures in Washington, D.C.," (Graduate Thesis, University of Virginia, 1980) 44-48.

<sup>11</sup> "Real Estate Market," *The Washington Post*, 21 December 1902.

<sup>12</sup> "Real Estate Market," *The Washington Post*, 21 December 1902.

<sup>13</sup> "A Month's Review of the Building Trade," *The Washington Post*, 4 September 1910.

<sup>14</sup> *The Apartment House*, (February 1911), 23.

<sup>15</sup> *The Apartment House*, (February 1911), 23.

<sup>16</sup> *The Apartment House*, (February, 1911): 23.

<sup>17</sup> Tracerics, National Register Nomination, "Wyoming Apartments," 1983.

<sup>18</sup> Tracerics, National Register Nomination, "Wyoming Apartments," 1983.

<sup>19</sup> Virginia and Lee McAlester, *Field Guide to American Houses*, (New York, N.Y.: Alfred A. Knopf, 1988), 239.

<sup>20</sup> McAlester, *Field Guide to American Houses* 236.

<sup>21</sup> Tracerics, National Register Nomination, "Sheridan-Kalorama Historic District," 1989.

<sup>22</sup> Tracerics, National Register Nomination, *Sheridan-Kalorama Historic District*, 1980.

<sup>23</sup> Virginia and Lee McAlester, *Field Guide to American Houses*, (New York, NY: Alfred A. Knopf, 1988), 326.

<sup>24</sup> McAlester, *A Field Guide to American Architecture*, 380.

<sup>25</sup> "A Month's Review of the Building Trade," *The Washington Post*, 4 September 1910.

<sup>26</sup> Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, (Walnut Creek, California: AltaMira Press, 2000), 55.

<sup>27</sup> Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, 68.

<sup>28</sup> "Washington Heights Presbyterian Church Organized Its Sunday School in a Stable," *Washington Star*, 24 September 1949.

<sup>29</sup> "Playground Near Finish, 30-Year Job," *The Washington Post*, 30 December 1933.

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**Inventory of Properties**

Listed in order by ID Number (square and lot numbers)

<b>ID Number</b>	<b>Date</b>	<b>Type/Address</b>	<b>Architect</b>	<b>Style</b>	<b>Status</b>
2535-0027	1910	Dwelling, 2112 19th Street NW	Speiden & Speiden	Spanish Revival	C
2535-0036	1924	Apartment Bldg, 2110 19th Street NW		Classical Revival	C
2535-0038	1927	Apartment Bldg, 2100 19th Street NW	Geddes, Joseph W.	Classical Revival	C
2535-0039	1950	Apartment Bldg, 1930 Columbia R NW		Modern	C
2535-0800	1902	Commercial Bldg, 1900-1902 Wyoming Ave. NW		Classical Revival	C
2535-0826	1931	School, 2000 19th Street NW	Harris, Albert L.	Classical Revival	C
2535-2001	1926	Apartment Bldg, 1954 Columbia Rd NW	White, Frank Russell	Classical Revival	C
2535-2100	1905-11	Apartment Bldg, 2022 Columbia Rd NW	Simmons, B. Stanley	Beaux Arts	C
2535-2206	1905	Apartment Bldg, 2006 Columbia Rd NW	Simmons, B. Stanley	Beaux Arts	C
2551-0003	1922	Apartment Bldg, 1809 Belmont Rd NW	Hunter, John Abbott	Eclectic	C
2551-0007	1910	Apartment Bldg, 1831 Belmont Rd NW	Sonnemann, Alexander	Renaissance Revival	C
2551-0027	1895 ca	Dwelling, 1834 Columbia Rd NW		Queen Anne	C
2551-0028	1936	Commercial Bldg, 1832 Columbia Rd NW	Deming, Wm.	Modern	NC
2551-0029	1895 ca	Dwelling, 1830 Columbia Rd NW		Queen Anne/Classical Rev.	C
2551-0030	1895 ca	Dwelling, 1828 Columbia Rd NW		Queen Anne	C
2551-0031	1895 ca	Dwelling, 1826 Columbia Rd NW		Queen Anne	C
2551-0032	1895 ca	Dwelling, 1824 Columbia Rd NW		Queen Anne/Classical Rev.	C
2551-0033	1900	Dwelling, 2410 18th Street NW	Cooper, George S.	Classical Revival	C
2551-0034	1900	Dwelling, 2408 18th Street NW	Cooper, George S.	Queen Anne	C
2551-0035	1900	Dwelling, 2406 18th Street NW	Cooper, George S.	Altered	C
2551-0040	1902	Dwelling, 2452 18th Street NW	Haller, N. T.	Classical Revival	C
2551-0041	1902	Dwelling, 2450 18th Street NW	Haller, N. T.	Queen Anne (Altered)	C
2551-0042	1925 ca	Dwelling, 2448 18th Street NW	Haller, N. T.	Classical Revival	C
2551-0043	1901	Dwelling, 1815 Belmont Rd NW		Queen Anne	C
	2000 ca	Garage			NC
2551-0044	1901	Dwelling, 1817 Belmont Rd NW		Queen Anne	C
	1920 ca	Garage			C
2551-0046	1902	Commercial Bldg, 2440 18th Street NW	Woltz, Edward	Classical Revival	C
2551-0056	1907	Commercial Bldg, 2418 18th Street NW		Classical Revival	C
2551-0061	1909	Apartment Bldg, 1852 Columbia Rd NW	Hunter & Bell	Beaux Arts	C
2551-0062	1912	Garage, 2412 18th Street NW	Beall (R. J.) Const. Co.	Industrial	C
2551-0063	1937	Commercial Bldg, 1864 Columbia Rd NW	Santmyers, George T.	Classical Revival	C
2551-0064	1937	Commercial Bldg, 1862 Columbia Rd NW	Santmyers, George T.	Classical Revival	C
2551-0078	1978	Commercial Bldg, 1800 Columbia Rd NW		Modern	NC
2551-0083	2000 ca	Commercial Bldg, 2442-2446 18th Street NW		Altered	NC

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2551-0084	1907	Commercial Bldg, 2420-2422 18th Street NW		Classical Revival	C
2551-0085	2005 ca	Apartment/Commercial, 1836-40 Columbia Rd NW	Balodemas Architects	Modern	NC
2551-0806	1911	Apartment Bldg, 1848 Columbia Rd NW	Healy, Ralph	Beaux Arts	C
2551-0809	1905	Commercial Bldg, 2438 18th Street NW		Classical Revival	C
2551-0810	1905	Commercial Bldg, 2436 18th Street NW		Italianate (Altered)	C
2551-0811	1910	Commercial Bldg, 2434 18th Street NW	Mullett (A. B.) & Co.	Altered	C
2551-0814	1905	Dwelling, 2412 18th Street NW	Meyers, B. F.	Classical Revival	C
2551-0820	1905	Commercial Bldg, 2414-2416 18th Street NW	Palmer, Wm. J.	Classical Revival	C
2551-0828	1902	Dwelling, 1827-1829 Belmont Rd NW	Wheaton, Francis B.	Classical Revival	C
	2005 ca	Shed			NC
2551-0829	1937	Commercial Bldg, 1856-1858 Columbia Rd NW	Santmyers, George T.	Classical Revival	C
2551-2001	1909	Apartment Bldg, 1844 Columbia Rd NW	Sonnemann, Alexander	Classical Revival	C
2551-2029	1900	Dwelling, 1801 Belmont Rd NW	Cooper, George S.	Queen Anne	C
2551-2061	2000 ca	Apartment Bldg, 1823 Belmont Rd NW		Modern	NC
	2000 ca	Apartment Bldg, 1823 Belmont Rd NW		Modern	NC
2551-2065	1904	Dwelling, 1821 Belmont Rd NW	Palmer, William J.	Altered	NC
2551-2074	1916	Garage, 2424 18th Street NW	Nichols, W. C.	Classical Revival (Altered)	C
2551-2080	1901	Dwelling, 1819 Belmont Rd NW		Altered	NC
2552-0018	1916	Apartment Bldg, 1824 Belmont Rd NW	West, Claughton C.	Renaissance Revival	C
2552-0024	1896	Dwelling, 2318 18th Street NW	Haller, N. T.	Queen Anne	C
2552-0025	1895	Dwelling, 2316 18th Street NW	Haller, N. T.	Queen Anne	C
2552-0027	1899	Dwelling, 1817 Kalorama Rd NW	Hensley, Melvin D.	Romanesque Revival	C
2552-0028	1899	Dwelling, 1819 Kalorama Rd NW	Hensley, Melvin D.	Romanesque Revival	C
	1915	Garage			C
2552-0029	1899	Dwelling, 1821 Kalorama Rd NW	Hensley, Melvin D.	Romanesque Revival	C
2552-0030	1899	Dwelling, 1823 Kalorama Rd NW	Hensley, Melvin D.	Queen Anne	C
2552-0032	1899	Dwelling, 1827 Kalorama Rd NW	Hensley, Melvin D.	Romanesque Revival	C
2552-0035	1899	Dwelling, 1833 Kalorama Rd NW	Hensley, Melvin D.	Romanesque Revival	C
	1925 ca	Garage			C
2552-0036	1899	Dwelling, 1816 Belmont Rd NW	Hensley, Melvin D.	Queen Anne	C
2552-0037	1899	Dwelling, 1814 Belmont Rd NW	Hensley, Melvin D.	Romanesque Revival	C
2552-0038	1899	Dwelling, 1812 Belmont Rd NW	Hensley, Melvin D.	Queen Anne	C
	1913	Garage			C
2552-0039	1900	Dwelling, 1804 Belmont Rd NW	Cooper, George S.	Queen Anne	C
2552-0040	1900	Dwelling, 1802 Belmont Rd NW	Cooper, George S.	Queen Anne	C
2552-0042	1901	Dwelling, 1810 Belmont Rd NW	Bohn, Joseph, Jr.	Queen Anne	C
2552-0047	1910	Dwelling, 1843 Kalorama Rd NW	Sunderland Bros.	Beaux Arts	C
	1925 ca	Garage			C

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2552-0051	1903	Apartment Bldg, 1811 Kalorama Rd NW	Grimm, Nicholas R.	Queen Anne	C
2552-0055	1908	Dwelling, 1815 Kalorama Rd NW	Schneider, A. M.	Queen Anne	C
	1920 ca	Garage			C
2552-0056	1909	Dwelling, 1838 Belmont Rd NW	Allard, William C.	Colonial Revival	C
	1920 ca	Garage			C
2552-0057	1909	Dwelling, 1836 Belmont Rd NW	Allard, William C.	Colonial Revival	C
	1920 ca	Garage			C
2552-0058	1909	Dwelling, 1834 Belmont Rd NW	Allard, William C.	Colonial Revival	C
2552-0059	1909	Dwelling, 1832 Belmont Rd NW	Allard, William C.	Colonial Revival	C
2552-0060	1909	Dwelling, 1830 Belmont Rd NW	Allard, William C.	Colonial Revival	C
	1920 ca	Garage			C
2552-0062	1911	Dwelling, 1820 Belmont Rd NW	Beers, A. H.	Queen Anne/Classical Rev.	C
	1920 ca	Garage			C
2552-0063	1911	Dwelling, 1818 Belmont Rd NW	Beers, A. H.	Queen Anne/Classical Rev.	C
	1920 ca	Garage			C
2552-0801	1935 ca	Dwelling, 1835 Kalorama Rd NW		Art Deco	C
2552-0802	1898	Dwelling, 1837 Kalorama Rd NW	Schneider, T. F.	Colonial Revival	C
2552-0803	1920	Dwelling, 1845 Kalorama Rd NW	Breuninger, H. L.	Colonial Revival	C
	1920 ca	Garage			C
2552-0807	1894	Dwelling, 2314 18th Street NW	Haller, N. T.	Queen Anne	C
	1894 ca	Carriage House			C
2552-0812	1916	Apartment Bldg, 1868 Columbia Rd NW	Hunter & Bell	Classical Revival	C
2552-0816	1899	Dwelling, 1831 Kalorama Rd NW	Hensey, Melvin D.	Romanesque Revival	C
	1920 ca	Garage			C
2552-0817	1899	Dwelling, 1829 Kalorama Rd NW	Hensey, Melvin D.	Romanesque Revival	C
2552-2001	1964	Apartment Bldg, 1880 Columbia Rd NW		Colonial Revival	NC
2552-2038	1901	Dwelling, 1808 Belmont Rd NW	Bohn, Joseph, Jr.	Queen Anne	C
2552-2042	1907	Apartment Bldg, 2300 18th Street NW	Simmons, W.J.	Renaissance Revival	C
2552-2085	1907	Dwelling, 1863 Kalorama Rd NW	Sonnemann, A. H.	Colonial Revival	C
2552-2095	1911	Dwelling, 1849 Kalorama Rd NW	Clark, Appleton P., Jr.	Modern (Altered)	NC
2552-2112	1909	Dwelling, 1847 Kalorama Rd NW	Heaton, Arthur B.	Renaissance Revival	C
2552-2119	1908	Dwelling, 1813 Kalorama Rd NW	Schneider, A. M.	Queen Anne	C
2552-2125	1901	Dwelling, 1806 Belmont Rd NW	Bohn, Joseph, Jr.	Romanesque Revival	C
2552-2130	1903	Dwelling, 1839 Kalorama Rd NW	Sunderland Bros.	Beaux Arts	C
	1911	Garage			C
2552-2134	1899	Dwelling, 1825 Kalorama Rd NW	Hensey, Melvin D.	Romanesque Revival	C
2552-2138	1900	Dwelling, 1800 Belmont Rd NW	Cooper, George S.	Queen Anne	C
2552-2142	1903	Dwelling, 1841 Kalorama Rd NW	Sunderland Bros.	Classical Revival	C

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2553-0028	1916	Apartment Bldg, 1818 Kalorama Rd NW	West, Claughton	Classical Revival	C
2553-0029	1909	Apartment Bldg, 1816 Kalorama Rd NW	Vaughn, Merrill T.	Classical Revival	C
	1920 ca	Garage			C
2553-0034	1899	Dwelling, 1806 Kalorama Rd NW	Hensey, M.D.	Queen Anne	C
2553-0035	1901	Dwelling, 1834 Kalorama Rd NW	Coville, C. B.	Queen Anne	C
	1913	Garage			C
2553-0040	1908	Dwelling, 1819 Wyoming Ave NW	Cooper, George S.	Classical Revival	C
	2000 ca	Garage			NC
2553-0041	1908	Dwelling, 1821 Wyoming Ave NW	Cooper, George S.	Classical Revival	C
	1920 ca	Garage			C
2553-0042	1908	Dwelling, 1823 Wyoming Ave NW	Cooper, George S.	Classical Revival	C
2553-0043	1908	Dwelling, 1825 Wyoming Ave NW	Cooper, George S.	Classical Revival	C
	2000 ca	Garage			NC
2553-0044	1908	Dwelling, 1827 Wyoming Ave NW	Cooper, George S.	Classical Revival	C
	1911	Garage			C
2553-0045	1909	Apartment Bldg, 1811 Wyoming Ave NW	Hunter & Bell	Classical Revival	C
2553-0046	1909	Apartment Bldg, 1801 Wyoming Ave NW	Hunter & Bell	Classical Revival	C
2553-0051	1910	Dwelling, 1841 Wyoming Ave NW		Eclectic	C
2553-0052	1910	Dwelling, 1858 Kalorama Rd NW	Allard, Wm. C.	Colonial Revival	C
	1950 ca	Garage		Altered	NC
2553-0053	1910	Dwelling, 1856 Kalorama Rd NW	Allard, Wm. C.	Colonial Revival	C
	1950 ca	Garage		Altered	NC
2553-0054	1910	Dwelling, 1854 Kalorama Rd NW	Allard, Wm. C.	Colonial Revival	C
	1925 ca.	Garage			C
2553-0055	1910	Dwelling, 1852 Kalorama Rd NW	Allard, Wm. C.	Colonial Revival	C
	1920 ca	Garage			C
2553-0059	1911	Dwelling/Commercial, 2228 18th Street NW	Beers, A. H.	Vernacular (Craftsman)	C
2553-0060	1911	Dwelling/Commercial, 2226 18th Street NW	Beers, A. H.	Spanish Revival	C
2553-0065	1911	Dwelling/Commercial, 2216 18th Street NW	Beers, A. H.	Altered	C
2553-0068	1912	Dwelling, 1842 Kalorama Rd NW	Haller (N. T.) Co.	Queen Anne	C
2553-0071	1913	Dwelling, 1829 Wyoming Ave NW	Ray, George N.	Classical Revival	C
	2000 ca	Garage			NC
2553-0072	1913	Dwelling, 1831 Wyoming Ave NW	Ray, George N.	Classical Revival	C
2553-0073	1965	Apartment Bldg, 1884 Columbia Rd NW		Modern	NC
2553-0075	1908	Dwelling, 1839 Wyoming Ave NW	Totten, G. O., Jr.	Colonial Revival	C
	1920 ca	Garage			C
2553-0078	1911	Dwelling/Commercial, 2218-2220 18th Street NW	Beers, A. H.	Commercial	C



