Appendix B

Determination of Eligibility Forms
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Property Name(s): Expansion of the Anacostia Historic District
Street Address(es): Roughly bounded by Shannon Place, SE, Chicago Street, SE, Martin Luther King, Jr. Avenue, SE, Howard Road, CSX Railroad tracks (see attached map and spreadsheet)
Square(s) and Lot(s): Portions of 5802, 5805, 5806, 5785, 5786, 5787, 5788, 5789, 5790, 5869 (see attached spreadsheet)
Property Owner(s): Multiple
Please include a current map(s) to indicate the location of the property/properties. See attached.

The property/properties is/are being evaluated for potential historical significance as for:

☐ An individual building or structure.
☒ A contributing element of a historic district (specify): Anacostia Historic District
☐ A previously unevaluated historic district to be known as (specify):
☐ An archaeological resource with site number(s) (specify):
☐ An object (e.g. statue, stone marker etc.) (specify):
☐ A new multiple property/thematic study regarding (specify):
☐ Association with a multiple property/thematic study (specify):
☐ Other (specify):

Description, rationale for determination, photos & other pertinent information (enter below):

**EXISTING ANACOSTIA HISTORIC DISTRICT**

The Anacostia Historic District was listed in the DC Inventory of Historic Sites in 1973 (expanded 1978) and listed in the National Register of Historic Places (NRHP) in 1978. It has a period of significance that extends from 1854-1940. The district contains roughly 550 buildings dating from 1854 through the mid-twentieth century and encompasses the area originally known as Uniontown, one of the city’s earliest suburbs, incorporated in 1854. Because of its location across the Anacostia River, land was less expensive and allowed members of Washington’s working class to purchase property and build homes. Many of Anacostia’s residents worked at the nearby Navy Yard or St. Elizabeths. The district is comprised primarily of residential buildings constructed between 1870 and 1930, including wood-frame and brick structures, as well as several churches and commercial buildings, which are principally located along Anacostia’s main thoroughfares of Good Hope Road, SE and Martin Luther King, Jr. Avenue, SE. Common architectural styles in the neighborhood include Italianate, Queen Anne, Classical Revival, Art Deco, and Colonial Revival. The Anacostia Historic District contains one of Washington’s richest collections of small-scale, working-class housing and also includes Cedar Hill, the home of Frederick Douglass from 1877–1895, which was designated as a National Historic Site in 1964.

The existing boundaries of the Anacostia Historic District generally include the original Uniontown plat; in some areas, however, the district excludes portions of the platted subdivision (like Good Hope Road, SE) and in other areas, the boundaries extend past the platted subdivision. All of this suggests that
the selection of the original boundaries was somewhat arbitrary or political, which is not uncommon for many historic districts, particularly those listed in the early years of the NRHP.

**SITE DESCRIPTION**
Anacostia is located in Ward 8 of Southeast, Washington, D.C., east of the Anacostia River. The Anacostia Historic District is roughly bounded by Good Hope Road, SE on the north, Morris Road, SE on the south, 16th Street, SE on the east, and the properties fronting Martin Luther King, Jr. Avenue, SE on the west. The two main commercial corridors, Good Hope Road, SE and Martin Luther King, Jr. Avenue, SE converge in Anacostia at the foot of the 11th Street Bridge.

One area proposed as an expansion to the Anacostia Historic District is located southwest of the existing boundaries and centers on the area around Shannon Place, SE, Chicago Street, SE, and Martin Luther King, Jr. Avenue, SE north of Howard Road, SE. Another area proposed for expansion includes a few properties located to the north of the existing historic district boundaries on Good Hope Road. Properties to the west of Martin Luther King, Jr. Avenue, SE are generally level and flat while gentle hills rise to east with buildings that sit above street level on sloping lots. Buildings fronting Good Hope Road and Martin Luther King, Jr. Avenue, SE are typically set on the sidewalk, while those on secondary streets have a setback of 10 to 20 feet. The gradual platting and development of the survey area has resulted in irregularly sized lots. Because of the urban nature of the neighborhood, there are very few driveways. Alleys are located to the rear of properties along Chicago Street, SE and a few properties along Martin Luther King, Jr. Avenue, SE. There are very few secondary resources in the area which are typically limited to small sheds.

**SURVEY AREA**
The area proposed as an expansion to the existing Anacostia Historic District includes 99 properties constructed between 1901 and the present. The overwhelming majority of these resources date from the 1910s to the 1920s. Properties are predominately residential, but reflect a variety of uses including educational, religious, and commercial.

**BUILDING FORMS AND TYPES**

*Residential Buildings*
Residential buildings in the survey area include both single-family and multiple dwellings. The single-family dwellings are typically two-story, flat-front row houses, two or three bays wide, constructed in the 1910s and 1920s. The predominant building material is brick, but a few buildings along Shannon Place are wood-frame construction. The buildings typically reflect restrained interpretations of the Classical Revival and Colonial Revival styles. Classical Revival-style buildings in the survey area typically have molded metal cornices ornamented with modillions and a plain brick frieze, sometimes with brick corbelling. Some of the later examples of the style constructed in the 1920s have stepped parapets and paneled or plain friezes sometimes ornamented with swags. Some of the buildings show the influence of the Craftsman style with their pent roofs with overhanging eaves, exposed rafter tails, and dormer windows that pierce the pent. The Italianate style also appears on occasion in the survey area, often on the few wood-frame dwellings in the survey area.
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**DETERMINATION OF ELIGIBILITY FORM**

1131-1129 Chicago Street, SE, view southwest

2320–2314 Shannon Place, SE, view east
Typical of twentieth-century row houses in the District, the row houses in the recommended boundary expansion area often have a “daylight” form. These daylight row houses are wider than earlier nineteenth-century buildings, but are only two rooms deep to provide improved lighting and circulation. Daylight row houses often have a false mansard or pent roof, which is sometimes pierced with dormers. Also typical of the form are front porches, which provide additional outdoor living space for these modest houses. Architect Julius Wenig designed 33 row houses in the surveyed area, all of them located on Chicago Street and Shannon Place, SE.

1110-1126 Chicago Street, SE, view east

These dwellings were constructed from 1924–1928 and are typical of the daylight row houses common in the District in the first half of the twentieth century. The houses fronting Chicago Street are nearly identical two-story, three-bay brick row houses that reflect a blend of the Colonial Revival and Craftsman styles. The houses have the symmetry of the Colonial Revival and are simply ornamented with continuous soldier-brick lintels. Reflective of the influence of the Craftsman style, the pent roofs have overhanging eaves and exposed rafter ends. Approximately half of the buildings retain their original slate
roofs. Wenig designed the dwellings with one-story, one-bay porches, which are common on daylight row houses. Those on Chicago Street had brick posts, while those on Shannon Place had Tuscan columns.

*2250 Shannon Place, SE, 1130-1134 Chicago Street, SE, view east*

![Image of 2250 Shannon Place, SE, 1130-1134 Chicago Street, SE, view east]

The multiple dwellings in the surveyed area include duplexes, quads, and mid-sized apartment buildings. Like the row houses in the survey area, the buildings exhibit modest interpretations of the Classical Revival, Colonial Revival, and Craftsman styles.

*1137-1133 Chicago Street, SE, view northwest*

![Image of 1137-1133 Chicago Street, SE, view northwest]

Five of the multiple dwellings in the surveyed area were designed by architect George T. Santmyers, who was well known for his work designing apartment buildings in the District of Columbia. These five buildings in the survey area are typical of Santmyers-designed buildings. Originally known as the Columbia Court Apartment House, 1204 Talbert Street, SE is the largest apartment building in the survey area. Constructed in 1927, the 26-unit Classical Revival-style building is one of the most ornamented
buildings in the survey area. The decorative quoins, paneled frieze with swags, entries with molded stone surrounds and capped by a cartouche flanked with cornucopia are typical of both the architectural style of the mid-1920s and Santmyers designs.

1204 Talbert Street, NE, view south

In 1928, Santmyers continued his association with Poretsky & Silver, the owners and builders of 1204 Talbert Street, when he designed the four buildings at 2303–2309 Martin Luther King, Jr. Avenue, SE. These four duplexes each contain two units. 2303 and 2309 Martin Luther King, Jr. Avenue, SE reflect the Classical Revival style, while 2305 and 2307 Martin Luther King, Jr. Avenue, SE blend the Colonial Revival and Craftsman styles. The four buildings have all been rehabilitated for use as offices or commercial space.

2303–2311 Martin Luther King Jr. Avenue, SE, view west
In the mid- to late twentieth century, some of the residential buildings, particularly along Martin Luther King, Jr. Avenue, SE, were converted to commercial use. Often, these alterations were not sensitive to the original form and style of the building. The building at 2400–2404 Martin Luther King, Jr. Avenue, SE was originally constructed in 1925 as an apartment building. The first story of the building has been significantly altered by the infilling of door and window openings. The building is currently vacant, but has been used as a commercial building for many years.

2400–2404 Martin Luther King Jr. Avenue, SE, view southeast

Of the 99 resources surveyed, five were purpose-built stores constructed between ca. 1907 and 1927 along the two main commercial corridors in Anacostia; Martin Luther King, Jr. Avenue, SE and Good Hope Road, SE. The majority of commercial resources in the survey area were originally constructed as dwellings and have been rehabilitated for commercial use. The three earliest commercial buildings in the survey area are Classical Revival-style buildings. 2500 Martin Luther King, Jr. Avenue, SE was constructed ca. 1907 (no permit) and is noted on early maps as a commercial building. Two stories high and three bays wide, the brick building is ornamented with a molded metal cornice and paneled frieze. Windows have segmental arched openings. The first story of the façade is obscured by a mid-century brick addition.
The buildings now addressed as 2418 and 2420 Martin Luther King, Jr. Avenue, SE were originally constructed as three individual stores. 2420 and 2422 Martin Luther King, Jr. Avenue, SE were combined to create a single store. The one-story, two-bay Classical Revival-style buildings were constructed in 1910. Molded metal cornices with end brackets line the edge of the roof. Typical of early twentieth-century commercial buildings, large commercial-style windows pierced the façade. The large window openings on the façade have been infilled and replaced. Only 2418 retains a large commercial window, however, this opening has also been partially infilled and contains a replacement window.
The commercial building at 1300 Good Hope Road was constructed in 1927. The two-story Colonial Revival-style building is three structural bays wide and is the largest commercial building in the survey area. The building is a modest interpretation of the style, with a molded concrete cornice, concrete lug sills, and continuous soldier-brick lintels. The main entry is centrally located on the façade and is deeply recessed. The double-leaf paneled wood door is capped by a large transom that has been infilled. The large window openings flanking the entry on the façade have been infilled with brick. The building is currently used as a church and child-care center.

1300 Good Hope Road, SE, view northeast

Only one building in the survey area was purpose-built as a dwelling and store, presumably with commercial use on the first floor and apartments on the second floor. The Classical Revival-style building was constructed in 1931. It is located on a corner lot and has a clipped corner at the primary entrance to the store. The majority of first-story commercial openings have been infilled, however the first floor remains in use as a business. The second story is currently vacant.
The contemporary building at 2345 Martin Luther King, Jr. Avenue, SE was constructed in 2010 as a commercial building and office. It is the newest building constructed in the surveyed area. The two-story rectangular building is currently used as a dental office. It is constructed of concrete and corrugated metal and has a flat roof. The second story projects from the plane of the main block, creating an overhang that shelters the main entry on Martin Luther King, Jr. Avenue, SE. Fenestration consists of large one-light fixed windows.
Automotive Related Resources

Four resources in the surveyed area are automotive related buildings. Three were constructed in the mid-1920s, a result of the early twentieth-century automobile boom and the fourth was constructed in 1966. A garage and paint shop, now used as a museum (formerly the Clara Muhammad School), was constructed in 1924 at 2313–2315 Martin Luther King, Jr. Avenue, SE. The large one-story, three-bay brick building has been parged, obscuring the original fenestration pattern. The sloping roof is obscured by a stepped parapet edged with concrete coping. The 1928 Sanborn Insurance Map indicates the front portion of the building was used as a garage and the rear portion was used as the paint shop. By 1960, the southern bays of the building were used as a bake shop and the northern bay as a store.

2313-2315 Martin Luther King, Jr. Avenue, SE, view east

The building may have originally been associated with the filling station located next door at 2323 Martin Luther King, Jr. Avenue, SE, which was constructed in 1927. The one-story, concrete-block building was formerly used as a restaurant and is currently vacant. The building has a much deeper setback than normal along Martin Luther King, Jr. Avenue, SE in order to accommodate the gas pumps that are shown on the 1928 Sanborn Insurance Map. The building has been altered several times since its construction. A standing-seam-metal flat-on-hip roof with wide overhanging eaves was added to the building, likely in the late 1970s or early 1980s. The vehicular openings on the façade and side of the building have been infilled and are further obscured by parging that covers the building.
The one-story, five-bay building located at 1301 Good Hope Road, SE was constructed in 1927 as a filling station. The original one-story, one-bay portion of the building is obscured by an addition that dates from 1947 (as documented by the 1960 Sanborn map) and now reads as the primary façade. The addition converted the building from a gas station to an auto sales and service facility. The vehicular bays along the north elevation have been divided and are currently used as individual storefronts. The vehicular openings have been infilled with a variety of materials and many of the bays have been covered with stucco, further obscuring the fenestration pattern.