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2553-0800	1911	Dwelling, 1835-1837 Wyoming Ave NW	Pyle, F. B.	Colonial Revival	C
	1913	Garage			C
2553-0809	1911	Dwelling, 1832 Kalorama Rd NW	Beers, A. H.	Classical Revival	C
	1913	Garage			C
2553-0816	1908	Dwelling, 1848 Kalorama Rd NW	Palmer, Wm. J.	Eclectic	C
2553-0822	1913	Dwelling, 1822 Kalorama Rd NW	Guss, W. Granville	Classical Revival	C
2553-0826	1912	School, 1836-1840 Kalorama Rd NW	Haller (N. T.) Co.	Queen Anne	C
2553-0827	1902	Church, 1862 Kalorama Rd NW	Summerville, Wm. M.	Gothic Revival	C
2553-0829	1911	Dwelling/Commercial, 2222-2224 18th Street NW	Beers, A. H.	Commercial	C
2553-2001	1895	Dwelling, 1820 Kalorama Rd NW	Hornblower & Marshall	Classical Revival	C
2553-2007	1980 ca	Apartment Bldg, 1810 Kalorama Rd NW		Modern	NC
2553-2021	1912	Dwelling, 1844 Kalorama Rd NW	Haller (N. T.) Co.	Queen Anne	C
2553-2024	1910	Dwelling, 1850 Kalorama Rd NW	Allard, Wm. C.	Colonial Revival	C
	1925 ca	Garage			C
2553-2027	1910	Apartment Bldg, 1882 Columbia Rd NW	Vaughn, Merrill T.	Spanish Revival	C
2554-0004	1911	Apartment Bldg, 1829 California Street NW	Beers, Albert H.	Renaissance Revival	C
2554-0014	1916	Apartment Bldg, 1870 Wyoming Ave NW	Simmons, B. Stanley	Beaux Arts	C
2554-0020	1909	Dwelling, 1838 Wyoming Ave NW		Queen Anne	C
	1925 ca	Garage			C
2554-0028	1897	Dwelling, 1804 Wyoming Ave NW	Morgan & Johnson	Romanesque Revival	C
2554-0029	1897	Dwelling, 1802 Wyoming Ave NW	Morgan & Johnson	Romanesque Revival	C
2554-0030	1897	Dwelling, 2122 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0031	1897	Dwelling, 2120 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0032	1897	Dwelling, 2118 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0033	1897	Dwelling, 2116 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0034	1897	Dwelling, 2114 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0035	1897	Dwelling, 2112 18th Street NW	Morgan & Johnson	Queen Anne	C
	1920 ca	Garage			C
2554-0042	1902	Dwelling, 1850 Wyoming Ave NW	Campbell, Hugh	Queen Anne/Classical Rev.	C
2554-0046	1903	Dwelling, 1837 California Street NW	Cooper, George S.	Classical Revival	C
	1920 ca	Garage			C
2554-0047	1903	Dwelling, 1839 California Street NW	Cooper, George S.	Queen Anne/Classical Rev.	C
	1935 ca	Garage			C
2554-0048	1903	Dwelling, 1841 California Street NW	Cooper, George S.	Classical Revival	C
	1935 ca	Garage			C
2554-0049	1904	Dwelling, 1859 California Street NW	Sunderland Bros.	Queen Anne	C
	1920 ca	Garage			C

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2554-0051	1904	Dwelling, 1863 California Street NW	Sunderland Bros.	Queen Anne	C
2554-0052	1904	Dwelling, 1865 California Street NW	Sunderland Bros.	Queen Anne	C
	1920 ca	Garage			C
2554-0053	1904	Dwelling, 1867 California Street NW	Sunderland Bros.	Queen Anne	C
	1920 ca	Garage			C
2554-0054	1904	Dwelling, 1869 California Street NW	Sunderland Bros.	Queen Anne	C
2554-0055	1904	Dwelling, 1871 California Street NW	Sunderland Bros.	Queen Anne	C
2554-0056	1904	Dwelling, 1873 California Street NW	Sunderland Bros.	Queen Anne	C
2554-0057	1904	Dwelling, 1875 California Street NW	Sunderland Bros.	Queen Anne	C
2554-0058	1910	Dwelling, 2107 19th Street NW		Queen Anne/Classical Rev.	C
2554-0059	1910	Dwelling, 2109 19th Street NW		Classical Revival	C
2554-0060	1910	Dwelling, 2111 19th Street NW		Queen Anne	C
	1910	Garage			C
2554-0067	1911	Dwelling, 1840 Wyoming Ave NW	Harding & Upman	Classical Revival	C
	2000 ca	Garage			NC
2554-0068	1908	Dwelling, 1847 California Street NW	Schneider, A. M.	Queen Anne	C
	1990 ca	Garage			NC
2554-0069	1908	Dwelling, 1849 California Street NW	Schneider, A. M.	Queen Anne	C
	1915	Garage			C
2554-0070	1908	Dwelling, 1851 California Street NW	Schneider, A. M.	Queen Anne	C
	1920 ca	Garage			C
2554-0072	1910	Dwelling, 1824 Wyoming Ave NW	Beers, A. H.	Classical Revival	C
	1914	Garage			C
2554-0073	1910	Dwelling, 1822 Wyoming Ave NW	Beers, A. H.	Classical Revival	C
	1990 ca	Garage			NC
2554-0074	1910	Dwelling, 1808 Wyoming Ave NW	Beers, A. H.	Classical Revival	C
	1920 ca	Garage			C
2554-0075	1910	Dwelling, 1806 Wyoming Ave NW	Beers, A. H.	Classical Revival	C
	1920 ca	Garage			C
2554-0076	1911	Dwelling, 1828 Wyoming Ave NW	Vaughn, M. T.	Classical Revival	C
	1970 ca	Garage			NC
2554-0077	1911	Dwelling, 1826 Wyoming Ave NW	Vaughn, M. T.	Classical Revival	C
	1913	Garage			C
2554-0079	1913	Dwelling, 1820 Wyoming Ave NW	Landvoigt, A. E.	Colonial Revival	C
2554-0083	1920	Dwelling, 1855 California Street NW		Colonial Revival	C
	1920 ca	Garage			C

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2554-0084	1920	Dwelling, 1857 California Street NW		Colonial Revival	C
	1920 ca	Garage			C
2554-0093	1897	Dwelling, 2110 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0803	1905	Dwelling, 1866 Wyoming Ave NW		Romanesque Revival	C
	1920 ca	Garage			C
2554-0804	1910	Dwelling, 1864 Wyoming Ave NW		Romanesque Revival	C
	1920 ca	Garage			C
2554-0806	1960 ca	Apartment Bldg, 1860 Wyoming Ave NW		Modern	NC
2554-0807	1910	Dwelling, 1852 Wyoming Ave NW	Milburn-Heister Co.	Classical Revival	C
	1915	Garage			C
2554-0808	1910	Dwelling, 1854 Wyoming Ave NW	Emmert, Percival D.	Classical Revival	C
	1920 ca	Garage			C
2554-0810	1897	Dwelling, 2106 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0812	1897	Dwelling, 2108 18th Street NW	Morgan & Johnson	Queen Anne	C
2554-0813	1925 ca	Dwelling, 2102 18th Street NW	Morgan & Johnson	Classical Revival	C
2554-0814	1897	Dwelling, 2100 18th Street NW	Morgan & Johnson	Queen Anne	C
	1930 ca	Garage			C
2554-0815	1925 ca	Dwelling, 2104 18th Street NW	Morgan & Johnson	Italianate	C
2554-2001	1905	Apartment Bldg, 1831 California Street NW	Simmons, B. Stanley	Classical Revival	C
2554-2011	1950	Apartment Bldg, 1848 Wyoming Ave NW	Fuller, T. J. D.	Modern	C
	1911	Garage			C
2554-2025	1905	Apartment Bldg, 1833 California Street NW	Simmons, B. Stanley	Classical Revival	C
2554-2047	1922	Apartment Bldg, 1835 California Street NW	Scholz, Robert O.	Classical Revival (Altered)	C
2554-2056	1980 ca	Apartment Bldg, 1812-1818 Wyoming Ave NW		Modern	NC
2554-2058	1914	Dwelling, 1810 Wyoming Ave NW	Marsh & Peter	Colonial Revival	C
2554-2070	1891	Dwelling, 1862 Wyoming Ave NW	Sibley, J.A.	Queen Anne	C
2554-2074	1904	Dwelling, 1861 California Street NW	Sunderland Bros.	Queen Anne	C
2554-2080	1908	Apartment Bldg, 1807 California Street NW	Beers, Albert H.	Eclectic	C
2555-0005	1910	Apartment Bldg, 1825-1827 Vernon Street NW	Beers, Albert H.	Renaissance Revival	C
2555-0014	1915	Apartment Bldg, 1860 California Street NW	Schneider & Co	Classical Revival	C
2555-0024	1898	Dwelling, 2015 19th Street NW	Simpson, Henry	Queen Anne	C
2555-0025	1898	Dwelling, 2017 19th Street NW	Simpson, Henry	Queen Anne	C
2555-0026	1898	Dwelling, 2019 19th Street NW	Simpson, Henry	Queen Anne	C
2555-0027	1898	Dwelling, 1872 California Street NW	Simpson, Henry	Queen Anne	C
2555-0028	1898	Dwelling, 1870 California Street NW	Simpson, Henry	Queen Anne	C
2555-0029	1898	Dwelling, 1868 California Street NW	Simpson, Henry	Queen Anne	C

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2555-0030	1899	Dwelling, 1843 Vernon Street NW	Hensey, Melvin D.	Romanesque Revival	C
	1920 ca	Garage			C
2555-0031	1899	Dwelling, 1845 Vernon Street NW	Hensey, Melvin D.	Romanesque Revival	C
	1920 ca	Garage			C
2555-0032	1899	Dwelling, 1847 Vernon Street NW	Hensey, Melvin D.	Romanesque Revival	C
2555-0033	1899	Dwelling, 1828 California Street NW	Hensey, Melvin D.	Romanesque Revival	C
2555-0036	1899	Dwelling, 1837 Vernon Street NW	Palmer, Wm. J.	Queen Anne/Classical Rev.	C
2555-0037	1899	Dwelling, 1839 Vernon Street NW	Palmer, Wm. J.	Queen Anne/Classical Rev.	C
2555-0038	1899	Dwelling, 1841 Vernon Street NW	Palmer, Wm. J.	Queen Anne/Classical Rev.	C
2555-0039	1901	Dwelling, 1813 Vernon Street NW	Kennedy & Davis	Queen Anne	C
	1920 ca	Garage			C
2555-0040	1901	Dwelling, 1815 Vernon Street NW	Kennedy & Davis	Queen Anne	C
2555-0041	1901	Dwelling, 1817 Vernon Street NW	Kennedy & Davis	Queen Anne	C
2555-0042	1901	Dwelling, 1819 Vernon Street NW	Kennedy & Davis	Queen Anne	C
2555-0043	1901	Dwelling, 1821 Vernon Street NW	Kennedy & Davis	Queen Anne	C
	1930 ca	Garage			C
2555-0044	1901	Dwelling, 1823 Vernon Street NW	Kennedy & Davis	Queen Anne	C
2555-0046	1907	Commercial Bldg, 2010 18th Street NW		Classical Revival	C
2555-0047	1907	Commercial Bldg, 2008 18th Street NW		Classical Revival	C
2555-0048	1907	Commercial Bldg, 2006 18th Street NW		Classical Revival	C
2555-0052	1907	Dwelling, 1855 Vernon Street NW	Sonnemann, A. H.	Classical Revival	C
2555-0054	1908	Dwelling, 1864 California Street NW	Schneider, A. M.	Queen Anne	C
2555-0055	1908	Dwelling, 1862 California Street NW	Schneider, A. M.	Queen Anne	C
2555-0056	1909	Dwelling, 1831 Vernon Street NW	Lundy (E. K.) & Co.	Queen Anne/Classical Rev.	C
2555-0057	1909	Dwelling, 1833 Vernon Street NW	Lundy (E. K.) & Co.	Queen Anne/Classical Rev.	C
2555-0058	1909	Dwelling, 1835 Vernon Street NW	Lundy (E. K.) & Co.	Queen Anne/Classical Rev.	C
2555-0059	1911	Dwelling, 1853 Vernon Street NW	Haller (N. T.) Co.	Colonial Revival	C
	1915	Garage			C
2555-0062	1907	Commercial Bldg, 2000 18th Street NW		Classical Revival	C
2555-0065	1907	Commercial Bldg, 2002 18th Street NW		Classical Revival	C
2555-0066	1912	Dwelling, 1851 Vernon Street NW	Sullivan, Francis P.	Classical Revival	C
	1920 ca	Garage			C
2555-0802	1897	Dwelling, 1836 California Street NW	Coville, E. B.	Queen Anne	C
	1920 ca	Garage			C
2555-0809	1913	Dwelling, 1849 Vernon Street NW	Sullivan, Francis P.	Colonial Revival	C
2555-0811	1919	Apartment Bldg, 1820 California Street NW	Wardman & Tomlinson	Classical Revival	C
2555-2001	1899	Dwelling, 1824 California Street NW	Hensey, Melvin D.	Romanesque Revival	C

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2555-2010	1905	Apartment Bldg, 2038 18th Street NW	Hunter & Bell	Classical Revival	C
2555-2031	1922	Apartment Bldg, 1810 California Street NW	Stern & Tomlinson	Classical Revival	C
2555-2046	1919	Apartment Bldg, 1830 California Street NW		Colonial Revival	C
2555-2056	1981	Apartment Bldg, 1808 California Street NW		Modern	NC
2555-2066	1922	Apartment Bldg, 1811 Vernon Street NW	Hunter, John Abbott	Eclectic	C
2555-2080	1907	Apartment Bldg, 1840 California Street NW	Vaughn, Merrill T.	Classical Revival	C
2555-2100	1907	Apartment Bldg, 1842 California Street NW	Vaughn, Merrill T.	Queen Anne	C
2555-2120	1908	Dwelling/Office, 2001 19th Street NW	Wood, Waddy B.	Eclectic	C
2555-2147	1908	Dwelling, 1866 California Street NW	Schneider, A. M.	Queen Anne	C
	1930 ca	Garage			C
2555-2153	1917	Apartment Bldg, 1858 California Street NW	Landvoigt & Cook	Classical Revival	C
2556-0007	1910	Apartment Bldg, 1840 Vernon Street NW	Vaughn, Merrill T.	Renaissance Revival	C
2556-0008	1910	Apartment Bldg, 1846 Vernon Street NW	Vaughn, Merrill T.	Renaissance Revival	C
2556-0012	1922	Apartment Bldg, 1909 19th Street NW		Classical Revival	C
2556-0013	1916	Apartment Bldg, 1919 19th Street NW	Ray, George N.	Renaissance Revival	C
	1916	Garage			C
2556-0014	1906	Apartment Bldg, 1921 19th Street NW	Clark, Appleton P. Jr.	Classical Revival	C
2556-0015	2000 ca	Commercial Bldg, 1800 Vernon Street NW		Modern	NC
2556-0016	1898	Dwelling, 1802 Vernon Street NW	Kimmel, W. A.	Queen Anne	C
2556-0017	1898	Dwelling, 1804 Vernon Street NW	Kimmel, W. A.	Classical Revival	C
2556-0018	1898	Dwelling, 1806 Vernon Street NW	Kimmel, W. A.	Classical Revival	C
2556-0019	1908	Dwelling, 1929 19th Street NW	Wood, Donn & Deming	Classical Revival	C
2556-0022	1923	Apartment Bldg, 1826 Vernon Street NW	Stern & Tomlinson	Classical Revival	C
2556-0024	1924	Apartment Bldg, 1818 Vernon Street NW	Lane, Thomas	Classical Revival	C
2556-0027	1908	Dwelling, 1931 19th Street NW	Wood, Donn & Deming	Classical Revival	C
2556-0028	2005	Apartment Bldg, 1821 Florida Ave NW		Modern	NC
2556-0802	1921	Dwelling, 1834 Vernon Street NW	Norton, Claude N.	Colonial Revival	C
	1920 ca	Garage			C
2556-0803	1909	Dwelling, 1836 Vernon Street NW	Sonnemann, A. H.	Classical Revival	C
	1920	Garage			C
2556-0805	1908	Dwelling, 1933 19th Street NW	Wood, Donn & Deming	Classical Revival	C
2556-2001	1923	Apartment Bldg, 1825 Florida Ave NW	Stern & Tomlinson	Classical Revival	C
2556-2012	1909	Apartment Bldg, 1822 Vernon Street NW	Vaughn, Merrill T.	Classical Revival	C
2556-2031	1917	Apartment Bldg, 1812 Vernon Street NW	Vaughn, Merrill T.	Classical Revival	C
2556-2049	1924	Apartment Bldg, 1827 Florida Ave NW		Classical Revival	C
2557-0007	1912	Commercial Bldg, 1783 Florida Ave NW	MacNeil & MacNeil	Modern (Altered)	C
2557-0010	1912	Commercial Bldg, 1771 Vernon Street NW	MacNeil & MacNeil	Spanish Revival	C

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2557-0011	1912	Commercial Bldg, 1773 Vernon Street NW	MacNeil & MacNeil	Spanish Revival	C
2557-0012	1925 ca	Commercial Bldg, 2003 18th Street NW	MacNeil & MacNeil	Classical Revival (Altered)	C
2557-0013	1912	Commercial Bldg, 2005 18th Street NW	MacNeil & MacNeil	Spanish Revival	C
2557-0014	1912	Commercial Bldg, 2007 18th Street NW	MacNeil & MacNeil	Altered	NC
2557-0019	1975 ca	Commercial Bldg, 2009-2017 18 <sup>th</sup> Street, NW		Modern	NC
	1975 ca	Office		Modern	NC
2557-0020	1912	Commercial Bldg, 1769 U Street NW	MacNeil & MacNeil	Spanish Revival	C
2560-0045	1910 ca	Dwelling, 2437 18th Street NW	Wood, Waddy B.	Queen Anne (Altered)	C
2560-0046	1897	Dwelling, 2439 18th Street NW	Wood, Waddy B.	Queen Anne	C
2560-0047	1897	Dwelling, 2441 18th Street NW	Wood, Waddy B.	Queen Anne (Altered)	NC
2560-0061	1897	Dwelling, 2337 18th Street NW	Johnson, Joseph C.	Romanesque Revival	C
2560-0062	1897	Dwelling, 2339 18th Street NW	Johnson, Joseph C.	Queen Anne	C
2560-0063	1897	Dwelling, 2341 18th Street NW	Johnson, Joseph C.	Queen Anne/Classical Rev.	C
2560-0071	1900	Dwelling, 2335 18th Street NW	Hensley, Melvin D.	Classical Revival	C
2560-0074	1905	Dwelling, 2461 18th Street NW	Schneider, Ferd. T.	Queen Anne	C
2560-0075	1935 ca	Dwelling, 2463 18th Street NW	Schneider, Ferd. T.	Colonial Revival	C
2560-0076	1925 ca	Dwelling, 2465 18th Street NW	Woltz, Edward	Classical Revival	C
2560-0077	1902	Dwelling, 2467 18th Street NW	Woltz, Edward	Queen Anne/Classical Rev.	C
2560-0078	1902	Dwelling, 2469 18th Street NW	Woltz, Edward	Queen Anne/Classical Rev.	C
2560-0079	1902	Dwelling, 2471 18th Street NW	Woltz, Edward	Queen Anne (Altered)	C
2560-0085	1904	Apartment-Flat, 2319 18th Street NW	Grimm, N. R.	Queen Anne (Altered)	NC
2560-0086	1904	Apartment-Flat, 2321 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0087	1925 ca	Commercial Bldg, 2323 18th Street NW	Grimm, N. R.	Classical Revival	C
2560-0088	1904	Apartment-Flat, 2325 18th Street NW	Grimm, N. R.	Queen Anne (Altered)	C
2560-0089	1904	Apartment-Flat, 2327 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0093	1904	Dwelling, 2423 18th Street NW	Grimm, N. R.	Altered	C
2560-0094	1904	Dwelling, 2425 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0095	1904	Dwelling, 2427 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0096	1904	Dwelling, 2429 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0097	1965 ca	Dwelling, 2431 18th Street NW	Grimm, N. R.	Modern	NC
2560-0098	1935 ca	Dwelling, 2433 18th Street NW	Grimm, N. R.	Italianate	C
2560-0099	1935 ca	Dwelling, 2435 18th Street NW	Grimm, N. R.	Moderne	C
2560-0100	1909	Commercial Bldg, 2333 18th Street NW	Lepley & Nichols	Classical Revival	C
2560-0101	1936	Dwelling, 2405 18th Street NW	Archer and Grimm	Vernacular	C

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2560-0102	1905	Dwelling, 2407 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0103	1905	Dwelling, 2409 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0104	1905	Dwelling, 2411 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0110	1907	Commercial Bldg, 2457 18th Street NW	Beers, A. H.	Altered	NC
2560-0113	1910	Commercial Bldg, 2315 18th Street NW	Vaughn, M. T.	Altered	C
2560-0114	1910	Commercial Bldg, 2317 18th Street NW	Vaughn, M. T.	Altered	NC
2560-0120	1899	Dwelling, 2481-2483 18th Street NW	Wood, Waddy B.	Eclectic	C
2560-0121	1926	Apartment/Commercial, 2447-53 18th Street NW	Atkinson, A. S. J.	Renaissance Revival	C
2560-0122	1911-12	Dwelling, 1792-96 Columbia Rd NW	Vogt, Oscar G.	Eclectic	C
2560-0124	1902	Dwelling, 2473-2477 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0128	1980 ca	Commercial Bldg, 1782 Columbia Rd NW		Modern	NC
2560-0801	1897	Dwelling, 2311 18th Street NW	Johnson, Joseph C.	Queen Anne	C
2560-0803	1902	Dwelling, 2479 18th Street NW	Grimm, N. R.	Queen Anne	C
2560-0839	1925 ca	Dwelling, 2445 18th Street NW	Wood, Waddy B.	Italianate	C
2560-0840	1945 ca	Dwelling, 2443 18th Street NW	Wood, Waddy B.	Altered	NC
2560-0841	1928	Commercial Bldg, 2455 18th Street NW		Classical Revival	C
2560-0863	1905	Apartment Bldg, 2233 18th Street NW	Heaton, Arthur B.	Renaissance Revival	C
2560-0868	1897	Dwelling, 2309 18th Street NW	Johnson, Joseph C.	Romanesque Revival	C
2560-0869	1897	Dwelling, 2307 18th Street NW	Johnson, Joseph C.	Queen Anne	C
2560-0879	1980 ca	Commercial Bldg, 1790 Columbia Rd NW		Modern	NC
2560-2001	1909	Apartment Bldg, 2305 18th Street NW	Miller, Dan B.	Classical Revival	C
2560-2045	2003	Apartment/Commercial, 2421 18th Street NW		Modern	NC

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## 8. Statement of Significance

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**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 a 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.

**Areas of Significance** (Enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

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**Period of Significance**

1891-1950

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**Significant Dates**

1891

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**Significant Person** (Complete if Criterion B is marked above)

N/A

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**Cultural Affiliation**

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**Architect/Builder**

See Inventory

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**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)



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**STATEMENT OF SIGNIFICANCE**

The Washington Heights Historic District, located north of Florida Avenue in what is now the heart of the Adams Morgan neighborhood, contains one of the finest eclectic collections of architecture in Washington, D.C. From late-nineteenth-century rowhouses and early-twentieth-century luxury apartments to a flourishing commercial corridor, the development of Washington Heights illustrates its varied past and evolution from a streetcar suburb to an urban center. The majority of what is now known as Washington Heights was recorded in 1888 as "The Commissioner's Suburb of Washington Heights." At this time, the City of Washington was expanding rapidly as new subdivisions were planned north of Boundary Street, N.W. (renamed Florida Avenue in 1890), which was first serviced by the electric streetcar in 1892. Residential construction in Washington Heights, which began in the 1890s, consisted of speculative rowhouses often built in groups for middle-class residents and their families. Although some of these houses were owner-occupied, most were rental units. Unlike the subdivisions directly west, only a few large single dwellings were built for members of the upper class in Washington Heights. Residential construction began to shift in the first decades of the twentieth century as apartment building construction brought a substantial number of professionals, many working for federal government agencies, to the neighborhood. The apartment buildings, both luxury and more modest examples, were constructed by some of the city's prominent developers who employed Washington's finest architects. In the 1910s, several commercial buildings were constructed along the streetcar routes on 18<sup>th</sup> Street and Columbia Road, bringing self sufficiency to the neighborhood. The advent of the automobile physically affected Washington Heights by the 1920s as private garages were built behind the rowhouses along the alleys, and large public garages and service stations were constructed near 18<sup>th</sup> Street and Florida Avenue. Many of the rowhouses along 18<sup>th</sup> Street were soon transformed into businesses on the street level as projecting storefront windows were added to the buildings. In a few instances, the rowhouses were demolished or underwent complete façade renovations for commercial use. By the 1950s, the neighborhood's demographics changed as many white residents relocated to the suburbs. New ethnic groups, including a large number of Hispanics, moved to Washington Heights, soon making it a diverse multi-cultural district and an urban destination within the city by the 1970s. Today, the building fabric of Washington Heights is illustrative of its evolution from a late-nineteenth-century streetcar suburb to a twenty-first-century urban neighborhood. It is defined by its boundary streets lined with apartment buildings and commercial buildings and its interior grid of streets of late-nineteenth- and early-twentieth-century rowhouses.

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Defined by late-nineteenth- and twentieth-century development, the Washington Heights Historic District meets the District of Columbia Inventory of Historic Sites Criteria B, *History*, and D, *Architecture and Urbanism*, and the National Register of Historic Places Criteria A and C. It is significant under the themes of architecture and community planning/development with the period of significance extending from 1891 to 1950. The area comprising the Washington Heights Historic District consists of 316 primary resources, the vast majority being residential buildings. Of the 316 primary resources, 288 of them contribute to the areas and period of significance for the Washington Heights Historic District. There are seventy-one secondary resources, fifty-nine of which contribute to the historic district. The Wyoming Apartments, a contributing property within the Washington Heights Historic District, was individually listed in the District of Columbia Inventory of Historic Sites and the National Register of Historic Places in 1983. The Washington Heights Historic District is also being nominated under the "Apartment Buildings in Washington, D.C., 1880-1945," Multiple Property Documentation Form, listed in 1994.

**HISTORIC BACKGROUND**

**Early History of Washington Heights/Kalorama**

Historic Washington Heights and its neighboring nineteenth-century subdivisions, all share a similar history originating from a 600-acre tract conveyed to John Langworth by Charles II of England in the seventeenth century. By the eighteenth century, Anthony Holmead, one of the original proprietors of the District of Columbia, owned a portion of the tract bordering Rock Creek.<sup>1</sup> Holmead called this particular area "Widow's Mite," a name whose origins have long been debated. In 1750, Holmead left the property to his nephew and the younger Holmead constructed a three-story brick house on the property known as Rock Hill (the present-day intersection of 23<sup>rd</sup> and S Streets). By 1795, Holmead had constructed a new house farther to the north on his property and sold part of his holdings, along with Rock Hill, to Gustavus Scott, a District commissioner. Scott built a large house on the site of Rock Hill and renamed the estate Belair. The estate eventually was sold to poet and diplomat Joel Barlow, who in the early 1800s renamed the estate Kalorama, from the Greek word meaning "fine view."<sup>2</sup> Although the estate was subsequently sold to a number of owners and subdivided, the name Kalorama prevailed.

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By the fourth quarter of the nineteenth century, Kalorama and its adjacent property were quickly becoming prime real estate for the expansion of the federal city and its newly-created subdivisions. As planned by Pierre L'Enfant, Florida Avenue was known as Boundary Street and, as its name suggests, it was the border between what was then Washington City and Washington County. Several country estates were located in the area during this time, one being "Oak Lawn." In 1873, Thomas P. Morgan purchased the ten-acre site bounded by what now consists of Connecticut Avenue, Columbia Road, 19<sup>th</sup> Street, and Florida Avenue (The northern half of this site is located within the boundaries of the historic district; the southern half of the site, improved by two office buildings and the Washington Hilton Hotel, are outside the historic district boundaries). Morgan enlarged the 1820s Federal-style house previously erected on the site to a four-story Second Empire mansion. The high elevation of the lot allowed for a commanding view of the city from the house. Morgan, a Union Officer in the Civil War (1861-1865), was best known for his accomplishments as a Washington businessman and as a councilman and alderman of Washington, D.C. Morgan also was a District of Columbia Commissioner from 1879 to 1883. Only a year after constructing Oak Lawn, Morgan sold the property to Edward C. Dean, president of the Potomac Terra Cotta Company.<sup>3</sup> After the sale, the area was often referred to as "Dean's Tract."<sup>4</sup>

Although there were only about half a dozen houses in Kalorama at the end of the nineteenth century, development was growing to the south in Dupont Circle and Kalorama soon became a choice setting for Washington's wealthiest residents. When government officials, diplomats, business leaders, and military officers began to construct grand houses in this section of the city, the real estate prices for adjacent land began to increase in value.<sup>5</sup> Due to the pressures of housing the burgeoning population of Washington, D.C., landowners and developers began to anticipate large increases in land values due to the desirable location of Kalorama.

*Subdivision of Land*

The first subdivision created in the area was William M. and W.W. Corcoran's Washington Heights. Recorded on July 20, 1872, Washington Heights was laid out east and along Columbia Road, a long-established country road leading in and out of the city. An article in the June 17, 1882 issue of the *National Republic* described the new suburbs and "suburban residences:"

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The city has extended so far to the north and west that the heights of the Holmead estate are now becoming the most attractive portion of the city for residences. The summer temperature is at least five degrees lower than in the city, and refreshing breezes sweep over from the valley of Rock Creek. There is no city in the land that has been so lavishly supplied by nature with locations for rural homes. Within a few months some of our leading citizens have taken steps to utilize and beautify these elevations overlooking the city. The lands on the Washington Heights, a part of the old Holmead estate, have been platted, streets have been opened, trees set, and building lots put into market . . . these lots lying close and overlooking the city . . . are the choicest investment offered to the public.<sup>6</sup>

Between 1880 and 1883, four new subdivisions were laid out in Kalorama. The development of the area increased at a rapid pace between January 1887 and February 1888 as six more subdivisions were platted. One of these subdivisions was Truesdell's Addition to Washington Heights, part of George Truesdell's land across Kalorama Road from this country home, Managasset.<sup>7</sup> Neighboring subdivisions included Belair Heights to the west, Kalorama Heights in the center, Tuttle's Subdivision east of the Kalorama Estate, and Presbury & Goddard's Subdivision to its west.<sup>8</sup> All of these subdivisions, although named individually on the 1903 *Sanborn Fire Insurance Maps*, were referred to as part of Washington Heights.<sup>9</sup>

A large portion of the land that makes up present-day Washington Heights was originally part of a 38.5-acre tract owned by John Little. The tract, containing portions of Widow's Mite and the neighboring colonial land grant of Mount Pleasant, was located north of Boundary Street (Florida Avenue) and east of 19<sup>th</sup> Street and Columbia Road. In 1887, when the area was developing rapidly, this tract was owned by a "complex web of heirs, successors, purchasers, and creditors," the most prominent being William P. Kellogg – the former governor, congressman, and senator from Louisiana.<sup>10</sup> After a lawsuit, the issue surrounding the complex ownership of the site was handed over to the Equity Court of the District of Columbia.

A small commission was appointed by the court for the purpose of surveying the land and creating a plan for its subdivision. The team was made up of two real-estate men, Thomas J. Fisher and William Young, and a city surveyor, William Forsyth. Working closely with the property owners, particularly William P. Kellogg, Fischer and Young developed a plan for the subdivision, laying out

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the streets and alleys. The "Commissioners' Subdivision of Washington Heights" was recorded by Forsyth on February 1, 1888.<sup>11</sup> With the impending growth of the District of Columbia outside the original boundaries, Boundary Avenue was renamed Florida Avenue in 1890.

In 1893, the government responded to the issues surrounding the uncoordinated development of suburban land developing on the outskirts of the original city by establishing the Permanent Highway Act of 1893. Its goal was to prepare a series of maps showing a street plan that would be compatible and consistent with The L'Enfant Plan. However, until the maps were published, confusion surrounded the Highway Act, as it was unclear if existing subdivisions would have to reconfigure its roads to conform to the new plan. Consequently, land transfers and construction were virtually halted as developers feared that expensive land would be condemned for street right-of-ways.<sup>12</sup> In 1898, an amended Highway Act was passed, incorporating all of those subdivisions that had been established prior to 1893. Relieving developers' uncertainties, the Highway Act, along with major improvements in public services, prompted a surge in building construction after 1898.<sup>13</sup>

*Streetcars*

At the time of its development, Washington Heights had the advantage of being in close proximity to the streetcar lines, further promoting its attractiveness as a suburb. The first horse-drawn streetcar that serviced the southern edge of the neighborhood was operated by the Connecticut Avenue and Park Railway Company, chartered in 1868. This line was an extension of an existing line run by the Metropolitan Railroad Company, established in 1864. The extension ran from 17<sup>th</sup> and H Streets northward up Connecticut Avenue to Boundary Street (Florida Avenue).<sup>14</sup> The streetcar line did not continue up Florida Avenue from this point as the grade was too steep for the horse-drawn cars.<sup>15</sup> Operation of this line began in April of 1873. It continued to be operated by the Connecticut Avenue and Park Railway Company until June of 1874 when it was absorbed by the Metropolitan Railroad Company.<sup>16</sup>

In 1888, the Rock Creek Railway of the District of Columbia was chartered and in September of 1892, the electric streetcar began servicing the residents of Washington Heights. The route ran from U Street, north along 18<sup>th</sup> Street and crossed the Rock Creek Valley on what was later Calvert Street (then Cincinnati Street). The Rock Creek Railway constructed an iron bridge across Rock Creek at Calvert Street and at this point, the streetcar continued northward on Connecticut Avenue to Chevy

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Chase Lake, Maryland.<sup>17</sup> The following year, the line was extended east along U Street to 7<sup>th</sup> Street, intersecting with several downtown lines and making the neighborhood more readily accessible from downtown. In 1896, the Metropolitan extended its service up Columbia Road and began taking travelers as far as Park Road in Mount Pleasant.<sup>18</sup> The streets in Washington Heights that contained the streetcar lines subsequently developed as the commercial corridors of the community, namely along Florida Avenue, Columbia Road, and primarily 18<sup>th</sup> Street.

Although Connecticut Avenue was an important and highly-traveled street in the city at the time Washington Heights developed, its importance decreased once it reached Boundary Street (renamed Florida Avenue in 1890). At this point, it became a winding road that terminated abruptly at Woodley Lane (now Belmont Road), directly south of Rock Creek. A bridge was needed to continue Connecticut Avenue across Rock Creek and to the developing sections of Northwest Washington. As the result of a design competition, renowned railroad-bridge designer George S. Morrison was chosen to design the new bridge. Construction began in 1897 and was completed in 1907. At the time of its construction, the bridge, now known as the Taft Bridge, was the first and largest unreinforced concrete bridge in the world.<sup>19</sup>

The extension of Connecticut Avenue, while connecting downtown to the emerging suburbs in Northwest Washington, bisected the newly-created subdivisions in Kalorama, creating separate, distinct communities. The neighborhood west of Connecticut Avenue, now known as Sheridan-Kalorama, developed with large lots and grand, individually commissioned, freestanding houses that became the residences of Washington's elite. Washington Heights and its adjacent suburbs (such as Kalorama Triangle to the north) would become a solidly middle-class neighborhood with well-designed, spacious, speculative housing along the streetcar lines.<sup>20</sup> The lots near Connecticut Avenue and the intersection of California Street, Wyoming Avenue, Kalorama Road, and Belmont Road soon became the prime location for luxury apartment buildings that would later define that section of the neighborhood.