1301 Good Hope Road, SE, view southeast
The most recent automotive-related building in the surveyed area is Distad’s Tire, located at 2320 Martin Luther King, Jr. Avenue, SE. Constructed in 1966, the two-story rectangular utilitarian building was constructed of concrete blocks and has a flat roof. The first story of the façade is veneered with brick and is pierced by four vehicular bays that contain overhead roll-up metal doors. The main entry and a large commercial-style window are located in the southernmost bay of the façade and are sheltered by a metal canopy. The building has a deeper setback than normal to accommodate a chain-link enclosed asphalt-paved parking lot.

2320 Martin Luther King, Jr. Avenue, SE, view southeast

Church

One church is located in the recommended historic district expansion area at 2438 Shannon Place, SE. It was constructed in 1937 as the Chapel of St. Philip the Evangelist for an African-American congregation. Now known as the Revival Temple Full Gospel Church, the one-and-a-half-story building is one bay wide and four bays deep and is a modest interpretation of the Gothic Revival style. The concrete-block building is faced with brick and has a slate-shingled, front-gabled roof. The gothic-arched openings hold leaded-glass windows and have concrete lug sills. A two-story bell tower capped by a pyramidal hipped roof with flared eaves is located off the northeast corner. The main entry, a double-leaf door set in a gothic arch, was originally located on the façade of the bell tower and has been infilled. The sanctuary was enlarged ca. 1950 with the construction of a Colonial Revival-style addition on the rear elevation. The two-story addition has the same material treatment as the main block. As the church continued to grow, a two-story classroom addition was constructed ca. 1975 on the east elevation of the bell tower and 1950 addition.
Other Buildings

In addition to the residential and commercial resources, the recommended historic district expansion area also contains an electrical substation, a former police station, a movie theater, and a school (see separate Determinations of Eligibility for the Eleventh Precinct, Carver Theater, and the Old Birney School). The Potomac Electric Power Company substation at 2415 Martin Luther King, Jr. Avenue, SE was erected in 1927 for the Washington Railway and Electric Company to power the streetcar that once extended down Martin Luther King, Jr. Avenue, SE. The one-story, three-bay brick utilitarian building exhibits modest Colonial Revival details including a paneled brick frieze and a continuous soldier-brick lintel. It has a flat roof edged with metal coping and a center entry flanked by multiple light steel pivot windows. The building was enlarged in 1942 with the construction of a one-story, concrete-block addition on the rear (northwest) elevation. The property is still used as a power substation.

2415 Martin Luther King, Jr. Avenue, SE, view northwest
**HISTORIC CONTEXT**

Anacostia is best known as one of Washington D.C.’s earliest suburbs. Developed as a working-class neighborhood in the 1850s, the community has evolved into a rich and diverse community that has been shaped over time by several important factors, including its location on the Anacostia River and changes in transportation and population.

Anacostia was named after the original residents of the land, the Nacotchtank Indians, who were called the “Nacostines” and “Anacostines” by early explorers and settlers (Hutchinson xix). From the seventeenth century through the mid-nineteenth century, the land that became Anacostia was composed of large plantations and small farms that grew tobacco as a cash crop and food for both consumption and sale. Despite the agricultural prosperity in the region, Anacostia remained sparsely settled during the colonial period (Smithsonian Anacostia Museum 2007).

In 1798, the Washington Navy Yard (Navy Yard) was established on the western bank of Anacostia River, and continued development along the river seemed assured (Smithsonian Anacostia Museum 2007). Scores of workers were hired as government efforts to build a navy got underway (Wennersten 2008). Despite the optimism with the placement of the Navy Yard, the Anacostia River did not develop as an important port because of siltation from agricultural practices.

Even though the river initially impeded settlement of the area, settlement gradually increased east of the Anacostia River, particularly after a bridge was constructed in 1795 linking the city of Washington with the Anacostia area. In the 1820s, a small settlement that included a tavern and post office developed at Good Hope Hill, at the intersection of Good Hope and Naylor Roads. Land continued to be sold, resold, and subdivided in the Anacostia area. Still outside of the city, some wealthy landowners built summer homes, while others continued to farm. By the mid-nineteenth century, increasing numbers of new residents were moving east of the river.

**Suburban Development**

In the 1850s, the Union Land Association purchased 100 acres of farmland and platted Uniontown. Limited construction on housing began as Uniontown was established and became one of Washington’s earliest suburbs. Because of its proximity and easy access to the Navy Yard just across the river and St. Elizabeths (the District’s mental hospital) to the south, the subdivision was attractive to workers who held jobs at these nearby locations. The subdivision was originally platted as a rectilinear grid with seventeen blocks containing small lots (Havenner 1950; Kennedy 1948). A prospectus for Uniontown published in 1854 noted that lots were 24 feet by 130 feet deep and cost $75—payable in $3 monthly payments. Uniontown provided the white working class laborer with the opportunity for land ownership; however this ownership often came with restrictive covenants barring African-American ownership. In 1886, Congress changed Uniontown’s name to Anacostia—in part because of Post Office naming issues (Smith 2010; Smithsonian Anacostia Museum 2007).

Little changed in Anacostia during the Civil War. Because defense of the Capitol was paramount, the Union Army constructed several forts east of the Anacostia River to protect the city and the Navy Yard. During Reconstruction, the Freedmen’s Bureau, under the direction of General Oliver O. Howard (for whom Howard University is named), sought land for a community of freedmen. Howard, working with S.C. Pomeroy and John R. Elvans, eventually purchased the 375-acre Barry Farm Tract. This tract was located between St. Elizabeths and Uniontown, and not far from the free black community near Good Hope Hill. The land was subdivided into one-acre tracts costing between $125 and $300 (Smithsonian
Anacostia Museum 2007). Barry Farm developed into a successful community of black homeowners, with nearly 500 families settling there within two years. In 1874, the community’s name was changed from Barry Farm to Hillsdale. Abolitionist, orator, and former slave Frederick Douglass defied Uniontown’s restrictive covenants and the area’s racial makeup when he purchased the Cedar Hill estate in 1877 (Beauchamp 2006). Douglass’s sons had settled nearby in Hillsdale (Smith 2010). Although for decades Barry Farm was a distinct community, eventually the large area between St. Elizabeths and Uniontown became known collectively as “Anacostia.”

In the late nineteenth century, the land around the original Uniontown plat was gradually subdivided and platted. Subsequent subdivisions, such as Griswold’s Addition in 1879 and Chichester in 1891, added to the available lots for working-class housing in the area, although housing construction on these new subdivisions proceeded at a slow pace. Gradually, other parcels were subdivided and the population density increased.

**Transportation**

Anacostia’s growth in the late nineteenth and early twentieth centuries was shaped by changes in transportation and access to and from the District. The first bridge across the Anacostia River linking Anacostia with Washington was constructed in 1795, but burned during the War of 1812. The bridge was rebuilt on numerous occasions throughout the nineteenth and twentieth centuries and, as shown in the figure below, was known as the Navy Yard Bridge because it provided a direct link to the Navy Yard (Beauchamp 2006).

**Detail of Anacostia, showing Navy Yard Bridge (Gray 1878)**

The Alexandria Branch of the B&O Railroad was extended through Anacostia in 1874, but with no stops it did little to encourage development in the area. The branch passed west of Uniontown and most of the residential development, effectively limiting westward expansion of the Anacostia residential neighborhood (National Railway Historical Society 2012).
**Introduction of the Streetcar in D.C.**

The introduction of the streetcar to Washington, D.C. in 1862 opened up many areas of the District to new development and spurred developments in previously settled areas. In the 1890s, efforts began to replace the horse-drawn lines in the District with modern electric streetcars that were cleaner, faster, and capable of climbing steeper inclines like those found in Anacostia and other outlying suburbs. The District Appropriation Act of 1890 authorized street railway companies to convert their power sources from horses to electricity using an underground power supply or overhead electrical wires (Tindall 1914). In 1896, the streetcars were required to convert to an underground electric line within the Federal city and double overhead wires outside of the city in areas like Anacostia (King 1972).

Shortly after the turn of the century, several streetcar companies were merged into two major companies. In 1933, another period of consolidation led to the creation of a monopoly under the Capital Transit Company. As the automobile increased in popularity in the first half of the twentieth century, streetcar service declined, and as early as the 1930s streetcar lines began to be converted to buses. By 1962, streetcar service in Washington, D.C. was discontinued.

**The Streetcar in Anacostia**

Anacostia remained without a streetcar until 1872, when the Anacostia and Potomac River Railroad Company was chartered and authorized to begin a horse-car route from the Navy Yard Bridge in Anacostia into the District. Operations began in 1875 with the line originating at Nichols Avenue (now Martin Luther King, Jr. Avenue, SE) and V Street, and continuing across the Navy Yard Bridge into downtown D.C. The Anacostia line connected with other streetcar lines, allowing travel to more distant destinations. In 1878, the Anacostia line was extended down Nichols Avenue to St. Elizabeths, making the hospital much more accessible to the large number of Anacostia residents who were employees of the facility (King 1972).

The first electric streetcar in Anacostia was introduced in 1895 when Congress granted a charter to the Capital Railway Company, which was headed by Congress Heights builder Arthur E. Randle. Although the Capital Railway Company attempted to convert to a wireless system in Anacostia in the late 1890s, that system failed (Havenner 1950). The streetcar line extended across the Anacostia River, providing access to the Navy Yard for Anacostia residents, and south on Nichols Avenue (now Martin Luther King, Jr. Avenue, SE) to St. Elizabeths. In 1900, the Anacostia and Potomac River Company converted their line to an overhead electric system (Havenner 1950).

Streetcar lines expanded as the population increased in the District of Columbia, and the line through Anacostia went along several streets in the area, including Good Hope Road and Nichols Avenue (now Martin Luther King, Jr. Avenue, SE). Residents of Anacostia could easily get to places of work in Washington, particularly the Navy Yard, but also to St. Elizabeths or the U.S. Naval Research Laboratory (Havenner 1950). In 1935, the Anacostia streetcar line was replaced with buses (Kohler 2001).

**Community Development**

As the population of Anacostia grew and expanded outside of the original Uniontown plat in the late nineteenth and early twentieth centuries, stores and other commercial enterprises were opened to meet the needs of local residents. Commercial structures were primarily built along Nichols Avenue and Good Hope Road, the two primary roads in Anacostia that converged at the foot of the Navy Yard Bridge in Anacostia. The area was home to inns, grocery stores, drug stores, bakeries, laundries, liversies, furniture stores, cobblers, warehouses, banks, as well as various skilled trades people (Helwig 1978). The 1880
census noted the occupation of residents, which included carpenters, blacksmiths, boilermakers, and other various laborers. It is likely many of these skilled laborers worked at the Navy Yard. The 1880 census also indicated that Anacostia had an African-American population of only about 15 percent, which is unsurprising given the restrictive covenants that limited integration of Uniontown (U.S. Census 1880).

**Development in Anacostia (USGS 1898)**

*Image of USGS map of Anacostia from 1898*

**African Americans in Anacostia**

After the Civil War, with a growing population of African Americans in the area, the Freedmen’s Bureau recognized the importance of schools in the Anacostia area. In 1865, the Freedmen’s Bureau established a school in Good Hope, followed by the Howard School at Barry Farm in 1867 (Smithsonian Anacostia Museum 2007). In 1871, a public elementary school was built at the corner of Nichols Avenue and Sheridan Road, but was replaced in 1889 with a six-room, wood-frame school named for abolitionist James Gillespie Birney. As the community prospered and more children attended school, the need for a larger school became evident. In 1901, a large eight-room brick schoolhouse for African-American children was constructed at the corner of Nichols Avenue and Howard Road. The school became known as the Birney School and the former wood-frame Birney school house was moved to the back of the lot and used as an annex until it was razed in 1914 to make way for a new addition. The Birney School, renamed in 1962 as the Nichols Avenue Elementary School, is an imposing high-style building that also served as a community center and library and continues to serve the Anacostia community today as the Thurgood Marshall Academy (Smith 2010). Although Anacostia had an African-American elementary school, neighborhood education beyond the eighth grade was for whites only. Anacostia High School was segregated and black students had to travel across the District to further their education – pointing to the importance of the Birney School to the African-American community.
Several African-American churches were established in Anacostia in the late nineteenth century and became an integral part of the community fabric. In 1867, Mount Zion AME Church was founded as an outgrowth of its parent church, Allen Chapel AME, which was founded in 1850. In 1890, the church moved to a new location near its present one and was renamed Campbell AME. Reverend William Hunter established the Macedonia Baptist Church on Stanton Road in 1868. St. Teresa of Avila Catholic Church was established in 1879, but African-American Catholics were allowed to meet only in the basement. They subsequently built their own church, Our Lady of Perpetual Help, on Morris Road, completing the structure in 1924 (Smith 2010). In 1891, another group of Anacostia residents built Emmanuel Episcopal Church on V Street. Originally a segregated congregation, it is currently the Delaware Avenue Baptist Church. In the early twentieth century, Bethlehem Baptist Church and St. Philip’s Episcopal Church were constructed for African-American congregants just north of Howard Road.