*Churches and Schools*

In 1902, major developments occurred in the neighborhood with the construction of both the Washington Heights Presbyterian Church and the Morgan School. As the neighborhood's first educational and religious buildings, they illustrate the popularity and the increasing development of

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Washington Heights. Additionally, apartment buildings began to be constructed in the neighborhood. Although the first apartment building was modest in size and designed to look like a single dwelling, large apartment buildings followed shortly thereafter along Columbia Road and 18<sup>th</sup> Street. These buildings reflect the introduction and the increasing popularity of apartment buildings in Washington, D.C. as they provided affordable housing for the middle and working classes as well as residences for professionals and transitory government workers that were common in the nation's capital.

**The Growth of Washington Heights 1910-1939**

In the early decades of the twentieth century, Washington Heights continued to grow at an increasing rate with development proceeding accordingly. The opening of the upscale and fashionable Knickerbocker Theater (2454 18<sup>th</sup> Street) in 1917 was representative of what has been coined the "white glove era" of Washington Heights.<sup>21</sup> Commercial development expanded along Florida Avenue and Columbia Road. New, purpose-built stores were erected at the same time that several existing rowhouses along 18<sup>th</sup> Street were converted to stores on the street level. By 1925, few available lots remained in Washington Heights.

At this time, the residents of Washington Heights remained solidly middle class. By the 1920s and 1930s, immigrants began moving into the neighborhood, many operating businesses along 18<sup>th</sup> Street or working for the nearby embassies. Although a number of these immigrants were of the working class, many were also professionals, bringing a slow, yet increasing diversity to the neighborhood.

In 1931, Adams School was constructed along 19<sup>th</sup> Street as the population expanded and more room was needed for the neighborhood's school children. The automobile age also made its impact on the neighborhood as more residents of the District began to own and use their own cars for transportation. As a result, many residents of Washington Heights built garages behind their rowhouses facing the alleys, and automobile-related businesses opened along 18<sup>th</sup> Street and Florida Avenue. Overall, technological and societal changes forever altered the way Washington Heights residents worked, traveled, and lived their daily lives.

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**Washington Heights, A Time of Change 1940-Present**

The 1940s and 1950s brought major changes in Washington Heights both from a demographic and development standpoint. A citywide housing shortage during World War II (1941-1945) caused many of the houses in the neighborhood to be transformed into rooming houses. In the late 1940s and early 1950s, the neighborhood's white middle-class residents began to move out to the surrounding suburbs. This change was prompted by Supreme Court rulings that struck down housing covenants in 1948 and segregated schools in 1954.<sup>22</sup>

*Good Will Baptist Church*

Other social changes, such as the growing use of the automobile, expansion of the highway system, affordability of suburban housing furthered the "white flight" to the suburbs.<sup>23</sup> This phenomenon was particularly evidenced in 1955, when after fifty-two years, the congregation of the Washington Heights Presbyterian Church made the decision to relocate to the nearby Maryland suburb of Bethesda due to a "waning membership and a changing neighborhood."<sup>24</sup> The congregation noted, "the lure of suburban life made itself felt and people began moving away. . ."<sup>25</sup> A community study conducted the previous year found that many of its members lived outside of the community and that there were six other Presbyterian churches within a one-and-a-half-mile radius.<sup>26</sup> Congregation membership was also down to 380 from 500. The final mass was held on January 30, 1955 and the church building was put up for sale.<sup>27</sup>

In 1956, the Good Will Baptist Church purchased the church at 1860 Kalorama Road for \$110,000 and celebrated its 25<sup>th</sup> Anniversary in November as they moved into their new church. The Good Will Baptist congregation was established in November 1931 by the Reverend James L. Pinn, a professor of the School of Religion at Howard University. First meeting at Pinn's home, the congregation worshipped at 1619 U Street beginning in 1932 until its move to Washington Heights. The congregation was known for its involvement in community service and its pastor and members frequently volunteered at hospitals as well as welfare and penal institutions.<sup>28</sup> The change from the predominately white Washington Heights Presbyterian Church congregation to the African-American Good Will Baptist congregation clearly illustrates the shift in race of Washington Heights's residents – as the middle-class white residents began moving out, lower-income blacks moved in. This phenomenon was further propelled in 1968, when riots following the assassination



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of Dr. Martin Luther King, Jr. caused many white residents, who could afford to do so, to move to the suburbs.<sup>29</sup>

*Adams Morgan*

By the 1950s, the segregation of the Adams School and the Morgan School caused tension in a neighborhood that had been changing demographically since the 1930s. Washington Heights, now an urban neighborhood compared to its original suburban roots, was experiencing decline and deterioration spurred by preference for the outlying suburbs in Virginia and Maryland. Over half of the estimated 17,000 persons living in the neighborhood were African American. House values were decreasing, and nine blocks of the neighborhood's housing were named among the 100 worst in the city by the Community Renewal Program.<sup>30</sup> The first step toward change came with the 1954 Supreme Court decision that outlawed school segregation. The once-segregated Adams and Morgan schools became the catalyst for a racially-divided neighborhood as its citizens joined together in 1955 and created the Adams Morgan Better Neighborhood Conference. Its purpose was not only to promote school integration, but to "arouse interest in community problems and deal with the growing physical deterioration in the area."<sup>31</sup> With help from the city and American University, the Neighborhood Conference set up a demonstration project that would organize the neighborhood into block associations to help with the planning process. A federal grant further propelled the project. The Neighborhood Conference established a Community Council and a Planning Committee and began discussing plans for an urban renewal plan with the National Capital Planning Commission (NCPC).<sup>32</sup> It was the first time in the city that "residents, businessmen and property owners, including educational, cultural and religious enterprises met with professionals to plan together."<sup>33</sup>

The Adams Morgan community included several of the historic subdivisions in the Kalorama area including Washington Heights, Kalorama Heights, Meridian Hill, and Lanier Heights. Its boundaries were S Street to the south, Connecticut Avenue to the west, Calvert Street and Columbia Road to the north, and 16<sup>th</sup> Street to the east. With 18<sup>th</sup> Street being the commercial center of the neighborhood, Washington Heights comprised a large section of the newly-formed community along its western boundary. Renewal plans were drawn up and presented to the neighborhood in April of 1960. Among the objectives were the need to maintain and improve the shopping area and community facilities, reduce traffic in the residential areas, and remove dilapidated buildings and blight.

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*Inner Loop Freeway*

A highway plan propelled the redevelopment plans for Washington Heights. According to a *Washington Post* article from 1957, with the construction of the Inner Loop freeway system, "some of the worst housing in the Northwest urban renewal area would be replaced by the center leg of the proposed Inner Loop freeway system and by new apartment dwellings. . . ." The proposed freeway connected Interstate 295 in Prince George's County, Maryland, to Routes 50 and 66 in Arlington County by a direct route through Washington, D.C. Plans for the freeway illustrate its location along Florida Avenue, directly south of Washington Heights.<sup>34</sup> The proposed freeway would not only have caused destruction to many historic neighborhoods in Washington, D.C., but would also have brought congestion to those areas bordering the freeway, including Washington Heights, which was in close proximity to the freeway's path.<sup>35</sup>

Concern was expressed, however, over an urban renewal plan similar to that of Southwest Washington, D.C., where a large percentage of the buildings were demolished and residents were displaced. As fears mounted, the neighborhood began to question the conditions of the proposed urban renewal plan, especially the plans for high-rise apartment buildings, scattered site public housing, and the issues surrounding private restoration versus public control.<sup>36</sup> Ultimately, the project was rejected by the NCPC in 1965 with the reasoning that it "was not in the public interest."<sup>37</sup> Additionally, the Inner Loop freeway was never constructed.

*Morgan School and the Marie Reed Community Learning Center*

Education once again came to the forefront of the community in the 1960s. After complaints from many parents concerning the unsatisfactory education provided by the Morgan School, the city government voted to allow a community council to govern the school – one of the first community-controlled schools in the country. The Morgan Community School Board became a strong voice in the community and the improvements made to the school system.<sup>38</sup> In 1967, the Adams Morgan Community Council and the Washington Board of Education approved a plan allowing Antioch College to run the Morgan School. Antioch College was based in Yellow Springs, Ohio, and operated a work-study program designed to prepare students for teaching positions in slum schools. The project allowed Antioch "interns" to teach in Washington's schools. The community elected a council to administer the project. The project began with the Morgan School in 1967 and was to

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expand to the Adams School in the following year. By January of 1968, the Council was unhappy with Antioch's role in the Morgan School and made steps toward dropping the program. Problems with the programs surmounted mostly due to the college not being located in Washington, D.C. and the staff not being familiar with the diversity of the Adams Morgan neighborhood.

Despite the termination of the Antioch College program in 1968, the community continued to move forward with improving the educational facilities. By 1972, plans for a new school evolved to replace the aging Morgan School with its "dingy yellow and blue" walls and floors, which "show the wear of generations."<sup>39</sup> The community had high hopes for the new school, which was to become the stronghold in a neighborhood that was quickly changing. The principal emphasized, "Practically every component of community life is involved in the school," so "the school becomes the center for the community."<sup>40</sup> Planning for the building took over two years at a cost of \$3 million dollars.<sup>41</sup> Construction began in 1972 and during this time, the old Morgan School was demolished.<sup>42</sup> In 1977, a new school opened as the Marie Reed Community Learning Center, symbolizing the unity and the evolution of the neighborhood.

*New Residents*

Around this time, one of the most noticeable demographical changes occurred as the neighborhood became home a large number of Latin-American residents as well as other ethnicities. This occurrence is mostly due to the already-established immigrant population that began to move into Washington Heights during the 1920s, 1930s, and 1940s due its location near many embassies. The affordability of the neighborhood in the 1950s and 1960s further propelled this phenomenon. Soon, the presence of these ethnic groups became visible in Adams Morgan and neighboring Columbia Heights as ethnic stores and restaurants were opened in the commercial districts. The diverse ethnicity of the neighborhood continues to be an identifying characteristic of the neighborhood today as the neighborhood is intermixed with young professionals, long-time residents, and a wide range of multi-cultural residents.

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**Residential Construction**

Gas and water service came to Washington Heights by 1889 and many of the streets were paved with asphalt.<sup>43</sup> Construction in Washington Heights began in the late 1890s and primarily consisted of rowhouses and some freestanding houses that were often built by speculative developers. Despite the introduction of city infrastructure as well as the sale of many of the new lots, construction did not come quickly to Washington Heights and its surrounding subdivisions. According to real estate maps from 1887 and 1892, most of the development was concentrated around the projected path of Connecticut Avenue. Generally, the first people to build in the area were city leaders, military officers, and businessmen, who were often involved in real estate.

One of the first recorded building permits issued in Washington Heights was for a three-story brick dwelling at 1862 Wyoming Avenue in 1891. Although four building permits for dwellings were issued between 1894 and 1896, construction did not really commence until 1897 when twenty-three building permits were recorded, all for dwellings. After the amended Highway Act passed in 1898, building permit applications for Washington Heights increased to a total of twenty-four in 1899 compared to only twelve in 1898. By 1903, the *Sanborn Fire Insurance Maps* illustrate a developing neighborhood with blocks of rowhouses often surrounded by empty lots. Approximately 118 buildings were constructed in Washington Heights by 1903. Between 1891 and 1900, seventy-two permits were issued in Washington Heights. In 1905, *The Washington Post* reported "Heights are Booming" as "Most of the permits taken out were for small residences valued [from] \$3,000 to \$10,000, the figures being enlarged considerably by several apartment-house plans."<sup>44</sup> The article pointed out that most of the construction was taking place in Columbia Heights and Washington Heights.<sup>45</sup>

By the 1920s, the automobile age visibly made its mark upon Washington Heights as residents began to construct garages behind their homes. The emergence of garages in Washington Heights directly reflects the rising number of automobiles in Washington, D.C., suggesting that as District residents became automobile owners, they also began to build garages to house them. A 1925 article from the *Evening Star* reported that twenty percent of all District workers were riding in automobiles to work instead of public transportation such as streetcars or buses. The article also stressed that a great number of the 72,482 private automobiles registered in the District in 1925 belonged to residents who lived in the outlying sections of the city. Here, the report stated that the ratio was around 12 to

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20 passenger automobiles per 100 persons compared to 5 to 10 in the central areas of the city.<sup>46</sup> Many private garages were built in Washington Heights during the 1920s. The 1911 and 1913 *Hopkins* and *Baist* Maps show few garages in the neighborhood; however, by 1925, around one hundred garages, including multi-car garages, were located at the rear of the lots with accessibility from the alleys.

It was during the 1930s, however, that the number of automobiles in Washington, D.C. and the number of garages constructed in Washington Heights began to rise most notably. In 1930, the *Washington Herald* stated that Washington, D.C. had one automobile for every 4.6 residents.<sup>47</sup> A 1930 *Washington Times* article, entitled "Washington Has 173,661 Autos But That is Not Enough," states that the automobile had become a necessity and that almost every family owned one. The article also emphasizes that "In keeping with the modern emancipation of women, every family in comfortable circumstances should now have at least TWO AUTOMOBILES – one for the husband, the other for the wife and children."<sup>48</sup> Throughout the 1930s, the number of automobiles in Washington, D.C. continued to rise and, by 1934, one in every three Washingtonians owned an automobile.<sup>49</sup> By this time, a majority of the dwellings in Washington Heights had a garage.

Despite the fact that Washington, D.C. has been a relatively transient city since its establishment, initially there was a strong prejudice against multi-family dwellings. The aversion to apartment buildings most likely stemmed from the association of apartments with the poverty-stricken tenements in New York City and the alley dwellings in Washington, D.C. As a result, while most cities experienced apartment building construction as early as 1857, purpose-built apartment buildings did not become prevalent in Washington, D.C. until the late nineteenth century. The early years of the twentieth century was marked by the beginning of apartment building construction in Washington Heights. Between 1903 and 1910, twenty-nine building permits were issued for apartment buildings in the neighborhood. Like the rowhouse, the construction of apartment buildings in Washington was a direct result of a city-wide housing shortage in the late nineteenth century. In keeping with early apartment buildings constructed throughout the city during the late nineteenth and early twentieth centuries, many of the early apartment buildings constructed in Washington Heights were modest in size and were popular with middle-class workers such as clerks and secretaries for the growing federal government.<sup>50</sup>

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Although early apartment houses were built for a variety of social levels, the luxury apartment building made the most impact in Washington, D.C. These apartment buildings were characterized by the numerous amenities often associated with hotels. Public areas often included large formal lobbies and dining rooms, while individual apartments consisted of spacious quarters including parlors, dining rooms, bedrooms and baths. Laundry services, as well as commercial services such as barber shops and pharmacies, were also located in the buildings. In most cases, the individual apartment units within luxury apartment buildings did not contain kitchens. The lack of kitchens could be a result of the residents' preference for the public dining rooms offered in the buildings or it suggests that the technology involved with numerous kitchens in a multi-level building was too new to handle efficiently.

In the nineteenth century, apartment buildings were perceived as being available only to Washington's wealthiest residents. However, this began to change by the early 1900s when apartment buildings began to stray from a hotel-like atmosphere with indulgent amenities to self-sufficient living and an affordable alternative for the middle class. Apartment building construction for the middle class escalated with the need for affordable and available housing – a result of the increasing size of the federal workforce and the city's population. Early examples of middle-class apartment building differed from the large, elaborate luxury prototypes as they were typically much smaller in size with only three or four stories, and, in many cases they were clustered in pairs. Architecturally more modest than larger apartment buildings, these small, simple buildings were seen as a way for investors to offer moderate and lower cost rental units.<sup>51</sup>

One of these apartment buildings in Washington Heights was The Margaret at 1809-1911 Kalorama Road and according to building permits, was the first apartment building in Washington Heights in 1903. This modest three-story brick apartment building was designed by Nicholas R. Grimm for developer Harry Wardman. Residents of the apartment building at 1809-1811 Kalorama Road in 1910 included a railroad clerk, a physicist for the Bureau of Standards, a claims court lawyer, a scientist for the U.S. Geological Survey, a clerk at a real estate office, and a cook for a private family, thus illustrating its affordability to professionals by the second quarter of the twentieth century. The cook residing in the Margaret demonstrates that domestic workers also lived in the neighborhood, assumingly near their employers.<sup>52</sup>

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At the turn of the century, a large number of apartment houses, apartment buildings with a lobby, elevator, and a staff, were being constructed throughout the city. In particular, "apartment house corridors" were developing in Washington, D.C. in conjunction with the extension of the street car system.<sup>53</sup> The earliest apartment house corridors, or an area in which a large number of apartment buildings were constructed, were along 14<sup>th</sup> Street, N.W., lower Connecticut Avenue (later extending northward), and Columbia Road. Part of the Columbia Road apartment house corridor is located in Washington Heights and like the other apartment house corridors, was the direct result of the streetcar line on Columbia Road. The construction apartment buildings along the Columbia Road streetcar route began in 1903 with the construction of the Kennesaw (3060 16<sup>th</sup> Street, N.W., east of the Washington Heights Historic District) and soon after, a number of apartment houses appeared in its vicinity between Connecticut Avenue and 16<sup>th</sup> Street, N.W.<sup>54</sup>

Of the most prestigious apartment houses built in Washington Heights was the Wyoming Apartments at 2022 Columbia Road, N.W., which was constructed in 1905 with B. Stanley Simmons as architect and Lester A. Barr serving as developer.<sup>55</sup> Luxury apartment buildings, like the Wyoming, were characterized by the inclusion of a grand public lobby and special facilities such as dining rooms, laundry, reception rooms, and housing for a full-service staff. Other luxury apartments built in the early twentieth century include the Oakland (2006 Columbia Road, 1905-1911), and the Netherlands Apartments (1852 Columbia Road, 1909). These apartment buildings attracted professionals and high-ranking military officials. In 1910, for example, occupations of residents of the Oakland included lawyers, Naval and Army Officers, and clerks. The 1910 census illustrates that residents in the Wyoming held similar occupations including a U.S. Army doctor, lawyers, bankers, and architects. Many of the residents in both the Oakland and Wyoming had live-in servants.<sup>56</sup>

Despite the presence of the Wyoming, the Oakland, and the Netherlands, the majority of apartment buildings constructed in Washington Heights in the early twentieth century were constructed for middle-class residents. While the larger apartment buildings were constructed along Columbia Road, 18<sup>th</sup> Street, and Florida Avenue, smaller, more modest apartment buildings were constructed along the streets in between.

This phenomenon continued in the mid-twentieth century as several houses were demolished to make way for large apartment buildings on Columbia Road. At this time, large apartment buildings were being constructed in Washington, D.C. due to a temporary end of rent control, the continuing

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housing shortage, availability of materials after World War II, and overall economic prosperity.<sup>57</sup> Examples in Washington Heights include Gelmarc Towers at 1930 Columbia Road, constructed in 1950, and the apartment building at 1880 Columbia Road, constructed in 1964.

**Residents**

The first residents of Washington Heights were predominantly middle-class professionals, many employed as clerks for the federal government. Other examples of occupations included draughtsman, typewriter, geologist, lawyer, and newspaper clerk. Census records indicate that immigrants in Washington Heights were not common at the turn of the twentieth century as most residents had been born in the United States. However, census records do reveal the transitory nature of the city as residents came from a variety of different states. Although a large number were born in Washington, D.C., Maryland, and Virginia, residents were also from the Northeast, Midwest, and Southern parts of the United States including Rhode Island, New Jersey, New York, Minnesota, Ohio, Iowa, North Carolina, Louisiana, and Florida. The residents seemed to be evenly divided in terms of owners or renters. However, most of the original owners of the houses who were listed on building permit applications did not live in the neighborhood, suggesting the dominance of speculative building in Washington Heights.

Most households in 1900 had at least one servant, many of whom served as cooks and lived with the family. These servants were typically female and black, representing the only African-American residents in the neighborhood at the turn of the twentieth century. Households with servants would not necessarily be considered wealthy; instead they were solidly middle-class residents who often had extended family, or boarders living in the house as well. The number of school children living in the neighborhood was high as a majority of the residents were young families.

Notable residents during this time period include architect Waddy B. Wood. Wood first lived in Washington Heights in 1899 at 1736 (currently 1796) Columbia Road. From 1900 to 1901, Wood lived in the adjacent rowhouse at 1734 (currently 1794) Columbia Road with his wife, Lindsay, 23, and a female, African-American servant. Wood was the architect for these rowhouses, as well as the adjoining rowhouse at 1732 (currently 1792) Columbia Road.



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Lester A. Barr (1854-1937), a prominent businessman in Washington's real estate and financial circles, was a resident of Washington Heights. Barr lived in the Wyoming (2022 Columbia Road), the apartment building he financed, beginning in 1909. Barr developed several buildings throughout the city, many in the Kalorama neighborhoods including the rowhouses at 1815-1819 Belmont Road in Washington Heights. Barr was fifty years old when he moved into the Wyoming with his family, including his wife, two sons, and two daughters. He lived in the building until his death in 1937.

Generally, the demographics of the residents living in Washington Heights did not change greatly from 1900 to 1930 as the majority still consisted of middle-class families. Many of the residents worked for the federal government, which had doubled in size during this time due to President Franklin D. Roosevelt's New Deal programs. A large percentage of the residents of Washington Heights now also included military personnel. However, while the luxury apartment houses brought many professionals and high-ranking military and government officials to the neighborhood, the smaller apartment buildings around the edges of the neighborhood began to attract lower-class residents. This was the first major demographic change in Washington Heights since its establishment.

The large-scale apartment buildings in Washington Heights attracted many prestigious residents – in many cases professionals employed by the current administration. The Wyoming at 2022 Columbia Road, N.W., for example, became the home of Washington's military, political, cultural, and social elite. Over 120 of its residents regularly found their names in *Who's Who in the National's Capital* (1921-1922, 1929-1930, 1934-1935) and a study of the *Elite List* and *Blue Book* from 1906 to 1933 shows the Wyoming was home to a consistently high number of prominent members of Washington, D.C. society. Perhaps the most notable residents were future President Dwight D. Eisenhower and Mamie Eisenhower, who lived in the Wyoming from 1927 to 1935. Respected Washington, D.C. architect Arthur B. Heaton also resided at the Wyoming from 1918 through 1929. In 1920, the Wyoming was home to the Ambassador of Montenegro, several high-ranking Army and Navy officials, and District of Columbia Supreme Court Justice Walter I. McCoy (who was formerly a Democratic Congressman from New Jersey, 1911-1914). In 1930, the Chief Surgeon of the U.S. Government, and the Surgeon General of the U.S. Army were residents of the Wyoming.

Other luxury apartment houses, including the Oakland at 2006 Columbia Road and the Netherlands at 1860 Columbia Road, also were the residences of many prominent Washingtonians. In 1920,

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occupants at the Oakland Apartments included many high-ranking military officials including a commander of the United State Navy and a lieutenant colonel in the United States Army and, in 1930, the Oakland was the home of John S. McCain, Commander of the United States Navy. According to the 1920 Census, the family of Senator John Hollis Bankhead, Jr., who was the uncle of famous actress Tallulah Bankhead, lived at the Netherlands Apartments. Like the Wyoming and the Oakland, many military officials and government workers also lived at the Netherlands.

A small number of immigrants lived in Washington Heights at the turn of the twentieth century.<sup>58</sup> However, by the 1920s and 1930s, more immigrants moved to Washington Heights and a large percentage were from European countries including England, Ireland, Germany, France, Italy, Poland, and Greece. The new wave of immigrants also included many non-European immigrants from Japan, China, and the Philippines. A large number of the immigrants living in Washington Heights by 1920 were Jewish immigrants from Russia. While most of the immigrants were working class, including tailors, merchants, and shoemakers, others were trained professionals such as physicians and teachers. Similarly, while the majority of the immigrants rented apartments, some also owned rowhouses in Washington Heights. By 1920 and 1930, many of the immigrants also lived and operated businesses along 18<sup>th</sup> Street. For example, in 1930, a German upholsterer, an Armenian and a Syrian rug maker lived and worked from their rowhouses at 2341 and 2409 18<sup>th</sup> Street. In addition, a Russian upholsterer and his wife ran a shop from their home at 2431 18<sup>th</sup> Street.

Washington Height's location near many of the city's embassies brought immigrants to the neighborhood during the 1920s and 1930s. For example, in 1920, a Swiss immigrant, living at 1849 Kalorama Road, was a bookkeeper for the Swiss legation, a Polish immigrant, who rented an apartment at the Wyoming, served as a counselor for the Polish legation, a French Canadian, lodging at 2102 California Street, was a stenographer for the French Embassy, and a Cuban immigrant, a roomer at 2413 18<sup>th</sup> Street, worked for the Cuban embassy.

In the 1910s and 1920s, African Americans living in Washington Heights still primarily consisted of servants, living in homes of their white employers, or janitors, living in the large apartment buildings where they worked. Other black employees commuted to work from Southeast Washington and Virginia "to their jobs as servants, maids, laundrymen, and chauffeurs for the dignitaries and other affluent citizens living along 19<sup>th</sup> Street and Columbia Road."<sup>59</sup>

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By 1930, particular blocks in Washington Heights became home to black families. According to the 1930 census records, all of the residents of the two apartment buildings at 1812 and 1818 Vernon Street were black. However, ten years earlier, the residents of 1812 Vernon Street were all white. The same occurrence is apparent on the opposite side of Vernon Street, which was all white in 1920 and composed entirely of black residents by 1930. The 1930 black residents at 1812 Vernon Street had occupations including waiter, porter, chaffer, messenger, janitor, and mechanic compared to secretary of a senator, clerk for the United States government, automobile salesman, and newspaper correspondent who were white residents living in the building in 1920. This change in demographics illustrates a transition in the 1930s when household servants, and those working in the large apartment buildings, began moving closer to where they worked.<sup>60</sup>

The neighborhood once again changed demographically after World War II (1941-1945) as more African Americans began moving into the neighborhood. Affordable housing, created by the transformation of many single-family dwellings into rooming houses and multi-family housing initially brought lower-income residents to the neighborhood. Census records show that the population of Washington Heights was 28.2 percent black in 1940 and 35 percent black in 1950. The black population continued to increase to 53.9 percent and 71.1 percent in 1960 and 1970, respectively. By the 1980s, this trend reversed and the African-American population dropped to 65.8 percent as whites and other ethnicities began moving into the neighborhood.<sup>61</sup>

By the late 1960s and 1970s, Adams Morgan was known for its diverse ethnic population. New ethnic groups, including Latin Americans, Caribbeans, Southeast Asians, and Africans, moved into the neighborhood and represented a new group of immigrants in Washington, D.C. and the neighborhoods "previously populated primarily by migrants from the Carolinas and Virginia, as well as transient federal workers, have become sites for the emergence of multicultural and multinational communities."<sup>62</sup> As described by author Olivia Cadaval, "A walk along Eighteenth Street from Florida Avenue to Columbia Road, and then east to Mount Pleasant Street, offers a glimpse of the delicate coexistence of diverse immigrants, who are carving out physical and cultural space while creating new identities for themselves in Washington."<sup>63</sup>

Hispanics became one of the most prominent ethnic groups in Washington Heights beginning in the 1950s and 1960s. Washington Heights and its surrounding neighborhoods first attracted a small number of Spanish-speaking residents during the early twentieth century due to its location near

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Spanish-speaking embassies, world organizations and included professional staff members and domestic workers. Many of these stayed in the area diplomatic tours of duty ended or their host families left and encouraged other members of their family or friends from the home country to move to Washington. In the 1960s, political turmoil in many Latin-American countries further attracted immigrants to the United States. The Washington Heights area, now known as Adams Morgan, attracted these immigrants since it already had an established Spanish-speaking population. Along with a large number of Cubans, these residents emigrated from Mexico and Puerto Rico, as well as from South American countries and began to establish businesses, including restaurants and specialty grocery stores, in the neighborhood, specifically oriented to Hispanic residents. By 1977, the Kalorama Day Center became the Spanish Education Development Center, reflecting the prominence of the Latin American population in Washington Heights. The center was an integral part of the Hispanic Heritage Festival, which was held in the community beginning in 1970. The center remains in operation today and provides educational services for low-income Latin American families.

In the 1970s and 1980s, property values rose rapidly as young professionals began to move into the neighborhood. Gentrification and revitalization occurred as new residents began to rehabilitate the houses of Washington Heights that had begun to deteriorate from years of neglect. Many of the large apartment buildings were converted into condominiums. The new residents of Washington Heights represented a group of "young, idealistic, and politically radical activists."<sup>64</sup> Although these residents were not necessarily wealthy, "they did represent an influx of a highly educated cadre, one with its roots in the middle class."<sup>65</sup> These residents, along with the multi-ethnic groups of the neighborhood, brought great cultural diversity and exceptional identity to the neighborhood.

**Commercial Development**

Purpose-built commercial buildings were first constructed in Washington Heights in the early decades of twenty century along the streetcar routes on Columbia Road, Florida Avenue, and 18<sup>th</sup> Street. As a result, these businesses were not only accessible to residents of Washington Heights, but also to others who traveled via streetcar. One example is the commercial building at 2414-2416 18<sup>th</sup> Street, constructed in 1905 for owner Lisle S. Lipscomb to the designs of architect William Palmer. In 1907, developer William P. Kellogg constructed three buildings next door at 2418-2422 18<sup>th</sup> Street with builder Louis H. Emmert. During the 1910s, this block of buildings along 18<sup>th</sup> Street housed two grocers, a dry goods store, a hardware store, and a plumber. Similarly, Susie Richardson

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Oswell, along with Emmert, built a group of six one-story buildings at 2000-2010 18<sup>th</sup> Street. Soon after their construction in 1907, these buildings contained a men's furnishing store, a tailor, a stationary store, a shoemaker, and a hardware store. Other commercial buildings constructed at this time include a meat store at 2315 18<sup>th</sup> Street (1911), and cigar store 2333 18<sup>th</sup> Street (1909), and a one-story grocery store 1900-1902 Wyoming Avenue (1902).<sup>66</sup>

Several additional purpose-built commercial buildings were constructed in Washington Heights during the 1910s and 1920s along Florida Avenue, Columbia Road, and 18<sup>th</sup> Street. In 1920, Piggly Wiggly Stores, Inc. announced that it was opening approximately twenty-five stores in Washington, D.C. The building at 2009 18<sup>th</sup> Street was one of nine stores built new – the remaining sixteen stores throughout the city were located in existing buildings rehabilitated for the company's use. The Piggly Wiggly stores were to operate on the “‘cash and carry, self-serve’ plan” and were consequently compact buildings.<sup>67</sup> When the stores opened on May 6, 1920, “a constant stream of people walked through the stores all day to become acquainted with the modern methods that are used in the chain.”<sup>68</sup> The store operated at this location, on the site of the former Regent Theater, until the late 1930s. It was later demolished. By 1925, Piggly Wiggly had remodeled the building at 2459 18<sup>th</sup> Street, built in 1907, for use as a store. This building remained a grocery store, operated by Safeway Stores Inc. in the 1940s, until the 1950s. One of the final rows of commercial buildings was constructed along Columbia Road in 1937 to the designs of well-respected Washington, D.C. architect George T. Santmyers. These one-story, Art Deco-style buildings at 1856-1864 Columbia Road were constructed of brick with concrete facades. In 1939, the buildings housed a dry cleaning business, a beauty shop, and two grocery stores. By 1948, Safeway Stores moved into 1864 Columbia Road (it remains a grocery store today).

By 1915, as the neighborhood grew and 18<sup>th</sup> Street and Columbia Road became a heavily-traveled streetcar route, many of the buildings on these streets that were originally built for residential use were converted to commercial use at street level. One example was a rowhouse located at 2481 18<sup>th</sup> Street on the northeast corner of 18<sup>th</sup> Street and Columbia Road, designed by architect Waddy B. Wood in 1899 as a single-family dwelling. In 1915, a drug store was located on the first story of the building, while the remainder of the building continued to be used as residential. It became People's Drug Store in the 1920s. In many cases, proprietors lived in one of the upper floors and ran their businesses on the first story. Some examples of businesses operating along 18<sup>th</sup> Street in 1915 include a florist, a cigar shop, a bicycle shop, a shoemaker, and a delicatessen.<sup>69</sup> When the city's

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first zoning law came into effect in 1920, the city followed many of the already-established uses as guidelines.<sup>70</sup> As a result, the lots bordering 18<sup>th</sup> Street from Florida Avenue to Columbia Road and the lots bordering 18<sup>th</sup> Street and Columbia Road on Square 2551 were zoned as a "1<sup>st</sup> Commercial District" in 1920. According to the 1920 zoning law, a 1<sup>st</sup> Commercial District constituted light commercial use and small businesses compared to industrial use and large businesses of areas zoned 2<sup>nd</sup> Commercial District.<sup>71</sup> These first zoning laws influenced future use and construction along 18<sup>th</sup> Street and Columbia Road.

Beginning in the 1910s, automobile repair/service businesses began to develop along 18<sup>th</sup> Street and Florida Avenue. The first in Washington Heights was constructed at 2424 18<sup>th</sup> Street in 1916 by Mount Pleasant Garage Company. The architect, William C. Nichols, designed the three-story, fireproof building with a façade of "rough texture brick and ironwork."<sup>72</sup> The first story of the building contained two supply stores flanked by the entrance and repair shops, the second story served as storage space, and the third story housed the main shop. *The Washington Post* described the garage as having two heavy iron entrance doors along 18<sup>th</sup> Street "opening from the interior by the push of an electric button. Cars can be run directly onto the second floor by way of a side alley, which rises eight feet above the level of Eighteenth Street."<sup>73</sup> A three-ton elevator carried automobiles up to the third story. The building provided storage for up to 250 automobiles. By 1920, Uptown Auto Supply had opened at 2019 18<sup>th</sup> Street and a commercial building constructed at 1783 Florida Avenue, originally containing an oyster house after it was constructed in 1912, became the location of an "auto top" and service station business in 1925. Liberty Garage also opened around this time at the corner of Florida Avenue and California Street across from the Morgan School (1781 Florida Avenue, N.W.). Built in 1921, the two-story garage held a capacity of 100 cars and also contained a filling station on the site. An additional service station and auto garage was located on the site of the Regent Theater at the corner of 18<sup>th</sup> and California Streets by 1928. All of these auto service buildings were concentrated in close proximity to Florida Avenue as well as Columbia Road and Connecticut Avenue, all highly-traveled thoroughfares.

Presently, these commercial buildings, as well as the majority of rowhouses along 18<sup>th</sup> Street, are still used for commercial purposes. These buildings are distinguished by their large storefront windows and projecting bays compared to the rowhouses that line the street in between Columbia Road and 18<sup>th</sup> Street. Although altered from their original use and form, these buildings define the character of Washington Heights and are an integral part of the neighborhood.