**Twentieth-Century Growth and Development**

The increasing numbers of schools and churches constructed in Anacostia reflected the expanding population and changing demographics of the area. In the first decades of the twentieth century, residential and commercial development expanded south of the original Uniontown plat, along Nichols Avenue and secondary roads. Large parcels of farm land were divided into small subdivisions like Shannon’s Subdivision of Chichester (1902) and Talbertt’s [sic] Subdivision of Chichester (1915). One of the largest subdivisions was Floyd E. Davis’ Subdivision of part of Chichester, which was platted in 1906, subdividing the land along Chicago Street, SE. Some of the lots were resubdivided in the 1920s to refine and standardize the lot size in preparation for construction of new houses. As these lots were subsequently improved, commercial businesses opened to serve the needs of the growing population. Buoyed by the streetcar in the early twentieth century, commercial development gradually continued south down Nichols Avenue past Howard Road.
The 1920 Census records indicate that many of the residents living west of Nichols Avenue were white and worked for the railroad in a variety of capacities such as laborers, baggage men, and secretaries. Residents who lived in the smaller houses (no longer extant) along Railroad Avenue were nearly all African-American and almost exclusively worked for the Navy Yard. Many more residents on Shannon Place were employed by the Navy Yard in the 1920 Census than in the 1930 Census, reflecting government interest in building and maintaining a navy for national security during the 1920s. The subsequent drop in the number of Navy Yard employees documented in the 1930 Census reflects the impact the Great Depression had on the American workforce (U.S. Census 1920).

Although the core of “Old Anacostia” was generally considered a white neighborhood, the Hillsdale area south of Howard Road was primarily African American. Despite the racial divide in many communities, some areas of Anacostia were mixed long before other areas of the District. In the 1930 U.S. Census, 23 of the 40 families living on Shannon Place were African American and 17 were white. Most lived in modest houses valued at between $3,000 and $5,000. Shannon Place was a working class street—the majority of residents enumerated in the census worked for the federal government, typically as skilled workers at the Navy Yard or at St. Elizabeths. The street had one District policeman, a couple of ministers (including the pastor at Campbell AME Church, who was simply a roomer on Shannon Place), a barber, a cab driver, an ambulance driver, a couple of cleaning ladies, and a telephone operator. Although the majority of residents were born in Maryland, Virginia, or the District, a few came from a greater distance, including one family from what is now Northern Ireland and one woman from Cuba. Most of the adults were in their 20s and 30s, and nearly all were literate (U.S. Census 1930). The new residents of Anacostia held the same jobs as their counterparts who lived within the old Uniontown plat.
The area around Shannon Place, Chicago Avenue, Railroad Avenue, and Howard Road served as a transitional area that bridged the racial divide between the predominately black Hillsdale to the south, and the predominately white Old Anacostia to the north. This small area reflected demographic trends occurring in the District, but particularly of Anacostia, which had a gradual build out over nearly a century. Black and white residents who moved into new houses in the 1910s and 1920s often shared the same jobs and employers and lived side-by-side in an increasingly mixed area. The area’s residents were defined more by their class than by their race.

After the Great Depression in the 1930s, apartment houses began to be constructed in Anacostia, which provided lower-cost housing for residents. By 1940, Anacostia still had a large number of unimproved lots immediately southeast of Old Anacostia, which remained undeveloped. The pace of construction increased following World War II as the population of the metropolitan Washington area exploded to fill military and other federal jobs. After World War II, increasing numbers of white families left District neighborhoods like Anacostia for new suburban developments, initiating a shift in housing patterns. In the 1960s, urban renewal projects in southwest Washington and the 1968 riots displaced a large number of District residents. Many of these residents moved east of the river in Anacostia where affordable housing was readily available, shifting the demographics from a largely white area into a largely black area. The black population in Anacostia changed from 15 percent in 1880, 6 percent in 1960, to 81 percent in 1970. Owner occupancy in Anacostia decreased significantly from 1950 to 1970, resulting in a high number of absentee owners, many of whom failed to maintain their properties (Carr, Lynch Associates 1978).

Changes to the built environment in the 1950s began altering the greater Anacostia community. The construction of Suitland Parkway demolished homes and businesses in that area, dividing the community and interrupting movement through the neighborhoods. The construction of the Anacostia Freeway/Interstate-295 in the late 1950s and early 1960s further altered traffic patterns. Similarly, large federal housing projects changed the physical and social character of Anacostia (Smith 2010). Between the 1930s and 1960s, residential areas were razed along Railroad Avenue and the northern end of Shannon Place and large warehouses were constructed in their place to take advantage of the nearby railroad. The Curtis family, who established the Curtis Brothers Furniture Company in Anacostia in 1926, began expanding their business in the 1950s and constructed several new buildings in the community for their furniture company. In a novel advertising scheme, the Curtis family constructed a giant mahogany chair, nearly 20 feet in height and weighing over two tons. An aluminum replica of the original chair remains on Martin Luther King, Jr. Avenue SE and has become an Anacostia landmark (Curtis Investments 2012). The commercial corridors of Good Hope Road and Nichols Avenue—renamed in honor of Martin Luther King in 1971—experienced a decline in the 1960s and 1970s as the spending power of the neighboring community decreased.

Anacostia in the Twenty-First Century

Anacostia continues to transform itself, as it has done for over 150 years. In the late twentieth century, the Anacostia area continued to struggle with poverty and crime. Although the community continues to deal with those important issues in the twenty-first century, Anacostia is beginning to see new investment in the community. The Anacostia Metro station opened in 1991 on Howard Road, providing Anacostia residents with another transportation option. The Eleventh Street Bridge (formerly the Navy Yard Bridge) has been undergoing a replacement project since 2009 with the goal of alleviating congestion and improving accessibility to and from the community. The freeway spans of the bridge opened in December 2011. Work continues on the local spans, which are expected to open by 2013. The Old Birney School underwent a $12 million renovation and reopened as the Thurgood Marshall Academy, a college-preparatory public charter school. Savoy Elementary School, built in 1968, was extensively renovated in
2009 and efforts have been made to continue to improve education for the children of Anacostia. A historic housing grant program invested over $1 million for Anacostia residents to repair and restore their homes. Increasingly, new residents are moving to the community, which remains over 90 percent African American. Vacant properties are being purchased and the new owners often renovate the existing buildings, helping to restore the historic character and charm of Anacostia. In recent years, many entrepreneurs have been attracted to Anacostia and opened new businesses, restaurants, offices, and arts and cultural organizations. Development persists with the construction of new single-family homes, condominium projects, public housing, apartment buildings, and mixed-use developments. New and proposed construction and redevelopment projects will likely continue to transform Anacostia over the next several decades.

**SIGNIFICANCE AND INTEGRITY**

The architectural survey conducted of the properties immediately adjacent to the southwest section of the existing Anacostia Historic District revealed that the patterns of development seen within the district continued along the outskirts of the original Uniontown plat.

The buildings within the recommended boundary expansion represent the same areas of significance, period and patterns of development, architectural styles, forms and materials, level of historic integrity, and many of the same architects, builders, and developers as those within the Anacostia Historic District. The residents of the area recommended for expansion were a mix of black and white working-class residents who were typically employed by the Navy Yard, St. Elizabeths, or the federal government. Research revealed that properties farther south of the original “Uniontown” area and closer to the predominately African-American community of Hillsdale/Barry Farm (just south of Howard Road) had a higher percentage of black residents. The southern end of the recommended expansion area was also the location of the Old Birney School, a school for African-American children, and several African-American churches, suggesting that these sites were important in developing the African-American community in the larger Anacostia area. The inclusion of the resources in the recommended historic district expansion serves to present a more complete history of the larger Anacostia community.

The area recommended for the boundary expansion exhibits the same level of integrity as the resources within the Anacostia Historic District. The integrity of feeling, design, and workmanship have been affected by alterations to individual buildings, however the integrity has not been compromised. The boundary expansion area retains its integrity of location, design, materials, workmanship, setting, feeling, and association.

The integrity of each surveyed property was evaluated for its potential to contribute to the expansion of the historic district. Those resources that retained their historic integrity, that were able to convey their historic significance, and were constructed within the period of significance (1854-1940) for the existing district are recommended as contributing resources to the expanded historic district. Buildings that were constructed outside of the period of significance or that have lost integrity are recommended as non-contributing resources.

**RECOMMENDATION OF ELIGIBILITY**

The properties within the recommended Anacostia Historic District Boundary Expansion meet Criteria A and C for listing in the National Register of Historic Places. The properties within the historic district expansion are significant under the themes of Community Planning/Development, African-American History, and Architecture and contribute to the overall significance of the existing Anacostia Historic
District. The majority of resources in the proposed expansion fall within the period of significance (1854-1940) for the Anacostia Historic District.

The proposed expansion of the historic district demonstrates the continued development of Anacostia through the first half of the twentieth century and reflects the changes in transportation, population, and demographics that shaped Anacostia. Further, the properties within the proposed expansion area show the transition and gradual mixing between the predominately white “Old Anacostia” to the north, and the predominately African-American community of Barry Farm/Hillsdale to the south of Howard Road. Under Criterion C, the proposed expansion contains a collection of working-class housing similar to that in the historic district. The buildings reflect a variety of architectural styles representative of the time periods in which they were constructed. Because the buildings were constructed for working-class residents, the architecture is typically a more modest interpretation of the architectural style. The variety of forms, including detached single-family houses, row houses, duplexes, quads, and apartment buildings mirror those found within the Anacostia Historic District and demonstrates the evolution and changing nature of the built environment in the twentieth century. Taken as a whole, the buildings in the recommended boundary expansion represent a significant distinguishable entity, rendering it eligible for listing under Criterion C. The proposed boundary expansion is not directly associated with any person, or group of persons of outstanding importance to the community, state, or nation and is thus not recommended eligible for listing under Criterion B. The proposed boundary expansion was not evaluated under Criterion D.

The recommended boundary expansion primarily centers on the resources on Shannon Place, Chicago Street, and Martin Luther King, Jr. Avenue, SE, with a few properties along the northern boundary of the Anacostia Historic District on Good Hope Road, SE. Howard Road was selected as the southern boundary of the expanded district because it represents a physical break between historic Anacostia and the Barry Farm neighborhood, which is located to the south. A windshield-level survey of properties outside the survey area for this project indicate similar trends and patterns, suggesting that a wider evaluation of neighboring properties should be undertaken to more fully understand the development of Anacostia.

The recommended boundary expansion contains 99 properties; 16 of which are non-contributing resources and 83 are contributing resources (see attached maps, photos, and inventory).
Recommended Historic District Boundary Expansion
WORKS CITED

Baist, George William.
1903, 1907, 1913, 1943, 1950

Beauchamp, Tanya Edwards and Kimberly Prothro Williams

Carr, Lynch Associates
1978 A Program of Neighborhood Conservation for the Anacostia and Le Droit Park Historic Districts. Submitted to the DC Department of Housing and Community Development. Cambridge, MA.

Curtis Investments

Gray, O.W.

Havenner, George C.
1950 Early History of Anacostia or Old Uniontown. Washington, D.C.

Helwig, Anne H. and Suzanne Ganschinietz

Hutchinson, Louise Daniel.

Kennedy, George.
1948 “Southeast Area Across Anacostia is an Amazing Combination of Old and New.” The Evening Star. 11 September 1948.

King, LeRoy O., Jr.

Kohler, Peter C.

National Railway Historical Society

Smithsonian Anacostia Museum
Sanborn Map Company
1916, 1928, 1960, 1999

Smith, Kathryn Schneider, ed.

Smithsonian Anacostia Community Museum.

Tindall, William

U.S. Geological Survey

Wennersten, John R.
PREPARER’S DETERMINATION

Eligibility Recommended ☑️  Eligibility Not Recommended ☐

Applicable National Register Criteria:
A ☑️  B ☐  C ☑️  D ☐

Applicable Considerations:
A ☐  B ☐  C ☐  D ☐  E ☐  F ☐  G ☐

Prepared By: Jeanne Barnes, Architectural Historian, HDR, Inc.  Date: 2/1/2011
Jeanne.Barnes@hdrinc.com  571-327-5876

DC SHPO DETERMINATION AND COMMENTS

Determined Eligible ☐  Determined Not Eligible ☑️

Reviewed By (specify):  Date:
DC Government Project/Permit Project Log Number (if applicable):  ________
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<td>Osterman, Gilbert J.</td>
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<td>Melby, John A.</td>
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<td>Martin Brothers</td>
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Contributing and Non-Contributing Resources within the Recommended Anacostia Historic District Boundary Expansion
DDC STATE HISTORIC PRESERVATION OFFICE
DETERMINATION OF ELIGIBILITY FORM

PROPERTY INFORMATION

Property Name(s): Carver Theater/Howard Road Academy Public Charter School
Street Address(es): 2405-2407 Martin Luther King, Jr. Avenue, SE 20020-5813
Square(s) and Lot(s): 5789-0808
Property Owner(s): Howard Road Academy Public Charter School Inc.
Please include a current map(s) to indicate the location of the property/properties. See attached.

The property/properties is/are being evaluated for potential historical significance as/for:

- An individual building or structure.
- A contributing element of a historic district (specify):
- A possible expansion of a historic district (specify):
- A previously unevaluated historic district to be known as (specify):
- An archaeological resource with site number(s) (specify):
- An object (e.g. statue, stone marker etc.) (specify):
- A new multiple property/thematic study regarding (specify):
- Association with a multiple property/thematic study (specify):
- Other (specify):

Description, rationale for determination, photos & other pertinent information (enter below):

PROPERTY DESCRIPTION
This building is located on the north side of Martin Luther King, Jr. Avenue, SE on a lot that gently slopes to the north. The building takes up almost the entire parcel and is set at the property line adjacent to the public sidewalk. An alley is located to the rear (northwest) of the building.

Location Map
The Carver Theater was designed by architect John J. Zink in 1947. The two-story, three-bay building is constructed of six-course, American-bond brick. It has a sloping roof obscured from view by a brick parapet. An interior brick chimney with a concrete cap pierces the roof and is visible from the southwest side of the building. Aerial photographs indicate a large skylight pierces the roof.

The façade (southeast elevation) is symmetrically fenestrated with a center entry. The original ticket booth windows and large window openings with soldier-brick lintels on the first story have been infilled with concrete blocks and then parged. The main entry is a modern replacement double-leaf commercial-style glass and metal door flanked by full-height sidelights and capped by a four-light transom. A large boxed metal canopy shelters the entry, replacing the original canopy and marquee visible in historic photographs. The large window opening centrally located on the second story above the main entry holds a ribbon of six-light vinyl casements with a soldier-brick lintel. The center bay of the building is flanked by brick pilasters with slightly corbeled brick capitals. The outer bays of the second story hold six-light vinyl casements with soldier-brick lintels and row-lock brick sills. There is no fenestration on the southwest (side) elevation.
Carver Theater, southwest corner, view northeast (2011)
The building underwent a transformation in 2008 that significantly altered the façade and interior of the building. The roof was removed, the interior of the building was gutted, and the fenestration pattern of the façade was altered to accommodate the conversion of the building from a theater to a community center. Photos taken during the construction reveal the extent of the alterations, which were designed by Muse Architects and completed by the Bennett Group.


Historic photos of the theater indicate that when originally constructed, the building was typical of Zink’s designs, which were often Art Deco or Moderne in style. The theater had a central entry flanked by ticket booths on each side. The outermost bays of the façade held single-leaf doors and large window openings to display movie posters. A marquee was located above the entry, which was sheltered by a molded metal canopy that was marked with “Carver.” A large, vertical Moderne-style neon sign announcing the name of the theater was also located in the center bay of the upper story. The second story was originally fenestrated with six three-light paired metal casements. The horizontality typical of Moderne buildings was achieved through ribbons of brick stringcourses, which have since been removed or painted over.
“Carver Theatre (closed) at 2406 Nichols Avenue SE” (1964)


Carver Theater, façade, view west (2011)


**HISTORY**

The Carver Theater was constructed in 1947 and was designed by Baltimore-based architect John J. Zink, who was known as a movie house architect. Zink was best known for his Moderne and Deco-style movie theaters. He designed several theaters in the District of Columbia, including the Takoma, Uptown, and Atlas Theaters. The Carver Theater was typical of his designs. The theater opened in 1948 as one of the
first non-segregated theaters in the District. Over time, the one-screen, 500-seat theater proved to be an unsuccessful venture and closed by 1965.¹

In March 1967, the Smithsonian Institution purchased the Carver Theater in order to open “an experimental store-front museum” known as the Anacostia Neighborhood Museum. The goal of the project was to reach out to the District’s African-American community and encourage attendance at the Smithsonian museums on the National Mall. The museum changed its name to the Anacostia Museum in 1987 and that same year moved out of the Carver Theater to a new facility at 1901 Fort Place, SE. The facility changed its name again in 1995 to the Anacostia Museum and Center for African American History and Culture, and again in 2006 when the institution was renamed the Anacostia Community Museum.²

“Carver Theater, First Home of the Anacostia Museum”

![Carver Theater, First Home of the Anacostia Museum](image)

Source: Smithsonian Institution Archives. "Carver Theater, First Home of the Anacostia Museum." Record Unit 85, Box 34, Folder 5A, Negative Number 90-13510.

The building remained vacant until 2001 when the District of Columbia leased the Carver Theater to the Good Samaritan Foundation, a non-profit youth charity founded by Art Monk and several other Redskins players. The Foundation intended to renovate the building and open a community center and job training facility. In 2004, the group purchased the theater from the District of Columbia for $255,235 and began plans to renovate the former theater, which did not actually commence until 2008. The building was renovated to serve as a community center and job training facility. The building was gutted with removal of interior spaces, the original canopy was removed, the entire center bay was removed from the façade, the fenestration pattern was altered, and windows and doors were replaced.³

In 2009, the building was purchased by the Howard Road Academy for nearly $3 million. The school converted the building to a public charter school, which it still operates today.4

**Significance and Integrity**

The Carver Theater opened in 1948 as one of the first non-segregated movie theaters in the District of Columbia and was the only motion picture theater open for African Americans in Anacostia. The theater was not successful and closed by 1967. The theater was converted into a neighborhood museum and the building served as the home of the Anacostia Community Museum from 1967–1987. The building is significant under Criterion A in local history for its association as a theater open to African Americans and later as an important community museum.

However, the building underwent significant alterations in 2008, which compromised the building’s integrity of design, feeling, materials, workmanship, and association related to its two periods of significance: Carver Theater (1948-1967) and Anacostia Community Museum (1967-1987). The building has retained its integrity of location and setting. The building no longer reflects the 1947 design and Carver Theater significance with the removal of its Art Deco/Moderne façade features including removal of multiple stringcourses, removal of the theater’s recessed entrance and ticket booths, installation of new doors in line with the front of the building and that do not respect the original recessed entry, removal of upper story six opening fenestration and lower side windows, and the removal of marquee and canopy and vertical neon theater sign. The current façade with the large opening in the central bay is entirely new. The interior spaces of the theater were gutted, and no longer reflect its prior use as the Carver Theater.

The building no longer retains historic integrity reflective of the building’s second period of significance as the Anacostia Community Museum. Although the façade had undergone “simplification” and compromise from it 1947 Art Deco/Moderne design when it became the Community Museum in 1967, it still retained the recessed theater entrance, upper story fenestration, and original marquee and canopy that announced it as the Anacostia Community Museum. The interior theater spaces which were reused for the museum are now gutted. The exterior features are no longer extant, and instead have been replaced with a new façade with entirely new non-recessed entrance, large central bay upper fenestration of faux classical invention, modified upper story fenestration, and new canopy lacking a marquee.

In conclusion, although the building is significant under Criterion A related to its use as the Carver Theater and the Anacostia Community Museum, it no longer retains historic integrity of design, feeling, materials, workmanship, and association. As a result of the alterations, the building does not possess the physical features necessary to convey its history either as a historic theater for African Americans, or as an innovative neighborhood museum. Therefore, the compromised integrity of the Carver Theater renders it ineligible for listing in the National Register of Historic Places (NRHP).

**Recommendation of Eligibility**

The Carver Theater is recommended not eligible for listing in the NRHP because the resource no longer retains its integrity and is therefore unable to convey its historic significance as a historic theater for African Americans, or as an innovative neighborhood museum.

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PREPARER’S DETERMINATION
Eligibility Recommended ☐  Eligibility Not Recommended ☒

Applicable National Register Criteria:
A ☐  B ☐  C ☐  D ☐  A ☐  B ☐  C ☐  D ☐  E ☐  F ☐  G ☐

Prepared By: Jeanne Barnes, Architectural Historian, HDR, Inc.
Jeanne.Barnes@hdrinc.com  571-327-5876
Date: 2/1/2011

DC SHPO DETERMINATION AND COMMENTS
Determined Eligible ☐  Determined Not Eligible ☐

Reviewed By (specify):  Date:
DC Government Project/Permit Project Log Number (if applicable):  ________
Property Name(s): Eleventh Precinct/Washington Metropolitan Police Station No. 11/Anacostia Police Station No. 11/Max Robinson Center
Street Address(es): 2301 Martin Luther King, Jr. Avenue, SE 20020-5813
Square(s) and Lot(s): 5790-0818
Property Owner(s): Whitman Walker Clinic Inc.

The property/properties is/are being evaluated for potential historical significance as/for:

- An individual building or structure.
- A contributing element of a historic district (specify):
- A possible expansion of a historic district (specify):
- A previously unevaluated historic district to be known as (specify):
- An archaeological resource with site number(s) (specify):
- An object (e.g. statue, stone marker etc.) (specify):
- A new multiple property/thematic study regarding (specify):
- Association with a multiple property/thematic study (specify):
- Other (specify):

Description, rationale for determination, photos & other pertinent information (enter below):

**PROPERTY DESCRIPTION**
This property is located on the southeast corner of Martin Luther King, Jr. Avenue, SE and Chicago Street, SE. The building sits on the sidewalk on an asphalt-paved lot that slopes to the west. A parking lot is located to the rear (north) and west side of the building. Foundation plantings line the northeast side of the building.

**Location Map**
Eleventh Precinct Building

The building at 2301 Martin Luther King, Jr. Avenue, SE, now known as the Max Robinson Center, was originally constructed in 1909 as the Eleventh Precinct of the Metropolitan Police Department. The two-story Italian Renaissance-style building was designed by the D.C. architectural firm Wood, Donn & Deming. The building is six bays wide and three bays deep. It sits on a brick foundation of five-course American bond brick and is edged with a shallow watertable. The building is covered with stucco and has a hipped roof with wide overhanging eaves and exposed rafter ends. A parged interior brick chimney and a ventilator pierce the eastern slope of the asphalt-shingled roof. The ornamentation of the building is limited to a paneled frieze and the main entry, which is located on the northwest side of the building facing Chicago Street, SE. The entry is situated off-center and is accessed by a double staircase edged with a low brick wall with concrete coping. Typical of the style, the entry is framed by an elaborate stone surround with a segmentally arched broken pediment capped by urns, with banded pilasters, scrolled ancons, and a semicircular, multi-light wood transom. A window with a balconette is located directly above the entry and holds a flag pole.

Southeast corner, view northwest (2011)

Photographs of the building from the first half of the twentieth century show the building with its original Craftsman-style 4/2, double-hung windows, but the building is currently fenestrated with replacement 1/1, double-hung, wood-sash windows. Window openings have a narrow wood sill and windows on the upper story are slightly smaller than those on the first story. A segmentally-arched window on the rear (southwest) elevation illuminates an interior stair. A single-leaf entry is located in the center bay of the basement on the rear elevation.
“Eleventh Precinct,” rear elevation (1908)

Source: Young, Official Illustrated History of the Metropolitan Police Department (Washington, D.C., 1908).
"District of Columbia Police Station, Nichols Avenue and Morris Road, SE. March 19, 1950," southwest corner, view north

Source: Wymer Photograph Collection, no.3596, Kiplinger Library at the Historical Society of Washington

Southwest corner, view northeast (2011)
HISTORY
The District’s modern police force began in 1861 when Congress approved an act establishing “The Metropolitan Police District of the District of Columbia.” A Board of Police consisting of five commissioners was appointed by the U.S. President for three-year terms and the Board was empowered to hire a police force that was initially not to exceed 150 patrolmen. The District was divided into precincts and stations houses were to be constructed at the expense of the cities of Washington and Georgetown.

As the population of communities east of the Anacostia River increased in the late nineteenth and early twentieth century, the police force was redistributed to more evenly cover the District. A small substation was located in Anacostia and in 1908 plans were made to construct a new police station for the growing community.¹

¹ “To Get New Police Station,” The Washington Post (9 October 1908), 16.
The Washington, D.C. architectural firm of Wood, Donn & Deming was selected to design the new police station. The building was designed to have a main entry:

approached by a double flight of stone steps. The main doorway will lead into a large lobby, where the station clerks’ desks will be located on a slightly raised platform. To the left there will be a general office and adjoining room that will be the captain’s room. Doorways at one side of the lobby will lead into the lieutenants’ room, the sergeants’ room, and a large room to be known as the squad room, where the privates spend their leisure time. A cell room, in which six modern cells will be built, will occupy the end of the building on that side. The upper floor of the station will be divided into two large sleeping rooms and baths, where modern conveniences will be installed. A basement will be located under the entire length of the station.2

A matching stable was constructed with four stalls and “ample wagon space.”3 In the second quarter of the twentieth century, the stable was converted to a garage. It appears on maps as late as the 1960 Sanborn Insurance Map.4 The garage is no longer extant.

Initially a branch of the Fifth precinct, the construction of the new police station at the corner of Nichols Avenue (now Martin Luther King, Jr. Avenue, SE) and Chicago Street, SE marked the creation of the Eleventh precinct, which covered Anacostia north to Benning Road, and east to the District-Maryland line.5 The new Eleventh Precinct Station opened in March 1910 with two platoons of men, including two

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mounted sergeants and six mounted patrolmen. The new station and stable were completed at a cost of $18,000.