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**Theaters**

Between 1906 and 1912, the entire country experienced the largest theater building boom in history and Washington, D.C. was not an exception. Between 1906 and 1913, ninety-seven theaters opened in the city – several located in Washington Heights.<sup>74</sup> The Washington Theater was constructed circa 1912 at the intersection of 18<sup>th</sup> Street, Vernon Street, U Street, and Florida Avenue (2009-2013 18<sup>th</sup> Street). The 400-seat theater was designed by MacNeil and MacNeil for a cost of \$19,970 and was part of a complex that contained seven stores. In 1914, MacNeil and MacNeil built an airdome, called Washington Park, adjacent to the Washington Theater. The hot summer weather in Washington, D.C., prompted many theater owners to erect open air theaters, or airdomes, to attract patronage. Airdomes typically were created by a high fence surrounding a plot of ground with a screen on one side and a ticket booth on the other side. They were inexpensive to construct as well as to maintain. Owners frequently built airdomes adjacent to their indoor theaters; in inclement weather, the show could easily be moved indoors.<sup>75</sup> The 50-by-105 foot Washington Park contained a brick booth, box office, and rest rooms. Presumably the Washington Theater, along with the Washington Park, closed just prior to 1919 as a *Baist* Map illustrates a garage on the site in 1919.

A vacant lot separated the Washington Theater from the Regent Theater, located at 2021 18<sup>th</sup> Street. MacNeil and MacNeil designed the Regent in 1913. *The Washington Post* described the 347-seat theater as having “a front of tapestry brick trimmed with ornamental molds.”<sup>76</sup> The lobby of the theater had terrazzo flooring with a mosaic border. Other details included enameled ironwork and mahogany woodwork and chairs. The Regent operated with the Washington Theater, showing the same movies but at different times. In 1922, the Regent was to be torn down and a new theater, the Astor, designed by architects Gregg and Leisenring, was planned to be built in its place. Although the Regent was razed, the new theater was never built.<sup>77</sup>

The most infamous theater located in Washington Heights was the Knickerbocker Theater at Columbia Road and 18<sup>th</sup> Street (2454 18<sup>th</sup> Street). The theater was designed by a young Washington, D.C. architect, Reginald W. Geare under the direction of Harry Crandall, also a Washingtonian, who owned a chain of local movie theaters. Designed in the neoclassical style, the theater’s curving grand façade followed the bend in Columbia Road.<sup>78</sup> The theater, which sat 1,800 persons at its capacity, not only showed movies, but presented plays, concerts, lectures, and other events. When the theater opened in October of 1917, it was acclaimed as “wholly unlike anything of the kind yet built in

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Washington,” with its “walls of Indiana limestone and Pompeian art brick.”<sup>79</sup> Harry M. Crandall was congratulated for “the realization of plans which represent a long forward step in the elevation of the motion picture in the Capital City.”<sup>80</sup>

The excitement surmounting the theater was soon eclipsed by disaster. On January 22, 1922, only five years after the theater opened, a heavy snowstorm hit Washington, D.C., covering the city in twenty-eight inches of snow. Despite the weather, the theater opened that evening as usual, featuring a silent film. The second show of the evening was just beginning when the roof of the building collapsed due to the weight of the snow. Ninety-eight people died and over one-hundred were injured. After an investigation, it was discovered that the roof beams were inserted two inches into the walls instead of the required eight inches. The city government quickly imposed a strict building code for all theaters within the District of Columbia. Crandall later hired New York architect Thomas W. Lamb to rebuild the theater, called the Ambassador, within the walls of the Knickerbocker. Completed in 1923, the Ambassador continued to show movies until 1969 when it was demolished.<sup>81</sup>

**Institutional Buildings**

As Washington Heights developed and its residents began moving into the new single-family houses that lined its streets, buildings were constructed to meet the religious, educational, and social needs of the community. One of the oldest institutions in Washington Heights is the Washington Heights Presbyterian Church at 1860 Kalorama Road. The congregation first organized in 1900 when residents started holding Sunday school and services on Kalorama Road, first in the coach house of Colonel George Truesdell and later in the Parker Mann Studio (owned by Mrs. William Belden Noble) at 2129 Kalorama Road.<sup>82</sup> A petition was later presented to the Presbytery of Washington requesting permission to organize a new parish. Soon after, a committee was organized and a site was chosen for the new church on the southwest corner of Kalorama Road and Columbia Road. The parish was officially organized on June 16, 1901 and ground was broken on January 19, 1902 for the construction of the one-story, Gothic Revival church.<sup>83</sup> Designed by congregation member Captain William Somerville (residence at 2024 Columbia Road), the stucco-clad brick church contained a “graceful tower” over the main entrance and “high arched windows of stained glass.”<sup>84</sup> The first services for the forty-member congregation were held on April 20, 1902 with pastor Reverend E. Lawrence Hunt proceeding.<sup>85</sup> The church was altered in 1908 when a congregation member paid for



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the renovation of the church in memory of her late husband, Frank B. Gibson, a Washington, D.C. banker. At this time, the east wall of the church was extended twenty-five feet and the pews were reoriented to face east.<sup>86</sup>

Washington Heights received its first neighborhood school in 1902 when the Morgan School opened at 1773 California Street (near the intersection of Florida Avenue and V Street). The elementary school was named after city commissioner Thomas P. Morgan, who was remembered not only for his interest in bettering the public schools of Washington, D.C., but as a former resident of the neighborhood.<sup>87</sup> Plans for the building were announced in 1900 with the commission of Waddy B. Wood as architect.<sup>88</sup> On the day of the dedication, D.C. Commissioner Henry B.F. Macfarland commended the new school building in his remarks: "This is an auspicious morning for Washington Heights, for in opening this beautiful building for the uses of a public school we are adding to the wealth of this section in incalculable terms and for all the future."<sup>89</sup> The school remains as a focal point of the community for decades to come.

In 1911, a Montessori school was established in a three-story rowhouse at 1840 Kalorama Road. The founder of the Montessori education principles, Italian educator Dr. Marie Montessori, visited the school in December of 1913.<sup>90</sup> In 1920, the school was used as the "Children's House" for children ranging from three years to six years old.<sup>91</sup> At this time, a one-story wood-frame building adjoined the school and provided space for an exercise room. The building, however, was deemed a fire hazard, and in 1924, the school expanded with a one-story brick building constructed in the adjacent lot at 1836 Kalorama Road.<sup>92</sup> The school advertised its French and rhythmic dancing lessons as well as its playground and "supervised play until 5 o'clock."<sup>93</sup> By 1932, the school was known as the Kalorama Day School and accepted children from ages nineteen months to third grade. The school provided an alternative to public school education for the residents of Washington Heights and its presence is indicative of the neighborhood's demographics during the early twentieth century.

By the 1920s, congestion in the District's public schools caused a great need for new facilities. Relief came in 1928 with the construction of the John Quincy Adams School in Washington Heights on 19<sup>th</sup> at California Street. A headline from *The Washington Post* proclaimed, "New Adams School to be City's Finest."<sup>94</sup> The proposed twenty-five-room, \$640,000 Adams elementary school was hailed as "the biggest, finest and most expensive grade school in the District."<sup>95</sup> The elementary

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school replaced the old Adams School, located on R Street between 17<sup>th</sup> Street and New Hampshire Avenue (1730 R Street), the Force School on Massachusetts Avenue between 17<sup>th</sup> and 18<sup>th</sup> Streets (1738-1744 Massachusetts Avenue), and the Morgan School. At the time, the old Adams School, built circa 1888, and the Force School, built in 1890, were in desperate need of modernization as they were not equipped with electricity, were inadequately heated, and were in need of sanitary improvements. In addition, the small classrooms were dark and the schools were not in a convenient location for the neighborhood children. During a time of segregation, the new Adams school was specifically built for white students and the Morgan school was to become the black school.

In 1925, the District of Columbia purchased the site for the Adams School at 2000 19<sup>th</sup> Street, N.W. in Washington Heights for \$142,000. The location of the site was not considered "ideal," but in a residential neighborhood "almost wholly built up largely of apartment buildings," it was the best available.<sup>96</sup> The site substantially increased the cost of the project due to its slope and the need for grading. Municipal Architect Albert L. Harris designed a Colonial Revival, three-story building with a T-shaped plan that rose above street level on 19<sup>th</sup> Street. Classrooms were aligned along 19<sup>th</sup> Street while the rear wing held the assembly hall and cafeteria. It was the first school in the District of Columbia to provide a cafeteria and contain toilet facilities on each of its three floors. First and second grades had three rooms each while those grades above 2<sup>nd</sup> grade had two rooms each. The school also contained a kindergarten room, two "manual training instruction rooms," a "domestic art" room, a junior high school laboratory for the two upper grades, and two play rooms. At the time of its construction, the school was a state-of-the-art facility and contained a larger number of rooms compared to other schools in the District of Columbia. The entire cost of the project was over \$600,000 – more than double the cost of other grade schools built in Washington, D.C. at that time.<sup>97</sup>

The school opened in January of 1930 and nearly 800 people attended the official dedication of the building on May 27, 1930 to celebrate its success as "the best in school house planning and construction."<sup>98</sup> Soon after the opening of the Adams School, the Morgan School was renovated for use as a "colored" school. It reopened in February of 1930 with an eight-room addition.<sup>99</sup>

The students of the Adams School reflected the demographics of the residents of Washington Heights in the 1920s. With its location near several embassies, Washington Heights was home to a large number of diplomats whose children attended Adams School. As a result, Adams School became known as a "melting pot" of international students. In 1946, forty-two countries were represented among the students of Adams School and over one-fifth of the students had parents or

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grandparents who were born outside of the United States. Excluding the Webster Americanization School, the Adams School was thought to have more foreign-born children than any other public school in the city.<sup>100</sup> This changed in 1949 when the Webster Americanization School, a school specializing in naturalization for immigrants located on 10<sup>th</sup> and H Streets, N.W., closed and its elementary school-age students were moved to Adams School, which was operating below capacity. Afterwards, nine of the classrooms at the Adams School were dedicated to Americanization classes.<sup>101</sup>

**Parks**

Although not part of the original subdivision plan, the Happy Hallow Playground had its start in 1900, when William Kellogg sold "all of lot 12, block S, Commissioners' subdivision of Washington Heights for a public park which will front on Eighteenth Street." The District Commissioners accepted Kellogg's offer and paid \$11,800 for the land.<sup>102</sup> The playground doubled in size in 1920 when Secretary of War Newton D. Baker granted permission to the District Commissioners to use the land surrounding a pumping station located to the east of the playground. After this land acquisition, the park extended from 18<sup>th</sup> Street to Champlain Street.<sup>103</sup> Although the park was established at the turn of the twentieth century, it was not officially completed until the 1930s. Upon completion, the playground contained a "bright new" recreation house and a wading pool – the first of nine in District parks.<sup>104</sup> In the 1970s, the park became part of the Marie Reed Community Learning Center and remains as an integral component of open space in the neighborhood.

**Washington Heights Today**

Hailed for its diverse, multi-cultural residents and businesses, Washington Heights retains its late nineteenth-century and twentieth-century architecture, reflecting its assorted history. The apartment buildings continue to be some of the most sought-after residences in the city, the Adams school serves as the neighborhood school, and the businesses along 18<sup>th</sup> Street are crowded with clientele. While a small amount of infill does exist, these newer buildings are in keeping with the size and scale of the surrounding historic buildings. Moreover, Washington Heights remains a vibrant neighborhood in Washington, D.C. that has evolved from a late-nineteenth-century subdivision to a twenty-first-century urban destination.

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<sup>1</sup>Michael R. Harrison, "Above the Boundary: The Development of Kalorama and Washington Heights, 1872-1900," *Washington History* vol. 14, no. 2 (Fall/Winter 2002): 57.

<sup>2</sup>Harrison, "Above the Boundary," 57.

<sup>3</sup>James M. Goode, *Capitol Losses, A Cultural History of Washington's Destroyed Buildings*, (Washington, D.C: Smithsonian Institution Press, 1979), 76-77.

<sup>4</sup>"Mason's Make Payment on New Temple Site," *The Washington Post*, 2 July, 1922.

<sup>5</sup>Harrison, "Above the Boundary," 59.

<sup>6</sup>Quoted in Emily Hotaling Eig, "Kalorama: Two Centuries of Beautiful Views," in *Washington at Home: An Illustrated History of Neighborhoods in the Nation's Capital*, ed. Kathryn Schneider Smith (Northridge, California: Windsor Publications, Inc., 1988), 183.

<sup>7</sup>Managassett, now demolished, was located on the block now bordered by Kalorama Road on the north, 19<sup>th</sup> Street on the east, Wyoming Avenue and Columbia Road on the south, and 20<sup>th</sup> Street on the west. Harrison, "Above the Boundary," 61.

<sup>8</sup>Eig, "Kalorama: Two Centuries of Beautiful Views," 183.

<sup>9</sup>Sanborn Map Publishing Company, *Insurance Maps: Washington, D.C.*, 1903 Vol. 1 Sheets 81-85

<sup>10</sup>Harrison, "Above the Boundary," 61.

<sup>11</sup>Harrison, "Above the Boundary," 62.

<sup>12</sup>Eig, "Kalorama: Two Centuries of Beautiful Views," 183.

<sup>13</sup>Eig, "Kalorama: Two Centuries of Beautiful Views," 183.

<sup>14</sup>LeRoy O. King, Jr., *100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital* (Dallas, Texas: Taylor Publishing Company, 1972), 7, 8.

<sup>15</sup>EHT Traceries, National Register Multiple Property Document: "Historic Streetcar and Bus Resources of Washington, D.C., 1862-1962," June 2005 revised.

<sup>16</sup>King, *100 Years of Capital Traction*, 8.

<sup>17</sup>King, *100 Years of Capital Traction*, 28.

<sup>18</sup>Harrison, "Above the Boundary," 65.

<sup>19</sup>Eig, "Kalorama: Two Centuries of Beautiful Views," 184.

<sup>20</sup>Eig, "Kalorama: Two Centuries of Beautiful Views," 186.

<sup>21</sup>Jeffrey R. Henig, *Gentrification in Adams Morgan: Political and Commercial Consequences of Neighborhood Change* (Washington, D.C.: Center for Washington Area Studies, George Washington University, 1982), 13.

<sup>22</sup>Cadaval, Olivia. "Adams Morgan: New Identity for an Old Neighborhood." *Washington at Home: An Illustrated History of Neighborhoods in the Nation's Capital*, ed. Kathryn Schneider Smith, ed. (Northridge, California: Windsor Publications, Inc., 1988), 233.

<sup>23</sup>Henig, *Gentrification in Adams Morgan*, 15.

<sup>24</sup>"Faith in 'Divine Pattern' Sparks a Waning Flock," *The Washington Post*, 11 May 1957.

<sup>25</sup>"Faith in 'Divine Pattern' Sparks a Waning Flock," *The Washington Post*, 11 May 1957.

<sup>26</sup>"Presbyterians Plan Last Service in Church Built in '02," *Washington Star*, 20 January 1955.

<sup>27</sup>"53-Year-Old Church Holds Last Service," *The Washington Post*, 31 January 1955.

<sup>28</sup>"Good Will Baptists Plan to Observe 25<sup>th</sup> Year," *The Washington Post*, 10 November 1956,

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- <sup>29</sup> "Morgan School Set to Drop Antioch Project," *The Washington Post* 17 January 1968.
- <sup>30</sup> List created by the Community Renewal Program. "Ills That Begot Renewal Plan Still Beset Adams-Morgan," *The Washington Post*, 10 October 1967.
- <sup>31</sup> "Ills That Begot Renewal Plan Still Beset Adams-Morgan," *The Washington Post*, 10 October 1967.
- <sup>32</sup> "Blight Project Gets Federal Aid," *The Washington Post*, 1 May 1958
- <sup>33</sup> Wolf Von Eckardt, "The Adams Morgan Story: Citizen Action Bogged Down," *The Washington Post*, 15 November 1964.
- <sup>34</sup> Erwin Knoll, "Inner Loop Plan Aims at N.W. Slums," *The Washington Post*, 12 October, 1957.
- <sup>35</sup> Grace Bassett, "Zone Plans For Temple Heights Hit By Cafritz," *The Washington Post*, 1 August, 1956.
- <sup>36</sup> "Ills That Begot Renewal Plan Still Beset Adams-Morgan," *The Washington Post*, 10 October 1967.
- <sup>37</sup> "NCPC Kills Renewal for NW Section," *The Washington Post*, 5 February 1965.
- <sup>38</sup> Saba Bireda, "Adams Elementary School," *DC North* (August 2003): 38.
- <sup>39</sup> "New Morgan School Slated in Two Years," *The Washington Post*, 21 June 21 1972.
- <sup>40</sup> "New Morgan School Slated in Two Years," *The Washington Post*, 21 June 1972.
- <sup>41</sup> "New Morgan School Slated in Two Years," *The Washington Post*, 21 June 1972.
- <sup>42</sup> The Morgan School was the first educational building constructed in the neighborhood in 1902. The brick building was two stories over a raised basement and was designed by architect Waddy B. Wood. Its eclectic style is evidenced by its overhanging, bracketed roof and a portico that adorned the main, centered entrance. The symmetrical, tripartite façade was articulated by a central, recessed bay. Morgan School operated continually as an elementary school until it was demolished sometime between 1972 and 1977 to allow for the construction of the Marie Reed Community Learning Center.
- <sup>43</sup> Harrison, "Above the Boundary," 65.
- <sup>44</sup> "Growth of Suburbs," *The Washington Post*, 10 December 1905.
- <sup>45</sup> Columbia Heights is located north of Washington Heights.
- <sup>46</sup> "Fifth of Workers Here Ride in Autos, Report Declares," *The Washington Star*. 9 September 1925.
- <sup>47</sup> "D.C. Has Auto for Every 4.6 Residing Here," *The Washington Herald*. 1 June 1930.
- <sup>48</sup> "Washington Has 173,661 Autos But That is Not Enough," *The Washington Times*, 9 August 1930.
- <sup>49</sup> "One of Three Persons There Owns an Auto," *The Washington Herald* 17 August 1934.
- <sup>50</sup> Goode, *Best Addresses*, 3.
- <sup>51</sup> Traceries, National Register of Historic Places Multiple Property Documentation, "Apartment Buildings in Washington, D.C. 1880-1945," (1994).
- <sup>52</sup> *U.S. Census Records*, 1910.
- <sup>53</sup> Goode, *Best Addresses*, 27.
- <sup>54</sup> Goode, *Best Addresses*, 28.
- <sup>55</sup> The Wyoming and its interior entrance pavilion were designated to the D.C. Inventory of Historic Sites in 1980 and the building was listed in the National Register of Historic Places in 1983.
- <sup>56</sup> *U.S. Census Records*, 1910.
- <sup>57</sup> Goode, *Best Addresses*, 400.
- <sup>58</sup> *United States Census Records*, 1910.