Post World War II population growth in Anacostia pushed the limits of the Eleventh precinct, which covered a larger combined area than precincts 6, 8, and 12. The area east of the river grew from 50,000 residents in 1940, to over 160,000 in 1948. As a result, the precinct was divided into the Eleventh precinct and the newly created Fourteenth precinct.

In 1969, the Washington Metropolitan police force’s 14 precincts were consolidated and new districts were defined to streamline the chain of command and free more policemen for street patrols. The newly created Sixth district combined all of the former Eleventh and Fourteenth precincts, covering the entire area east of the Anacostia River. The Eleventh precinct building became a district substation, manned 24 hours a day.

As crime in Anacostia continued to rise in the late 1960s, a seventh police district was created to focus on criminal activities in Anacostia south of Pennsylvania Avenue. The change assigned 305 uniformed policemen to the new district, who worked out of the old Eleventh precinct building.

The Eleventh Precinct building was abandoned as a police station in 1972 when a new station opened to accommodate the growing police force. The building was purchased in 1981 by Rare Essence, a funk and jazz band, at an auction for D.C. surplus property. The group purchased the old police station for $70,000 and planned to use the building as a practice studio. In 1986, the building was used as a funeral home when it caught on fire and sustained damage to the interior. The building was purchased in 1995 by the Whitman-Walker Clinic, which converted the building to an AIDS outreach center and clinic. The building was renamed as the Max Robinson Center, in honor of Max Robinson, the country’s first black network television anchor who died of complications from AIDS. The center still occupies the building and provides free, anonymous HIV testing, a food bank, counseling, and medical and dental services for D.C. residents with HIV and AIDS.

Significance and Integrity

The Eleventh Precinct building was constructed from 1908-1909 for use as the police station of the Eleventh Precinct of the Washington Metropolitan Police. The replacement windows and doors have affected, but not compromised the integrity of design and materials. The integrity of association has been affected by the conversion of the building from a police station to health clinic, but the change has not compromised the building’s integrity. Overall, the building retains its integrity of location, design, setting, workmanship, materials, feeling, and association.

8 “11th Precinct to be Divided at Rites Today,” The Washington Post (1 July 1948), B1.
Although this building reflects the growth of the Washington Metropolitan Police Department in the first decades of the twentieth century, the building is not individually associated with events and trends that have made a significant contribution to the broad patterns of history, disqualifying it for eligibility under Criterion A. The property is not associated with any person, or group of persons of outstanding importance to the community, state, or nation, disqualifying it for eligibility under Criterion B. The property was not evaluated under Criterion D.

RECOMMENDATION OF ELIGIBILITY
Designed by the well-known D.C. architectural firm, Wood, Donn & Deming, the Italian Renaissance-style building is recommended eligible for listing under Criterion C as an excellent example of the style. Although the Beaux Arts was the preferred style of Wood, Donn & Deming, the firm designed several examples of the Italian Renaissance style in the District of Columbia. The Eleventh Precinct was one of their more modest interpretations of the style and lacked high-style detailing seen in the firm’s other designs, reflecting its function as a police station. The building exhibits several of the characteristic features of the style, including its low-pitched hipped roof, wide overhanging eaves, upper-story windows that are smaller than the windows below, arched openings (main entry and large window on the rear), and an entry accentuated by a high-style surround with pilasters.

PREPARER’S DETERMINATION
Eligibility Recommended ☒ Eligibility Not Recommended ☐

Applicable National Register Criteria:  Applicable Considerations:
A ☒  B ☐  C ☒  D ☐  A ☐  B ☐  C ☐  D ☐  E ☐  F ☐  G ☐

Prepared By: Jeanne Barnes, Architectural Historian, HDR, Inc.  Date: 2/1/2011
Jeanne.Barnes@hdrinc.com  571-327-5876

DC SHPO DETERMINATION AND COMMENTS
Determined Eligible ☐  Determined Not Eligible ☐

Reviewed By (specify):  Date:
DC Government Project/Permit Project Log Number (if applicable):  ________
DC STATE HISTORIC PRESERVATION OFFICE
DETERMINATION OF ELIGIBILITY FORM

PROPERTY INFORMATION

Property Name(s): Old Birney School/James G. Birney School/Nichols Avenue Elementary School/Thurgood Marshall Academy
Street Address(es): 2427 Martin Luther King Jr. Avenue, SE 20020
Square(s) and Lot(s): 5789-0031
Property Owner(s): Thurgood Marshall Academy/Joshua M. Kern
Please include a current map(s) to indicate the location of the property/properties.

The property/properties is/are being evaluated for potential historical significance as/for:

☒ An individual building or structure.
☐ A contributing element of a historic district (specify):
☐ A possible expansion of a historic district (specify):
☐ A previously unevaluated historic district to be known as (specify):
☐ An archaeological resource with site number(s) (specify):
☐ An object (e.g. statue, stone marker etc.) (specify):
☐ A new multiple property/thematic study regarding (specify):
☐ Other (specify):

Description, rationale for determination, photos & other pertinent information (enter below):

PROPERTY DESCRIPTION

The Old Birney School is located on the northern corner of Martin Luther King, Jr. Avenue, SE and Howard Road, SE. The building is set back approximately 25 feet from the sidewalk and sits on a grassy, sloping lot enclosed with a metal chain-link fence. A small asphalt paved parking lot is located to the northeast of the building and a basketball court is situated to the west of the school. A small garden plot is located in the southwest corner of the lot.

Location Map
OLD BIRNEY SCHOOL
This two-story school was constructed in 1901 and is a high-style example of the Italian Renaissance style.¹ The eight-room school has a rectangular form and is three structural bays wide and three bays deep. The red-brick building of six-course, American bond sits on a raised solid brick foundation that has a sandstone water table. The building is capped by a flat roof edged by a brick parapet that is ornamented with a denticulated pressed metal cornice. A slightly corbeled terracotta beltcourse is located below the frieze.

Facade, view northwest (2011)

¹ When the building was surveyed by Antoinette Lee in 1986 as part of the D.C. Public Schools School Building Survey, construction documents, architectural drawings, and plans were not located. Additional research as part of this project did not reveal any further details on the construction or design of the building. Antoinette J. Lee, “Nichols Avenue Elementary School,” School Building Survey, District of Columbia, D.C. Public Schools, Nichols Avenue Vertical File, Charles Sumner School Museum and Archives.
The façade (southeast elevation) is dominated by a central projecting pavilion. The pedimented pavilion has a one-story, three-bay portico with a flat roof. Ionic columns with angled capitals support the roof, which is edged on the upper story by a decorative balustrade. The portico shelters the main entry, a replacement double-leaf paneled wood door with lights and a multiple-light transom. Access to the portico is provided by sandstone steps edged with a modern metal handrail and balustrade. The upper story of the pavilion contains a Palladian-style window with an ornamental terracotta surround of Ionic pilasters, a molded cornice, and a round-arched solid molded fanlight capped by a volute. The Palladian window is flanked on the upper story by ocular windows with tracery and molded terracotta surrounds.

Central pavilion, façade, view northwest (2011)
The remainder of the building is symmetrically fenestrated with replacement 6/6, double-hung, wood-sash windows with sandstone sills and molded terracotta surrounds. First-story openings are also edged with drip molding. The basement level windows hold small 3/3, double-hung wood sash. The secondary elevations have similar fenestration patterns. Double-leaf entries with are located on the side elevations and are accessed by sandstone steps with metal handrails. Openings in the center bay of the upper story on the side elevations are paired. The entry on the southwest (side) elevation is flanked by full-height sidelights and capped by paired six-light transoms. The entry on the northeast (side) elevation is capped by a two-light transom and has a pedimented terracotta surround.

Southeast corner, view northwest (2011)
The school nearly doubled in size with the construction of an addition on the rear (northwest) elevation in 1914. The two-story addition of six-course, American-bond brick is three bays wide and three bays deep. It sits on a full-height basement and is capped by an asphalt-shingled hipped roof with overhanging eaves and exposed rafter ends. The addition is symmetrically fenestrated with replacement single and tripled double-hung, wood-sash windows with simple stone or concrete (not visible) lintels. Basement-level openings hold 6/6 windows, while the first and second stories hold 9/9 windows. A double-leaf entry on the rear (northwest) elevation has multiple-light side lights and a segmentally arched tripartite transom with multiple lights. The entry is sheltered by a shallow projecting bay with a segmentally arched lintel and buttresses.

Rear (northwest) elevation of 1914 addition, view east (2011)
The school was again enlarged in 2008 by the construction of an addition on the southwest side of the 1914 addition. The two-story addition with a basement was designed by Bowie Gridley Architects and constructed by HITT. The brick-veneered addition is four bays wide and four bays deep. It is capped by an asphalt-shingled hipped roof. A soldier-brick beltcourse is located below the plain frieze and at the water table level. The addition is symmetrically fenestrated with multiple-light metal fixed and casement windows. As part of the construction of the new addition, two-story hyphens were constructed on the southwest side of the 1914 addition and the rear of the main block, connecting it to the 1914 addition. The glass paneled hyphens allow students to travel between the three attached buildings without being exposed to outside elements.

**Southwest (side) elevation of main block, partial view of 1914 addition, and southwest corner of 2008 addition, view northwest (2011)**

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**HISTORY**

The original James G. Birney School was a four-room, wood-frame school house constructed in 1889 for African-American children. The school was named for James Gillespie Birney, a former Kentucky slaveholder who became an avid abolitionist. He freed his own slaves in 1843 and began to publish an anti-slavery newspaper with the goal of eliminating slavery through political means. The original Birney School was located on Nichols Avenue (now Martin Luther King, Jr. Avenue, SE) between Talbert Street and Howard Road, SE. By the turn of the twentieth century, the school was overcrowded and a new two-story brick school house was constructed in 1901. The original Birney school was renamed the Birney Annex and was moved to the rear of the new Birney School, which was located at the corner of Nichols Avenue and Howard Road.²

In the first decade of the 1900s, the D.C. Board of Education engaged a number of well-known private architects to provide designs for public school buildings. Despite known architects for numerous school buildings in this era, the architect of the Birney School is unknown. In its form, the 8-room school house was the same as schools constructed in the previous decade. Each floor had four classrooms, each with a

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cloakroom, surrounding a central hall and stair. The basement of the building was used as a play area.³ The Birney School was constructed by Anacostia contractors Gleeson & Humphrey at a cost of $34,796.⁴

Like its predecessor, the new Birney School was constructed as a primary school for African-American children of the Anacostia and Barry Farm/Hillsdale areas of Washington, D.C.⁵ The building was one of two schools constructed in 1901 for African-American children in the District and was one of seven schools constructed that year in D.C.⁶ Nine African-American teachers taught the children at the school from the first grade through the eighth grade.⁷ The school is currently known as the Thurgood Marshall Academy and was also known as the Birney School, the Old Birney School, and Nichols Avenue Elementary School.

Birney School façade, view north, Birney Annex (original Birney School) visible to the rear of the building (1902)

As new residents moved to Anacostia and enrolled their children in school, the Birney School soon became overcrowded. In 1914, the municipal architect of Washington, D.C. oversaw the construction of a two-story, six-room addition with an assembly hall. The addition was constructed by the Melton

Construction Company at a cost of $48,160. In order to accommodate the new addition, the Birney Annex (the original Birney school) was demolished.8

Birney School, ca. 1910

In addition to offering classes to children, the school served as an informal gathering spot for the area’s African-American residents. In 1917, the school opened a community center and taught classes on sewing, art, canning, and cooking. A branch of the Public Library opened in the school that year, with over 400 books available for residents. During World War II, 13 Victory Day gardens were located on the property to serve local residents.9

The population of Anacostia increased in the 1920s as new housing stock was constructed. Portable classrooms were used from 1923-1929 to supplement the classroom space. The construction of the Barry Farms Housing project during World War II resulted in a booming enrollment at the Birney School. To accommodate the new students, an eight-room temporary school house called the Birney Annex was constructed in 1943 south of the existing school at the Barry Farms recreation center. The Birney Annex temporarily relieved overcrowding at the Birney School.10

The Birney School was replaced in 1950 by the construction of the New Birney School located south of the old school at Nichols Avenue and Sumner Road, SE. The new 26-room school opened on January 30, 1950. The Old Birney School, as it became known, was boarded until the fall of that year, when the

school reopened as the Frederick Douglass Jr. High School Temporary Building. In September 1952, the facility also housed the Turner School Annex Elementary School.\footnote{11}

The Old Birney School was officially renamed the Nichols Avenue Elementary School in 1962. The school was effectively replaced by the construction of the A. Kiger Savory Elementary School in 1968.\footnote{12} After construction of the new Birney school, the Nichols Avenue School was used intermittently when the school became overcrowded.

The Nichols Avenue Elementary School faced demolition multiple times from the late 1960s through the 1990s. In the late 1960s, the D.C. School Board placed the Nichols Avenue Elementary School on a list for future demolition. Efforts to demolish the school were thwarted by parents of students at the school. They refused to remove their children from the school, even going so far as to send their children to the school for several weeks with no heating. Their efforts spared the school from demolition and prompted the District to purchase a new boiler and make general improvements to the building.\footnote{13} In 1975, the D.C. Board of Education suggested demolishing the school to make way for a playground for Savoy Elementary School located next door.\footnote{14} Declining enrollment at the school prompted the D.C. School Board to close the Nichols Avenue School in 1982. In the 1980s and 1990s, the school was used intermittently for various educational programs. The Smithsonian Anacostia Neighborhood Museum leased the school in the fall of 1998. It is unknown how long the organization rented the school before it was abandoned.\footnote{15}

The Nichols Avenue Elementary School was vacant until the Thurgood Marshall Academy (TMA), a college-preparatory public charter school, entered into an agreement with the District of Columbia in 2003 to purchase the school. The TMA undertook a concept and development plan for renovating the old school and annex, including constructing a new addition. Part of the construction plans also involved improvements to the adjacent A. Kiger Savoy Elementary School and playground (2400 Shannon Place, SE).\footnote{16}

Phased plans for the modernization and restoration of the school began in 2004 with the initial process of renovating the existing structure, constructing the new addition, and improving the grounds and playground equipment for both TMA and the neighboring Savoy Elementary School. The second phase of construction included rebuilding Savoy Elementary’s existing multi-purpose building into a new multi-purpose facility and gymnasium that would be shared by TMA, Savoy, and the D.C. Department of Recreation. The new gymnasium opened in December 2009.\footnote{17}

The renovations to the Old Birney School undertaken by TMA included lowering the basement floor two feet and building new foundation footings, restoring more than 8,000 square feet of original heart-pine wood flooring, and the installation of 139 new windows and 161 new doors. The building now includes

\begin{footnotes}
\end{footnotes}
21 classrooms that can support 400 students, a moot courtroom, a 10,000-volume library, science labs, technology lab, teacher preparation and conference rooms, as well as a recreation and basketball court.  

Improvements to the building were paid for through public-private partnerships and nearly $14 million in grants and loans from the District of Columbia, the federal government, businesses, and private foundations. Sensitive renovations took place that included repairing exterior features, repointing brick, restoring the pressed metal cornice, and replacing the gutter and downspout system. The interior renovation left many of the original features, including the plaster walls, wood floors, and ceiling materials. New systems were installed and a conscious effort was made to limit disturbance of the existing historic fabric. The TMA invested over $12 million in restoration and construction costs of the Old Birney School. The building still serves today as the home of the TMA.

SIGNIFICANCE AND INTEGRITY
The public school system in D.C. began at the turn of the nineteenth century, but the first publicly funded school for black students in the District did not open until 1865. The school system for African-American children was not equally funded and a segregated school system developed in D.C. during Reconstruction. Prior to the construction of the original Birney School in 1889, black children in the Anacostia area relied on the Freedman’s Bureau to provide organized educational programs. The construction of the Birney School marked the first public school for African American children east of the Anacostia River.

The construction of the new Birney School in 1901 reflected the growing African-American population in Anacostia. Residents were attracted to the area because of affordable housing, easily accessed transportation, the proximity to local jobs at the Navy Yard and St. Elizabeths, and the development of an African-American community south of Anacostia. The construction of the Birney School marked a significant improvement in the education of African-American children east of the Anacostia River. The modern facility that was erected in 1901 provided not only a school, but also a central gathering place and community center for local African-American residents. The placement of the school on a prominent corner and the distinctive style of the architecture of the Old Birney School was indicative of a building that fostered community pride and was evidence of the growing African-American community in Anacostia.

Despite two additions and recent renovations, the Old Birney School has retained a high level of integrity. The 1914 addition occurred more than 50 years ago and has achieved significance in its own right. The modern 2008 addition is attached to the side elevation of the 1914 addition and set back from the main block. The addition is complimentary in size, scale, form, and massing to the original building, and as a result, the modern addition does not compromise the integrity of the building. The Thurgood Marshall Academy undertook a sensitive renovation and restoration of the building after it acquired the property in 2003. The organization repaired and restored elements whenever possible. When an element needed to be replaced, the appropriate materials were used, such as double-hung, wood-sash windows with the correct number of lights. These alterations do not compromise the building’s integrity. Overall, the property has retained a high level of integrity and has maintained its sense of location, setting, design, materials, workmanship, feeling, and association.

The Old Birney School is not associated with any person, or group of persons of outstanding importance to the community, state, or nation, disqualifying it for eligibility under Criterion B. The property was not evaluated under Criterion D.

**RECOMMENDATION OF ELIGIBILITY**
The Old Birney School is recommended eligible for listing in the NRHP under Criteria A and C. Built in 1901 as an elementary school for African-American children, the school has served the Anacostia community for more than a century and is noted as an excellent example of the Italian Renaissance style. The school is locally significant and meets the criteria for listing under Criterion A (historic events or trends) as the first public African-American school constructed in Anacostia. The school’s construction was reflective of the growing African-American community in Anacostia and the need for educational facilities. In addition to its educational purpose, the school served as an important community center and gathering place for local residents. The school also meets the requirements for listing under Criterion C (architecture and design) as an outstanding high-style example of the Italian Renaissance style. The distinctive style of the building is unique among the public schools of D.C.

Further, the school meets the registration requirements specified in the NRHP Multiple Property Documentation Form, *Public School Buildings of Washington, D.C., 1862–1960*. The Old Birney School was a purpose-built D.C. public school building, was constructed within the period of significance, is in its original location, retains a high level of integrity and character-defining features of the style, and it retains its original fabric. It is eligible under Criterion A because the school conveys important information concerning the evolution of public education for African Americans and under Criterion C for its distinctive architectural style, particularly among D.C. public schools. The Old Birney School is representative of the property subtype, The Architects in Private Practice, 1897-1910. Although the architect of the building is unknown, the building is an excellent example of the Italian Renaissance style and has the same floor plan of buildings from the earlier period that were set by the Building Inspector’s Office.

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**PREPARER’S DETERMINATION**

Eligibility Recommended ☒

Applicable National Register Criteria:
A ☒  B ☐  C ☒  D ☐

Applicable Considerations:
A ☐  B ☐  C ☐  D ☐  E ☐  F ☐  G ☐

Prepared By: Jeanne Barnes, Architectural Historian, HDR, Inc.
Jeanne.Barnes@hdrinc.com 571-327-5876

**DC SHPO DETERMINATION AND COMMENTS**

Determined Eligible ☐

Determined Not Eligible ☐

Reviewed By (specify):
DC Government Project/Permit Project Log Number (if applicable):  ________
Appendix C

Correspondence
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SHPO to DDOT, 4/12/2011
April 12, 2011

Ms. Cora Tomlinson, Project Manager
Mass Transit Administration
District Department of Transportation
2001 14th Street, NW, 6th Floor
Washington, DC 20009

RE: Section 106 Review of the Anacostia Sectors Project "Initial Line (IL) Phase 2"

Dear Ms. Tomlinson:

Thank you for meeting the DC State Historic Preservation Office (SHPO) to participate in the March 17, 2011 Interagency Technical Advisory Committee (ITAC) meeting for the above-referenced undertaking and for providing an update on the status of the project. Based upon the results of that meeting, we are writing to provide comments regarding effects on historic properties in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, 36 CFR Part 800.

We appreciate that representatives from the District Department of Transportation (DDOT) and the project consultants have met informally with SHPO staff on various occasions and that opportunities to learn more about the project from the Federal Transit Administration (FTA) and other agencies have been provided at ITAC meetings and the public scoping meeting that occurred in January. But even though we understand that DDOT and FTA intend to coordinate the Section 106 and National Environmental Policy Act (NEPA) review processes, we have no record of the Section 106 process ever being formally initiated with our office. Furthermore, the actions required by other sections of the regulations do not appear to have been formally addressed to date.

In order to move the Section 106 process forward, FTA or DDOT should provide a formal notification letter that includes a description of the "undertaking" and clarifies whether the project will require federal approval, utilize federal funding and/or any other type of federal involvement.

Our records indicate that we provided DDOT with a list of potentially interested parties some time ago. Have any of these parties been formally invited to participate in the Section 106 process as consulting parties? We would appreciate an update on the status of the consulting parties and any plans for a meeting that will allow those parties to express their views about effects on historic properties.

A broad "Study Area" has been included in many of the NEPA documents but the undertaking's Area of Potential Effect (APE) has yet to be defined pursuant to 36 CFR 800.4(d). As you are aware, the APE is necessary to identify the area, or areas, where direct and indirect effects of the undertaking may occur and it is an important early step in the identification of historic properties. When defining the APE, please be sure to clearly identify the historic properties (e.g. the Anacostia Historic District) on the map to facilitate the evaluation of potential effects on specific historic resources.

Historic Built Environment:

The Draft Baseline Conditions Report identifies the following National Register listed or eligible properties within the Study Area: the Anacostia Historic District, Anacostia Park, the homes of Fredrick Douglas (Cedar Hill), Sudland Parkway and the National Historic Landmark St Elizabeth Hospital.
The Nichols Avenue Elementary School/Old Birney School (now Thurgood Marshall Academy) at 2427 Martin Luther King, Jr., Avenue SE (MLK) and the Campbell AME Church at 2563 MLK are identified as being “not yet determined eligible,” but we believe that they would likely meet the National Register Criteria, if evaluated. We also consider the “new” Birney School (c. 1950) at the corner of MLK and Sumner Road to be eligible.

In addition to the properties referenced above, a potential expansion of the Anacostia Historic District might include the historic properties along MLK between Howard Road and Chicago Street which retain their integrity—especially the historic Police Station at the northwest corner of MLK and Chicago Street. Properties along Shannon Place might also contribute to an expanded historic district although the Savoy Elementary School at 2400 Shannon Place is not historically significant since it was constructed in 1968. Properties along Good Hope Road and other streets which are adjacent to the historic district might also be included in an expanded historic district. In short, we believe there is potential for numerous properties that surround the Anacostia Historic District to be determined eligible for the National Register.

Additional information may be necessary to make formal determinations of eligibility for these and other properties as the Section 106 process continues. Depending upon the APE, historic properties which are outside of the immediate project area but potentially subject to indirect effects may also need to be identified and/or evaluated. Finally, we note that the public art referenced in the report does not appear to be of sufficient age to be included in the National Register and is, therefore, not a “historic property” that must be considered pursuant to Section 106.

Archaeology:

The above-referenced report does not mention that National Register-eligible archaeological resources are present in and/or near the project area. The archaeological resources identification provided by the SHPO was requested by HDR in January 2011, after the Draft Baseline Conditions Report was completed in December 2010.

Per the archaeological resources identification, the project area has high natural potential for both historic and prehistoric archaeological resources due to its location along the Anacostia River. The intense urbanization, development, construction, and landfilling have all caused changes to the area but these changes have occurred in a patchwork fashion so while overall archaeological potential has certainly been diminished or reduced, subareas may contain relatively intact, potentially National Register-eligible resources. Landfilling along the eastern shore of the Anacostia River may have resulted in the addition of fill to locations of the project area, and consequently, intact archaeological resources may be present but buried by a few inches to many feet of fill. Small portions of the project area have been previously surveyed during Metro construction, freeway and bridge projects, sewer line projects, and park projects. Results and findings of these projects should be incorporated into the evaluation of archaeological potential for each alternative.

The archaeological potential for each alternative should be evaluated with respect to absence or presence and depth of fill, potential for intact resources, potential for construction activity to penetrate beneath fill, areas previously surveyed, identified sites, proximity to historic stream courses and shorelines, and locations of historic structures that are no longer present. A geoarchaeological survey of the preferred alternative (or top 2 or 3) is highly recommended as early as possible. Geoarchaeology is an extremely fast and cost effective method for quickly refining archaeological potential. In DC it is very effective at distinguishing areas possessing intact soil horizons beneath fill and construction debris from those that have been graded or disturbed where no archaeological resources are present.
Alternatives:

We are pleased that a wide range of alternatives has been developed for analysis and we particularly appreciate that an additional alternative was specifically designed to connect potential streetcar routes on either side of I-295. In order to provide informed comments about the effects of these alternatives, we will require the additional information requested in this letter and more detailed documentation about the various scopes of work. However, from a historic built environment perspective, it appears that all ten alternatives have the potential to constitute an "adverse effect" on historic properties because they all propose constructing a streetcar line through historic properties. Nevertheless, we offer the following general comments for early consideration:

- Alternative 1 proposes two-way streetcar traffic directly through the historic district. If two-way traffic requires more infrastructure (i.e., catenary wires, support poles, streetcar stops, etc.) than one-way traffic, the potential for direct adverse effects may increase. Similarly, the potential for indirect (e.g., audible) effects may increase as a result of concentrating streetcar traffic within one area. On the other hand, Alternative 1 proposes streetscar within commercial areas where they may be more appropriate for a variety of reasons, including the likelihood that streetcar service probably existed in the commercial area historically.

- Alternatives 2 and 3 propose two-way streetcar traffic within a portion of the historic district but also direct some traffic into residential areas of the historic district where streetcars may not have historically existed. This proposal may increase the potential for adverse effects.

- Alternatives 4 and 5 are similar to Alternative 1 except that they appear to lessen the amount of two-way traffic that is directly within the historic district and may, thereby, reduce the potential for direct adverse effects.

- Alternative 6, like Alternatives 4 and 5, may lessen the direct effects of two-way traffic within the historic district but, like Alternatives 2 and 3, could increase the potential for adverse effects by routing streetcar traffic through residential areas of the historic district.