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<sup>59</sup> Harrison, "Above the Boundary," 15.

<sup>60</sup> "Adams Morgan: A Portrait of a Community in Transition," *The Washington Post* 14 May 1984.

<sup>61</sup> Data from Washington, D.C. Census Tract 40. Census of Population and Housing, Census Tracts, Washington, DC-MD-VA. 1980 date from "Initial Census Tract Data From 1980 Census," report by D.C. Office of Planning and Development, found in Henig, *Gentrification in Adams Morgan*, 23.

<sup>62</sup> Olivia Cadaval, "The Latino Community: Creating an Identity in the Nation's Capitol," found in *Urban Odyssey, A Multicultural History of Washington, D.C.*, Francine Curro Cary, ed. (Washington, D.C.: Smithsonian University Press, 1996), 231.

<sup>63</sup> Cadaval, "The Latino Community," 231.

<sup>64</sup> Henig, *Gentrification in Adams Morgan*, 18.

<sup>65</sup> Henig, *Gentrification in Adams Morgan*, 18.

<sup>66</sup> Boyd's Directory, District of Columbia, *Washington, D.C.: R.L. Polk & Co, 1915.*

<sup>67</sup> "Piggly-Wiggly to Open Here May 1," *The Washington Post*, 28 March 1920.

<sup>68</sup> "Piggly-Wiggly Stores Now Open," *The Washington Post*, 7 May 1920.

<sup>69</sup> *Boyd's Directory, District of Columbia*, Washington, D.C.: R.L. Polk & Co, 1915.

<sup>70</sup> Zoning Commission of the District of Columbia, "Experiences With Zoning in Washington, D.C., 1920-1934." Recorded by S.C. Lindholm, Engineer to the Zoning Commission, Washington, D.C., 1935.

<sup>71</sup> Zoning Commission, *Use Map of the District of Columbia*, 1920.

<sup>72</sup> "Building More Active," *The Washington Post*, 16 January 1916.

<sup>73</sup> "Building More Active," *The Washington Post*, 16 January 1916.

<sup>74</sup> Robert K. Headley, *Motion Picture Exhibition in Washington, D.C.: An Illustrated History of Parlors, Palaces, and Multiplexes in the Metropolitan Area, 1894-1997*, (Jefferson, North Carolina: McFarland & Company, Inc. 1999), 17.

<sup>75</sup> Headley, *Motion Picture Exhibition in Washington, D.C.*, 47.

<sup>76</sup> "New Style of Film Theater," *The Washington Post*, 19 October 1913.

<sup>77</sup> The site housed an auto supplies shop and a service station from 1920 to 1956 and it is currently used as a parking lot. Headley, *Motion Picture Exhibition in Washington, D.C.*, 309.

<sup>78</sup> Goode, *Capitol Losses*, 219.

<sup>79</sup> "New Theater Near Completion," *The Washington Post*, 7 October 1917.

<sup>80</sup> "Opened By Film Stars," *The Washington Post*, 14 October 1917.

<sup>81</sup> Goode, *Capitol Losses*, 219.

<sup>82</sup> "New Pastor Installed," *The Washington Post*, 7 October 1901.

<sup>83</sup> "Dedicated to Christ: Services at the Washington Heights New Church," *The Washington Post*, 28 April 1902.

<sup>84</sup> "Dedicated to Christ: Services at the Washington Heights New Church," *The Washington Post*, 28 April 1902.

<sup>85</sup> "Church is Completed," *The Washington Post*, 20 April 1902.

<sup>86</sup> The church was altered again in 1925 with the addition of a Sunday school room and a kitchen. "Washington Heights Presbyterian Church Organized Its Sunday School in a Stable," *Washington Star*, 24 September 1949.

<sup>87</sup> Morgan lived at 1715 Riggs Place, NW. *U.S. Census Records*, 1900, 1910.

<sup>88</sup> "Plans of New Schools," *The Washington Post*, 22 November 1900.

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<sup>89</sup> "Opened a New School," *The Washington Post*, 4 October 1902.

<sup>90</sup> "Dr. Montessori at School," *The Washington Post*, 6 December 1913.

<sup>91</sup> The primary school, for children six years to ten years old, was located at 1525 35<sup>th</sup> Street, N.W. *Washington Post*, 11 January 1920.

<sup>92</sup> "Building's Removal Sought," *The Washington Post*, 30 September 1920.

<sup>93</sup> *The Washington Post*, 16 November 1924.

<sup>94</sup> "New Adams School to be City's Finest," *The Washington Post*, 19 August 1928.

<sup>95</sup> "New Adams School to be City's Finest," *The Washington Post*, 19 August 1928.

<sup>96</sup> "New Adams School to be City's Finest," *The Washington Post*, 19 August 1928.

<sup>97</sup> "New Adams School to be City's Finest," *The Washington Post*, 19 August 1928.

<sup>98</sup> "School Dedication Attended by 800," *The Washington Post*, 28 May 1930.

<sup>99</sup> "Three Buildings Augment Schools," *The Washington Post*, 15 January 1930.

<sup>100</sup> "Envoys' Children Help Make School a Melting Pot," *The Washington Post*, 19 September 1947.

<sup>101</sup> Saba Bireda, "Adams Elementary School," *DC North*, (August 2003): 38.

<sup>102</sup> "Pending City Improvements," *The Washington Post*, 7 July 1900.

<sup>103</sup> "Doubles Playground Size," *The Washington Post*, 11 February 1920.

<sup>104</sup> "Playground Near Finish, 30-Year Job," *The Washington Post*, 30 December 1933.

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- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

#### Primary Location of Additional Data:

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

Name of repository: \_\_\_\_\_

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## 10. Geographical Data

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Acree of Property: 46.5 Acres

UTM References (Place additional UTM references on a continuation sheet):

	Zone	Easting	Northing		Zone	Easting	Northing
1)	<u>18</u>	<u>0322816</u>	<u>4319210</u>	3)	<u>18</u>	<u>0322592</u>	<u>4309359</u>
2)	<u>18</u>	<u>0323771</u>	<u>4309320</u>	4)	<u>18</u>	<u>0323911</u>	<u>4309972</u>

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

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

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## 11. Form Prepared By

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*The Washington Times*, Washington, D.C.

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

**NATIONAL REGISTER OF HISTORIC PLACES  
Continuation Sheet**

**WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, D.C.**

Section number 10 Page 79

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**UTM References, Continued**

	Zone	Easting	Northing
5)	<u>18</u>	<u>0323030</u>	<u>4309598</u>
6)	<u>18</u>	<u>0323000</u>	<u>4309593</u>
7)	<u>18</u>	<u>0323072</u>	<u>4309404</u>
8)	<u>18</u>	<u>0322017</u>	<u>4309405</u>
9)	<u>18</u>	<u>0322015</u>	<u>4309330</u>

**Verbal Boundary Description**

The Washington Heights Historic District includes the historic boundaries of the "Commissioner's Suburb of Washington Heights," which is now part of the larger Adams Morgan neighborhood. Both the residential and commercial fabric located within these boundaries reflects the development of the late-nineteenth- and early-twentieth-century subdivision and its evolution to an urban neighborhood and commercial district. Washington Heights is bounded approximately by Florida Avenue, 19<sup>th</sup> Street, Columbia Road, and 18<sup>th</sup> Street. Squares 2551, 2552, 2553, 2554, 2555, 2556, and 2560 are included in their entirety, while only portions of Squares 2535, 2557, 2558, and are included.

The boundary begins on the north side of Florida Avenue between 19<sup>th</sup> Street and 18<sup>th</sup> Street, including all of Square 2556 and the properties fronting Florida Avenue and 18<sup>th</sup> Street in Square 2557. The boundary runs northward along 18<sup>th</sup> Street to include all those properties fronting the west side of the street in Squares 2555, 2554, and 2553. At the intersection of 18<sup>th</sup> Street with Kalorama Road, the historic district boundary moves eastward to include the buildings fronting both sides of 18<sup>th</sup> Street in Squares 2552, 2551, and 2560, and includes what was originally lot 12, which is now part of the Marie Reed Community Learning Center playground. The Marie Reed Community Learning Center is not included within the boundary. The single commercial building at 2233 18<sup>th</sup> Street in Square 2558 (also identified within Square 2560) is included within the boundary of the historic district. At the intersection of 18<sup>th</sup> Street with Columbia Road, the boundary extends eastward to include 1790-1796 Columbia Road, N.W. The historic district boundary includes all those properties on the south/east side of Columbia Road from 1790 Columbia Road, N.W. in Square 2560 to 2022 Columbia Road, N.W. in Square 2535. The boundary runs along the property

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**NATIONAL REGISTER OF HISTORIC PLACES  
Continuation Sheet**

**WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, D.C.**

Section number 10 Page 80

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line of 2022 Columbia Road and 2000 19<sup>th</sup> Street, where it turns southward to meet with Florida Avenue.

**Boundary Justification**

The southern boundary follows Florida Avenue east to west from its intersection with 18<sup>th</sup> Street to its intersection of 19<sup>th</sup> Street. The boundary includes the buildings on the north side of Florida Avenue as the street was the historically the northern border between the original City of Washington and the late-nineteenth-century subdivision, including Washington Heights. The southern boundary extends eastward past 18<sup>th</sup> Street to include lots 7-13 and lot 19 of Square 2557. These properties were included within the boundary as they are contiguous with the early-twentieth-century commercial development of Washington Heights along 18<sup>th</sup> Street and Florida Avenue.

The western boundary is in part 19<sup>th</sup> Street, extending to its intersection with Vernon Street. Here, the boundary runs east to west along the southern border of lots 35 and 26 in Square 2535 to incorporate the Adams School at 2000 19<sup>th</sup> Street, and several large apartment buildings including the Wyoming at 2022 Columbia Road. This boundary excludes lots 828, 830, and 831, the sites of the Washington Hilton and the Universal Building North and South as their post-1950 construction is outside the period of significance and their historic context best relates to the commercial activity and office development along Connecticut Avenue. The western boundary follows the eastern side of Columbia Road until its intersection with 18<sup>th</sup> Street, incorporating the development of apartment houses and commercial buildings along the east side of Columbia Road within the Washington Heights neighborhood. The Kalorama Triangle Historic District is on the west side of Columbia Road.

The northern boundary extends east to west along Columbia Road from 18<sup>th</sup> Street to Euclid Street along the northern section of Square 2560 to include lots 122 and 120. These residential and commercial buildings are contemporaneous with the early development of the neighborhood and are therefore included in the historic district.

The eastern boundary runs north to south along 18<sup>th</sup> Street and includes the buildings on the east side of 18<sup>th</sup> Street. This boundary is part of the historic eastern border of the "Commissioner's Suburb of

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

**NATIONAL REGISTER OF HISTORIC PLACES  
Continuation Sheet**

**WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, D.C.**

**Section number   10   Page   81**

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Washington Heights.” The continuous rows of commercial and residential buildings along 18<sup>th</sup> Street illustrate the evolution of the neighborhood as the street was transitioned from a residential to a commercial corridor. The eastern boundary includes the site of the Happy Hallow Playground which fronts the 18<sup>th</sup> Street to the west of the Marie Reed Community Learning Center. This encompasses what was originally lot 12 and is now part of lot 810 and 821 of Square 2558.

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### Additional Documentation

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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)

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### Property Owner

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

name Multiple Owners  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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**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.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

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

**NATIONAL REGISTER OF HISTORIC PLACES  
Continuation Sheet**

**WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, D.C.**

Section number PHOTOGRAPHS Page 82

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All photographs are of:  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
Washington, District of Columbia  
E.H.T. Tracerics, Inc., photographer

DATE: February, 2006  
VIEW OF: 1819-1841 Wyoming Street NW, Looking Northwest  
PHOTO: 1 of 18

DATE: February, 2006  
VIEW OF: 1819-1941 Wyoming Street NW, Looking Northeast  
PHOTO: 2 of 18

DATE: February, 2006  
VIEW OF: 1845-1865 Kalorama Road NW, Looking Northwest  
PHOTO: 3 of 18

DATE: February, 2006  
VIEW OF: 1875-1861 California Street NW, Looking Northeast  
PHOTO: 4 of 18

DATE: February, 2006  
VIEW OF: 2001 19<sup>th</sup> Street NW, Looking Northwest  
PHOTO: 5 of 18

DATE: February, 2006  
VIEW OF: 1929-1933 19<sup>th</sup> Street NW, Looking Southeast  
PHOTO: 6 of 18

DATE: February, 2006  
VIEW OF: 1829-1835 California Street NW, Looking Northwest  
PHOTO: 7 of 18



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

**NATIONAL REGISTER OF HISTORIC PLACES  
Continuation Sheet**

**WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, D.C.**

**Section number** PHOTOGRAPHS **Page** 83

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DATE: February, 2006  
VIEW OF: 1837-1855 Vernon Street NW, Looking Northwest  
PHOTO: 8 of 18

DATE: February, 2006  
VIEW OF: 1954-2006 Columbia Road NW, Looking East  
PHOTO: 9 of 18

DATE: February, 2006  
VIEW OF: 2006-2022 Columbia Road NW, Looking South  
PHOTO: 10 of 18

DATE: February, 2006  
VIEW OF: 1862 Kalorama Road NW, Looking Southwest  
PHOTO: 11 of 18

DATE: February, 2006  
VIEW OF: 2000 19<sup>th</sup> Street NW, Looking Southwest  
PHOTO: 12 of 18

DATE: February, 2006  
VIEW OF: 2220 Champlain Street NW, Looking Southeast  
PHOTO: 13 of 18

DATE: February, 2006  
VIEW OF: 2457-2473 18<sup>th</sup> Street NW, Looking Southeast  
PHOTO: 14 of 18

DATE: February, 2006  
VIEW OF: 1856-1864 Columbia Road NW, Looking Northeast  
PHOTO: 15 of 18

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

**NATIONAL REGISTER OF HISTORIC PLACES  
Continuation Sheet**

**WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, D.C.**

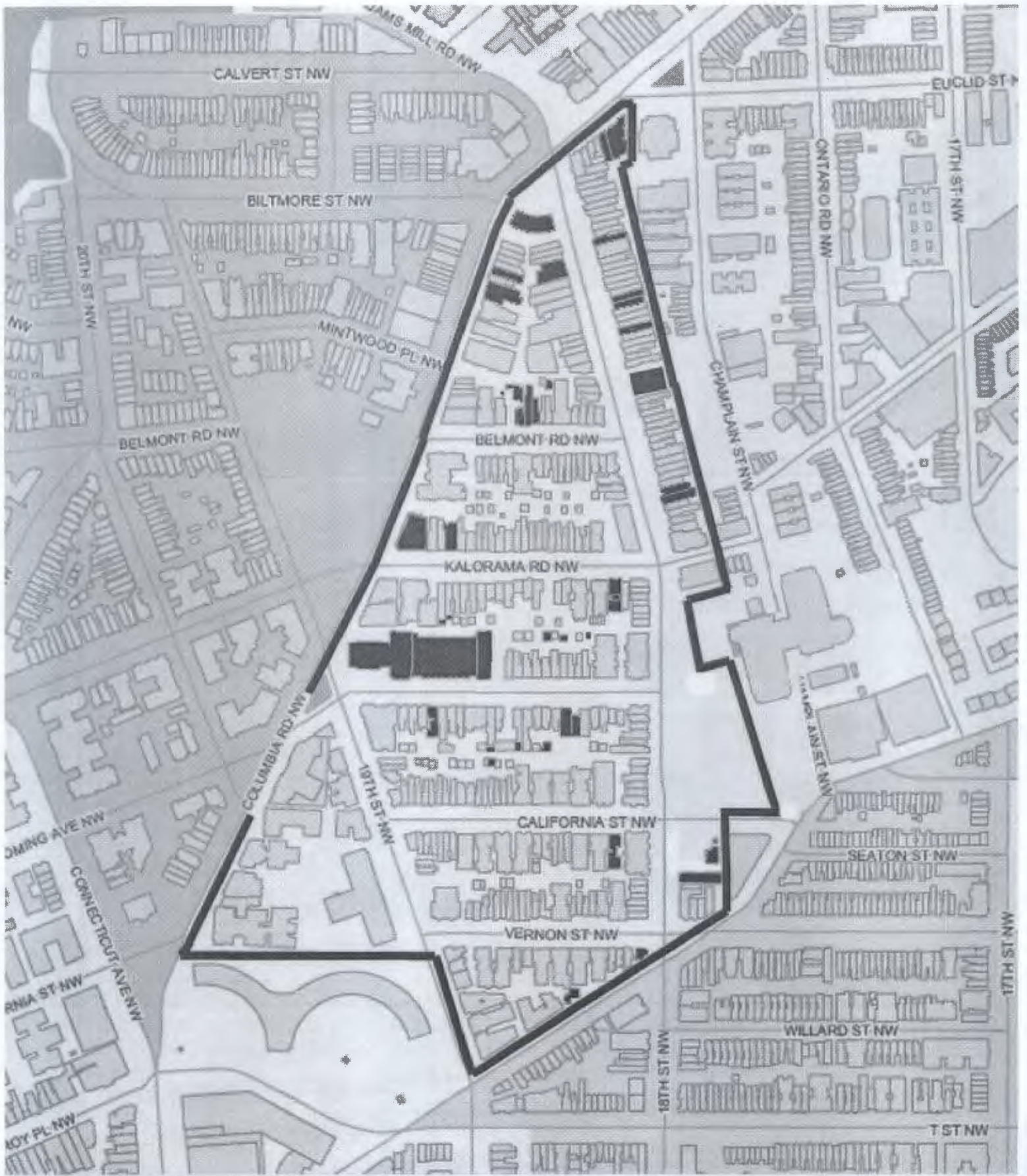
**Section number** PHOTOGRAPHS **Page** 84