- Alternatives 7 and 8 would lessen the potential for adverse effects on the Anacostia Historic District but may still constitute an adverse effect on Anacostia Park. The proposed two-way streetcar traffic in Alternative 7 may have more potential for an adverse effect than the one-way traffic proposed in Alternative 8. However, we note that both of the proposed routes are on the "periphery" of the park (possibly outside of the park boundaries?) and adjacent to I-295 – two factors which may lessen the overall effect of the streetcar on Anacostia Park.

- Alternative 9 appears to have the least potential for direct adverse effects on the Anacostia Historic District and Anacostia Park but may have the highest potential to adversely affect archaeological resources (see comments below).

- Alternative 10 appears to eliminate two-way traffic, minimize the total amount of track and avoid residential areas of the Anacostia Historic District. It would also eliminate two-way traffic from Anacostia Park and avoid potential effects on archaeological resources that may exist within the CSX right of way. In short, Alternative 10 may have the least potential to constitute an adverse effect.
From an archaeological standpoint, ground disturbing activities associated with project completion should be defined for each alternative. Based on limited information on construction activities for the project, the following are potential effects on archaeological resources by location type:

- In locations where the streetcar will run on existing paved streets, the project would not likely affect archaeological resources because ground disturbances in these areas would be minimal.
- In locations where paved streets are not present, construction would not necessitate ground disturbing activities that could potentially impact archaeological resources.
- Locations within former railroad right-of-way have high potential for the presence of intact archaeological resources based on nearby site identification and evaluation surveys conducted for other projects (Barney Circle Freeway, 11th St. Bridges, Anacostia Sewer Line Force Main, etc.); and
- Locations west of the Anacostia Freeway likely have fill present. However, the 105" sewer line is in Anacostia Park west of the freeway and Metro construction disturbances are present.

Even though a formal determination of effect is premature, we remain concerned about the adverse effects that may result from constructing overhead electric systems within or adjacent to a historic district or other historic property. As a result, we are particularly interested in learning more about alternative propulsion systems that could allow streetcars to function for limited distances without the visual intrusions of overhead wires and other supporting infrastructure. And since all of the alternatives currently propose overhead systems, it is imperative that DDOT and FTA seriously consider and develop alternatives that could utilize wireless propulsion systems as a means to avoid or minimize potential adverse effects pursuant to 36 CFR 800.66(a). We understand that such efforts are underway and we request to be kept informed on this matter as much as possible.

In closing, we look forward to receiving the additional information identified in this letter and to working with all parties to continue the Section 106 review of this important undertaking. In the meantime, please contact me at andrew.lewis@dc.gov or 202-442-8841 if you should have any questions or comments regarding the historic built environment. Questions or comments relating to archaeology should be directed to Ruth Trezzi at ruth.trezzi@dc.gov or 202-442-8836. Thank you for providing this initial opportunity to review and comment.

Sincerely,

C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office

[Signature]

Angeli Pena, DDOT
David Vezza and William Brown, HBS
Gene Keller, NCPA
Louise Borden, ACHP
Michael Barlow and Kate Gendry, FTA

1100 4th Street, NW, Suite E550, Washington, DC 20024 Phone: 202-442-7660, Fax: 202-442-7036
DDOT to SHPO, 6/23/2011
June 23, 2011

C. Andrew Lewis
Senior Historic Preservation Specialist
State Historic Preservation Office
District of Columbia
1100 4th Street, SW, Suite E650
Washington, DC 20024

Dear Mr. Lewis:

Thank you very much for your April 12, 2011 letter concerning Phase Two of the Anacostia Streetcar Initial Line. The District Department of Transportation (DDOT) and the Federal Transit Administration (FTA) continue to evaluate various alignment alternatives that you have reviewed. The comments you have provided for each alternative were very much appreciated. At present it is likely that four alternatives will be brought forward for further study. As a member of the inter-agency technical advisory committee (ITAC) you will be receiving a copy of the Evaluation of Alternatives Alignments to review and comment later this month that will detail on these four alternatives.

As the Federal Transit Administration (FTA) initiates the Section 106 Evaluation for the proposed project this month, we hope to work closely with your office to address any potential adverse effects on historic properties and archaeological resources should construction and operation of the streetcar be pursued. DDOT is working diligently with FTA to initiate Section 106 this month, now that we have reduced the number of conceptual alignments for study further.

Be advised DDOT understands your preliminary thoughts that the boundaries of the currently designated Anacostia Historic District may need to be adjusted based on the presence of historic properties on the edges of the existing district. We will work closely with the DC SHPO to establish the area of potential effects, discuss further the determination of eligibility of various properties in the study area and coordinate with your office on avoiding and minimizing the impacts to known archeological sites. Lastly, DDOT recognizes DC SHPO’s particular concern regarding the use of overhead wires and potential impacts to residential areas of the historic district and continues to be committed to minimize any potential impacts.
Thank you again for your thoughts on this important project. We look forward to working with you.

Sincerely,

[Signature]

Circe M. Torruellas
Program Analyst
Progressive Transportation Systems Administration
District Department of Transportation
FTA to SHPO, Formal Initiation of Section 106 Consultation, 9/14/2011
Dear Mr. Maloney,

Attached please find the official Section 106 Evaluation initiation letter from the Federal Transit Administration to the State Historic Preservation Office. I have also included the package sent to the consulting parties.

If you have any questions please feel free to contact me or Daniel Koenig from the Federal Transit Administration, at Daniel.Koenig@dot.gov or at 202-235-3528.

Thank you,

Circe Torruellas

Circe M. Torruellas | Program Analyst | PO Box | District Department of Transportation

Preventing terrorism is everybody's business.
If you SEE something, SAY something. Call the Metropolitan Police Department at (202) 727-9099 or email at SABER@GOV to report suspicious activity or behavior that has already occurred. Call 911 to report in progress threats or emergencies.

To subscribe to real-time text message and email updates on emergency and traffic incidents, visit https://textalert.mwa.dc.gov/register.html.
Mr. David Maloney  
DC State Historic Preservation Officer  
DC Historic Preservation Office  
1100 4th Street, SW, Suite E650  
Washington, DC 20024

Re: Section 106 Process Initiation and Review  
Anacostia Streetcar Extension

Dear Mr. Maloney,

The District Department of Transportation (DDOT), in cooperation with the Federal Transit Administration (FTA), is preparing to undertake a federal-aid project: to construct an extension of the Anacostia Streetcar Initial Line in Southeast Washington, DC. The proposed extension would run from the Anacostia Metrorail Station, through the downtown Anacostia business and Historic District, to the southern approach of 11th Street Bridge. As part of this undertaking, DDOT and FTA intend to make every effort to identify historic properties that could be affected by the proposed undertaking and fully assess potential effects. As a Federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated implementing regulations, 36 CFR Part 800. This letter serves as the official notification from FTA of the initiation of the Section 106 process.

The proposed undertaking passes through a historic district and near several resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP). These include the Anacostia Historic District (NRHP 1973, 1978), Anacostia Park (NRHP Eligible), Frederick Douglass Home (National Historic Site 1964, NRHP 1965), and Suitland Parkway (NRHP 1995). The project study area is adjacent to the Saint Elizabeths Hospital Historic District (NRHP 1979, NHL 1990). Twelve archeological sites have been identified within 500 feet of the study area. Two of these sites have been determined eligible, one site was determined not eligible, and the remaining nine sites have not yet been evaluated, although three are being evaluated as part of the 11th Street Bridge Project.

In addition to the listed NRHP sites, three additional resources have been identified during preliminary data gathering as potentially meeting the criteria for listing in the NRHP: the Nichols Avenue Elementary School/Old Birney School (1901) at 2427 Martin Luther King Jr. Avenue, SE, Campbell AME Church (1938) at 2563 Martin Luther King Jr. Avenue, SE, and the Birney Elementary School (1950) at the corner of Martin Luther King Jr. Avenue, SE and Sumner Road. Further, the DC Historic Preservation Office (DCHPO) has indicated that a potential expansion of the Anacostia Historic District might include the historic properties along streets adjacent to the current historic district boundaries. The DCHPO has noted that the historic resources that
have retained their integrity should be studied for possible inclusion in an expanded historic district.

DDOT received a letter dated April 12, 2011 from Andrew Lewis of your office, providing comments regarding historic properties in the proposed study area. In response, DDOT and FTA are still reviewing various route alternatives and look forward to working with your office to define the Area of Potential Effects and other important issues. DDOT and FTA will work with your office on the determination of effects. To date, the DCHPO has participated in the inter-agency technical advisory committee meetings for the proposed project, toured the corridor with DDOT staff in June 2010, assisted in developing the list of consulting parties, and provided preliminary comments.

Lastly, attached is a project background information package, which includes a cultural resources fact sheet, a map of historic resources in the project area, and the most recent version of the Anacostia Streetcar Newsletter, which summarizes the project to date.

If you have any further questions, please contact Daniel Koenig by telephone at (202) 219-3528 or by email at daniel.koenig@dot.gov.

Sincerely,

[Signature]
Lois A. Thompson
Region III Administrator

Enclosures:
Project Background Information Package

cc: Melissa Barlow, FTA DC Metro Office
    Dan Koenig, FTA DC Metro Office
    Katie Grasty, FTA Office of Planning and Environment
    Ciree Torruellas, DDOT
    Austina Casey, DDOT
Anacostia Streetcar Phase 2 Extension
Finding the Best Fit Solution for the Community

The Federal Transit Administration (FTA) and the District Department of Transportation (DDOT) are conducting an Environmental Assessment and Section 106 evaluation for potential streetcar service in Anacostia.

The Anacostia Streetcar Line is part of the planned DC Streetcar System, outlined in the DC’s Transit Future System Plan (2010). This Plan recommends a 37-mile network of eight new interconnected streetcar lines in addition to a supporting network of thirteen Metro Express bus lines. This planning effort concluded that some of the highest demand was located in the MLK Jr. Avenue SE corridor.

Planning and public outreach for the Anacostia Streetcar is now underway. More details and opportunities to participate can be found online at:

www.dcstreetcar.com

The Anacostia area is rich with historic and archaeological resources. The Anacostia Historic District was listed in the DC Inventory of Historic Sites in 1973 and listed in the National Register of Historic Places in 1978. The district contains roughly 550 buildings dating from 1854-1930, the boundaries of the National Register district may further expand.

Known Historic and Archaeological Resources in the Area

- Anacostia Historic District
- Anacostia Park
- Frederick Douglass Home (Cedar Hill)**
- Sulland Parkway
- St. Elizabeths Hospital*
- Birney School (MLK and Sumner Road)
- Nichols Avenue Elementary/Old Birney School (now Thurgood Marshall Academy)
- Campbell AME Church

Archaeological Site SI5E010
Archaeological Site SI5E011
Archaeological Site SI5E013
Archaeological Site SI5E018
Archaeological Site SI5E019
Archaeological Site SI5E036
Archaeological Site SI5E058
Archaeological Site SI5E059
Archaeological Site SI5E060
Archaeological Site SI5E061

*National Historic Landmark
**National Historic Site
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation

Grouping A: MLK east of Main Business District
Alternative 2: MLK Ave / 13th Street
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation

Grouping B: MLK west of Main Business District
Alternative 4: MLK Ave / Shannon Place
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation

Grouping B: MLK west of Main Business District
Alternative 5: MLK Avenue / Railroad Avenue
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation

Grouping C: Outside of Main Business District
Alternative 9: CSX Railroad Double Track
Environemtally Informative Alternatives

What are site-specific environmental impacts? The project team has analyzed and identified potential site-specific environmental impacts associated with the proposed project. This includes evaluating the potential impacts on the environment, considering the needs and requirements of the project, and identifying measures to mitigate these impacts. The project team has worked closely with the community to ensure that the environmental impacts are fully considered and addressed.

How will site-specific environmental impacts be addressed? The project team has developed strategies to address the identified environmental impacts. These strategies include the use of advanced construction techniques, the implementation of conservation measures, and the establishment of monitoring and mitigation plans. The project team will continue to work with the community to ensure that the environmental impacts are effectively managed and that the project is developed in a sustainable manner.

Remaining Alternatives

Based on comments from the community and environmental concerns, the project team has identified several alternative solutions to address the environmental impacts. These alternatives include the use of innovative construction techniques, the establishment of conservation measures, and the implementation of monitoring and mitigation plans. The project team will continue to work with the community to ensure that the environmental impacts are effectively managed and that the project is developed in a sustainable manner.

CTIONS

The project team has identified several actions to address the environmental impacts. These actions include the use of innovative construction techniques, the establishment of conservation measures, and the implementation of monitoring and mitigation plans. The project team will continue to work with the community to ensure that the environmental impacts are effectively managed and that the project is developed in a sustainable manner.

Project Description

The project team has developed a detailed project description that includes the objectives, scope, and methodology for the proposed project. This description provides a clear understanding of the project's goals and the steps that will be taken to achieve them. The project team will continue to work with the community to ensure that the project is developed in a sustainable manner.