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DATE: February, 2006  
VIEW OF: 2000-2010 18<sup>th</sup> Street NW, Looking Northwest  
PHOTO: 16 of 18

DATE: February, 2006  
VIEW OF: 2305-2327 18<sup>th</sup> Street NW, Looking Southeast  
PHOTO: 17 of 18

DATE: February, 2006  
VIEW OF: 2473-2483 18<sup>th</sup> Street NW, Looking Northeast  
PHOTO: 18 of 18

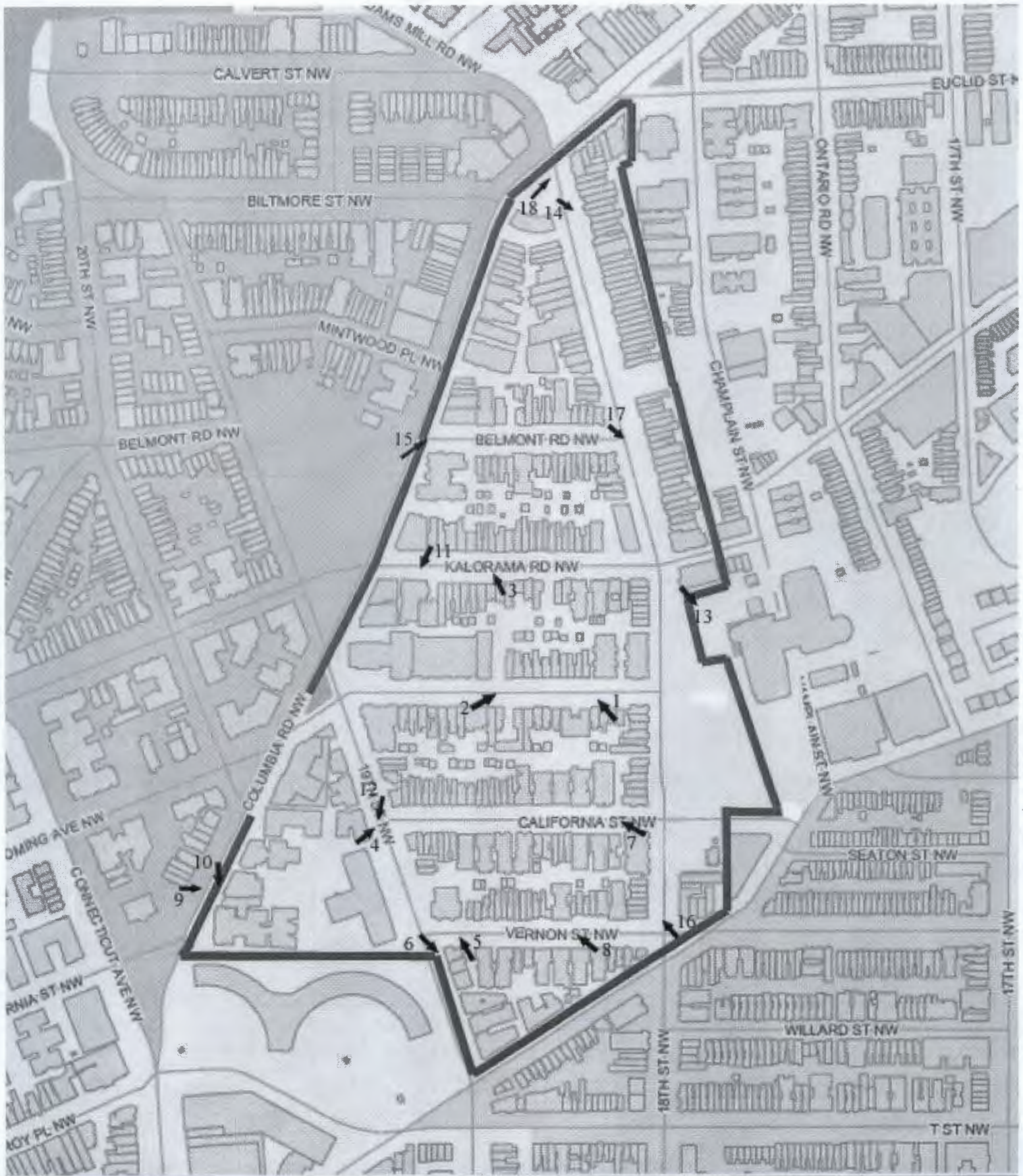


**WASHINGTON HEIGHTS HISTORIC DISTRICT**

**WASHINGTON, DC**

EHT TRACERIES JULY 2006

-  HISTORIC DISTRICT BOUNDARY
-  NON-CONTRIBUTING



**WASHINGTON HEIGHTS HISTORIC DISTRICT**

**WASHINGTON, DC**

EHT TRACERIES JULY 2006



**HISTORIC DISTRICT BOUNDARY**



**PHOTOGRAPHIC VIEW**

**United States Department of the Interior**  
**National Park Service**  
Nominating Authority (without attachment)

**National Register of Historic Places**  
**Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

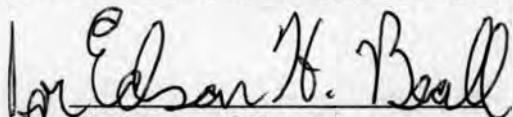
**SUPPLEMENTARY LISTING RECORD**

**NRIS Reference Number** 06000875      **Date Listed** 09/27/2006

Washington Heights Historic District      District of Columbia District of Columbia  
**Property Name**                                      **County**                                      **State**

Apartment Buildings in Washington, D.C., MPS  
**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.**

  
**Signature of Keeper**

9.27.06  
**Date of Action**

**Amended Items in Nomination:**

**Section 8. Criteria Consideration**

Criteria Consideration "A" is hereby removed as religious properties do not predominate.

This information was confirmed by Tim Denee of the DC SHPO by telephone.

**DISTRIBUTION:**

- National register property file**
- Nominating Authority (without attachment)**

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Washington Heights Historic District  
NAME:

MULTIPLE Apartment Buildings in Washington, DC, MPS  
NAME:

STATE & COUNTY: DISTRICT OF COLUMBIA, District of Columbia

DATE RECEIVED: 8/16/06 DATE OF PENDING LIST: 9/05/06  
DATE OF 16TH DAY: 9/20/06 DATE OF 45TH DAY: 9/29/06  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000875

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 9.27.06 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the  
National Register

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.



1819-1841 Wyoming Street, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT

WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

Looking Northwest  
Photo 1 of 18





1819-1841 WYOMING STREET NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING NORTHEAST

PHOTO 2 of 18



1845-1865 KALORAMA ROAD, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT

WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING NORTHWEST

PHOTO 3 of 18



1875-1861 CALIFORNIA STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DL SHPO

LOOKING NORTHEAST  
PHOTO 4 of 18



2001 19th STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING NORTHWEST

PHOTO 5 of 18





1929-1933 19th STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT

WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING SOUTHEAST  
PHOTO 6 of 18



1829-1835 CALIFORNIA STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING NORTHWEST  
PHOTO 7 of 18



1837-1855 VERNON STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING NORTHWEST  
PHOTO 8 of 18



1954-2004 | COLUMBIA ROAD NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT

WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING EAST

PHOTO 9 of 18



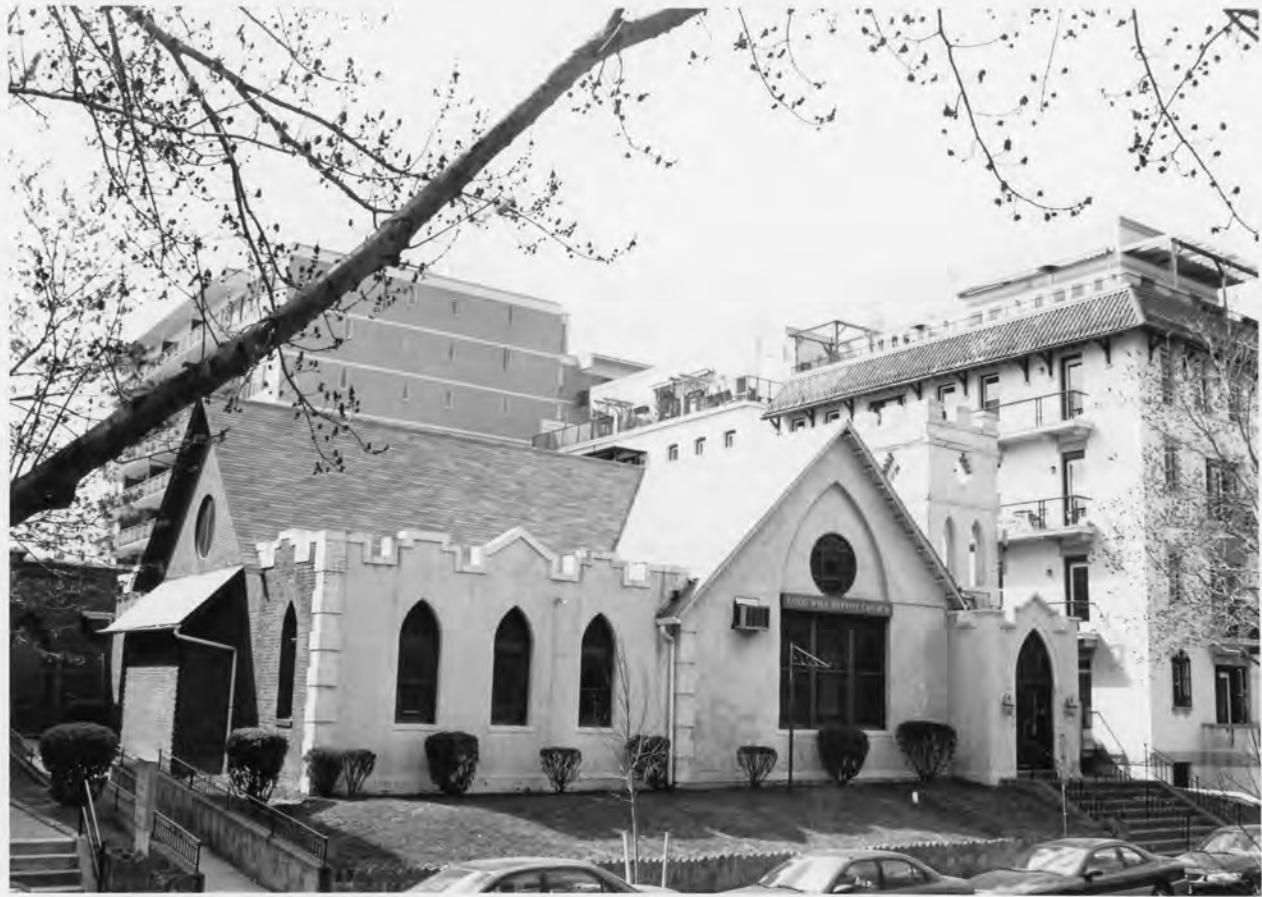


2006-2022 COLUMBIA ROAD, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO  
LOOKING SOUTH  
PHOTO 10 of 18



1862 KALORAMA ROAD, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING SOUTHWEST

PHOTO 11 of 18



2000 19TH STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT

WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING SOUTHWEST

PHOTO 12 OF 18



2220 CHAMPLAIN STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT

WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING SOUTHEAST

PHOTO 13 of 18





2457-2473 18<sup>th</sup> STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT

WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING SOUTHEAST

PHOTO 14 OF 18



1856-1864 COLUMBIA ROAD, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO  
LOOKING NORTHEAST  
PHOTO 15 of 18



2000-2010 18<sup>th</sup> STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING NORTHWEST

PHOTO 16 of 18



2305-2327 18<sup>th</sup> STREET, NW  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING SOUTHEAST

PHOTO 17 of 18





W. CHASE & CO.

MOUNTAIN SEA RESTAURANT

SBI

CD GAME EXCHANGE

CD GAME EXCHANGE

FINIC

2473-2483 18th STREET  
WASHINGTON HEIGHTS HISTORIC DISTRICT  
WASHINGTON, DC

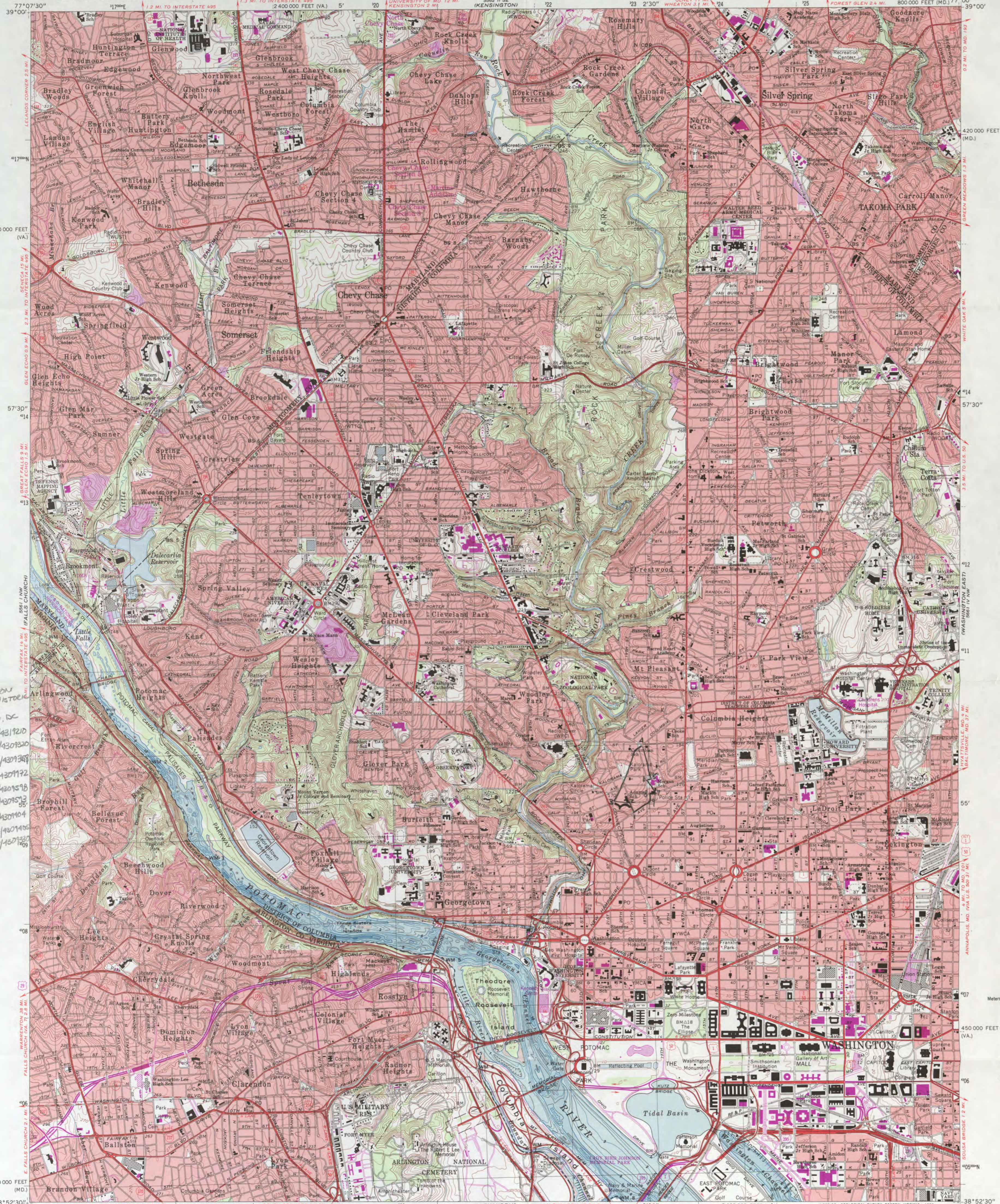
TRACERIES

FEBRUARY 2006

DC SHPO

LOOKING NORTHEAST

PHOTO 78 of 18



WASHINGTON  
HEIGHTS HISTORIC  
DISTRICT  
WASHINGTON, DC

- 1) 10/0322816/431920
- 2) 10/0322871/4309320
- 3) 10/0322872/4309340
- 4) 10/0322871/4309172
- 5) 10/0322870/4309178
- 6) 10/0323009/4309173
- 7) 10/0322072/4309104
- 8) 10/0322017/4309105
- 9) 10/0322015/4309122

Mapped, edited, and published by the Geological Survey and the National Ocean Service  
Control by USGS, NOS/NOAA, NCEP, and WSSC  
Compiled by photogrammetric methods 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 not 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 inholdings 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 1981, and other sources. This information not field checked  
Map edited 1983  
Purple tint indicates extension of urban areas

NATIONAL OCEAN SERVICE  
HYDROGRAPHIC SURVEY INDEX

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

Scale 1:24,000

CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS-DATUM IS MEAN LOW WATER  
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.4 METER

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, CHARLOTTESVILLE, VIRGINIA 22903  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
Interstate Route □ U.S. Route □ State Route

WASHINGTON WEST, D.C.-MD.-VA.  
38077-11-TB-024

1965  
PHOTOREVISED 1983  
BATHYMETRY ADDED 1982  
DMA 5561 1 NE-SERIES 7833

UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