Planning Process

The project team has developed a comprehensive planning process that includes a detailed project description, the identification of potential environmental impacts, and the development of strategies to address these impacts. The project team will continue to work with the community to ensure that the project is developed in a sustainable manner.
FTA Invitation to Consulting Parties, 9/13/2011
To: Anacostia Streetcar Extension  
Section 106 Consulting Parties

The District Department of Transportation (DDOT), in cooperation with the Federal Transit Administration (FTA), is proposing an extension of the Anacostia Streetcar Initial Line in Southeast Washington, DC. The proposed extension would run from the Anacostia Metrorail Station, through the downtown Anacostia business and Historic District, to the southern approach of 11th Street Bridge.

The purpose of the proposed project is to develop and maintain an efficient, reliable, and convenient transit service that enhances connectivity within and between neighborhoods and supports community revitalization and economic development. The proposed project would help to expand access to economic and employment opportunities throughout the District by increasing the service coverage for fixed guideway, in-street public transportation. This increased connectivity and public infrastructure investment is expected to contribute to increased real estate values and facilitate development potential in the study area. The proposed project will also improve access and connectivity for residents and visitors to the Anacostia business and historic district and promote sustainable transit services, infrastructure, and development patterns. DDOT retained HDR Inc. to assist them with the technical aspects of the Section 106 process. The project team prepared a Project Background Information Package that is included with this letter, which includes a cultural resources fact sheet, a map of historic resources in the project area, and the most recent version of the Anacostia Streetcar Environmental Assessment Newsletter, which summarizes the project to date.

The purpose of this letter is to inform you that FTA has initiated formal consultation with the District of Columbia Historic Preservation Office (DCHPO), in accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800 for this project. You or your organization has been identified as a potential consulting party and require written confirmation of your intention to serve in this role. If you agree to participate, the project team may contact you, and you may be invited to attend meetings with other consulting parties to discuss the project and its potential impacts on historic resources.

Please send your written response within 30 days of receipt of this letter and any questions to: Daniel Koenig, FTA, 1990 K Street, Suite 510, Washington, DC 20006 or email at daniel.koenig@dot.gov or 202-219-3528. We look forward to any comments that you may have on this undertaking.
Sincerely,

[Signature]

Leija A. Thompson
Region III Administrator

Enclosures:
Project Background Information Package

cc:  Melissa Barlow, FTA DC Metro Office  
     Dan Koenig, FTA DC Metro Office  
     Katie Grasty, FTA Office of Planning and Environment  
     Circe Torruellas, DDOT  
     Austina Casey, DDOT
Anacostia Streetcar Phase 2 Extension
Finding the Best Fit Solution for the Community

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Planning and public outreach for the Anacostia Streetcar is now underway. More details and opportunities to participate can be found online at:

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The Anacostia area is rich with historic and archaeological resources. The Anacostia Historic District was listed in the DC Inventory of Historic Sites in 1973 and listed in the National Register of Historic Places in 1978. The district contains roughly 550 buildings dating from 1854-1930, the boundaries of the National Register district may further expand.

Known Historic and Archaeological Resources in the Area

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<thead>
<tr>
<th>Anacostia Historic District</th>
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<tr>
<td>Anacostia Park</td>
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<tr>
<td>Frederick Douglass Home (Cedar Hill)**</td>
<td>Archaeological Site S1SE013</td>
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<tr>
<td>Suitland Parkway</td>
<td>Archaeological Site S1SE018</td>
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<tr>
<td>St. Elizabeths Hospital*</td>
<td>Archaeological Site S1SE019</td>
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*National Historic Landmark
**National Historic Site
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation

Grouping A: MLK east of Main Business District
Alternative 2: MLK Ave / 13th Street
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation

Grouping B: MLK west of Main Business District
Alternative 4: MLK Ave / Shannon Place
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation

Grouping 8: MLK west of Main Business District
Alternative 5: MLK Avenue / Railroad Avenue
Anacostia Streetcar Phase 2
Environmental Assessment and Section 106 Evaluation
Grouping C: Outside of Main Business District
Alternative 9: CSX Railroad Double Track
Sempervirent Selected Alternatives

What future purpose will you have with the project?

In order to improve future operations and to ensure an efficient and safe service that maintains connectivity with important neighborhoods and supports community revitalization, it is necessary to consider the future needs of the area.

How are those alternatives being considered?

The alignment alternatives considered have technical and environmental issues that all need careful consideration. Each alternative is examined in detail, and then a decision is made on which combination of these features will be included in the final plan.

How is a "no build" alternative included?

The "no build" alternative is a "no action" alternative that simply indicates what will happen if the project is not built. This alternative is compared to the other alternatives, and a decision is made on whether to proceed with the project.

What is the most significant step in the planning process?

The most significant step in the planning process is the final project decision. This decision is made after careful consideration of all the alternatives and the decision is made to proceed with the project.

How will the alignment impact existing traffic?

The alignment is designed to minimize any impact on existing traffic. The alignment will be designed to be as safe as possible and to minimize any disruption to existing traffic flow.

How will the alignment affect surrounding areas?

The alignment will be designed to be as non-intrusive as possible. The alignment will be designed to minimize any impact on surrounding areas and to be as safe as possible.

A No Build Alternative

The "no build" alternative is a "no action" alternative that simply indicates what will happen if the project is not built. This alternative is compared to the other alternatives, and a decision is made on whether to proceed with the project.

Stay Connected!

The project is open for public comment. There are many ways to participate in the process, including attending public meetings, providing written comments, and providing feedback through the project website.

MIX Avenue/12th Street

The MIX Avenue/12th Street Project is a new alignment that runs from the Phase 1 connection at the south end of the MIX Avenue corridor to the Phase 2 connection at the north end of the corridor. The alignment will be designed to be as safe as possible and to minimize any impact on existing traffic flow.

MIX Avenue/Avenue A

The MIX Avenue/Avenue A Project is a new alignment that runs from the Phase 1 connection at the south end of the MIX Avenue corridor to the Phase 2 connection at the north end of the corridor. The alignment will be designed to be as safe as possible and to minimize any impact on existing traffic flow.

CSV Railline Double Track

The CSV Railline Double Track Project is a new alignment that runs from the Phase 1 connection at the south end of the CSV Railline corridor to the Phase 2 connection at the north end of the corridor. The alignment will be designed to be as safe as possible and to minimize any impact on existing traffic flow.
From: Torruellas, Circe (DDOT) [Circe.Torruellas@dc.gov]
Sent: Thursday, September 29, 2011 11:10 AM
To: carol.casperson@gmail.com; gilles@pbworld.com; absabinjordan@yahoo.com; nrhaughton@hotmail.com; tyffanni@yahoo.com; presbag@aol.com; lear@mapleviewplace.com; kd2427@yahoo.com
Cc: Nelson, Eric; Barnes, Jeanne; daniel.koening@dot.gov (daniel.koening@dot.gov)
Subject: Re: Anacostia Streetcar Extension: Section 106 Evaluation
Attachments: Section 106 Letter and Information Package to Potential Public Consulting Parties 08 13 2011 (2).pdf

Good morning,

I apologize. The attachment sent previously was an older version of the document. See attached updated version.

If you have any questions please don’t hesitate to contact me.

Circe Torruellas.

Join Mayor Gray’s One City • One Hire - 10,000 Jobs Campaign
“Putting District Residents Back to Work – One Hire at a Time”
Learn more at http://onecityonehire.org

To: Torruellas, Circe (DDOT)
Sent: Thursday, September 29, 2011 10:46 AM
Reply-To: carol.casperson@gmail.com; gilles@pbworld.com; absabinjordan@yahoo.com; nrhaughton@hotmail.com; tyffanni@yahoo.com; presbag@aol.com; lear@mapleviewplace.com; kd2427@yahoo.com
Cc: Eric.Nelson@hlrc.com; Eric.Nelson@hlrc.com; Barnes, Jeanne (Jeanne.Barnes@hlrc.com); daniel.koening@dot.gov (daniel.koening@dot.gov)
Subject: Anacostia Streetcar Extension: Section 106 Evaluation

The District Department of Transportation (DDOT), in cooperation with the Federal Transit Administration (FTA), is proposing an extension of the Anacostia Streetcar Initial Line in Southeast, Washington, D.C. The proposed extension would run generally from the Anacostia Metro Rail Station through the downtown Anacostia business district and the Anacostia Historic District, to the southern approach of the 11th Street Bridge. The purpose of the proposed project is to develop and maintain an efficient, reliable, and convenient transit service that enhances connectivity and supports community revitalization and economic development in the Anacostia neighborhood.

Several public meetings were held in the spring and summer of 2011 as part of the Environmental Assessment on the proposed Anacostia Streetcar extension to solicit public comment on the project. At one of these meetings, you indicated an interest in potential effects of the proposed project on historic and cultural resources. Thus, the purpose of this letter is to inform you that FTA and DDOT have initiated consultation with the District of Columbia State Historic Preservation Officer (DC SHPO), in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470) and its implementing regulations (36 CFR Part 800) for this project. DDOT would like to involve you in the process of identifying effects of the proposed project on historic resources.

FTA and DDOT are working with the DC SHPO to define the Area of Potential Effect (APE) for the proposed project and to determine the potential effects of the undertaking on properties listed in or eligible for listing in the National Register of Historic Places (NRHP). Designated historic resources in the study area include the Frederick Douglass Home (Cedar Hill - Frederick Douglass National Historic Site), the Anacostia Historic District, and Suitland Parkway. Anacostia Park has been determined eligible for listing in the NRHP, and several properties located within the study area are likely
eligible for listing in the NRHP, including the Thurgood Marshall Academy (Nichols Avenue Elementary School/Old Birney School), Campbell AME Church, and the “New” Birney Elementary School.

As an interested party in the Section 106 consultation for the proposed Anacostia Streetcar Extension, FTA and DDOT invite you to send comments you may have, on potential effects of the proposed project on historic and cultural resources in the APE. We request that you review the enclosed material and provide your comments within 30 days of receipt of this letter. As the proposed project moves forward, DDOT and FTA will fully consider any potential impacts on historic and cultural resources in the APE in coordination with the DC SHPO.

If you have any questions or wish to discuss this matter further, please do not hesitate to contact Cicre Torruellas with DDOT at Cicre.Torruellas@dc.gov or (202) 409-2201.

Cicre M. Torruellas | Program Analyst | PTSA | District Department of Transportation

Call (202) 409-2201 | Fax (202) 672-1722 | www.ddot.dc.gov

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“We’re moving - effective May 6, 2011 my office address will be 55 M Street, SE, Suite 400, Washington, DC 20003. My contact information will remain the same.”
DDOT to Consulting Parties, Extension of Deadline to Respond, 10/27/2011
From: Turruelles, Circe (DDOT) [mailto:Circe.Turruelles@dc.gov]
Sent: Thursday, October 27, 2011 5:21 PM
To: Madison, Eric (DDOT); Robert Cameron@HHS.gov; Carol Mitten@HHS.gov; Kathryn Hiepr@navy.mil;
mhurries@wrneta.com; ANC 7A Office (ANC 7A); enc7b@pressroom.com; Justice III, Greg Y (ANC 0A0G);
info@dcpreservation.org; Charles@dhabac.org; Info@arcanostucco.org; HistoricPreservation@dc.gov;
chrislee20@yahoo.com; Washingtonparkes@aol.com; Ftdale7@verizon.net; Jfoster@arcanostucco.org; Info@checs.org;
wningrriff@gmail.com; Info@reeeki.org; Jjerrydc@gmail.com; John.imparato@navy.mil; Eugene.keller@nccpc.gov;
Alex Romero@nps.gov; Kcweb@gmail.com; Charleswillsonhui@gmail.com; enc7b@pressroom.com;
mashuyta@hotmail.com; Kp347K@navy.mil; capitalnewsreporter@gmail.com; sam@mapleleavesplace.com;
gretajared@yahoo.com; pmahomes@gmail.com; Stephen_filippini@civ.csa.gov; Michael Hicks@dot.gov;
Pamela stephenson@dot.gov; Mark.Kehrl@dot.gov; Sandra.jackson@dot.gov; Jlaubeske@cfa.gov;
David_hoyes@nps.gov; Karen_cucurullo@nps.gov; Peter May@nps.gov; Alexa_Vieto@nps.gov;
Scoug Jacobs@nps.gov; Matthew_S.Robertson@uscg.mil; Dawud.abdurrahman@gsa.gov; Denise.decker@gsa.gov;
John.searst@navy.mil; Cynthia.hidemune@navy.mil; John.imparato@navy.mil; Karen.L.jones@navy.mil;
Sharon.carlow@navy.mil; Marcel.acosta@nccpc.gov; Larry@nccpc.gov; Eugene.keller@nccpc.gov;
Janell.herring@navy.mil; Minter, Thomas CIV NAVFAC Washington; Michael.sherman@nccpc.gov;
(nicholas.levenson@nccpc.gov); Crosswhite, Kenneth (FEMS); Jackson, Kenneth (FEMS); Beaton, Andrew (FEMS);
Geraldine.Gardener@dc.gov; Ballock, Cynthia (OP); Rice, Stephen (OP); Tregoning, Harriet (OP); Bird, Melissa (OP);
McNaney, David (OP); Mitchell, Colleen (OP); Zingsheim, Patricia (OP); Guillebeau, Dan (DDOT); Beilo, Ibrahim (DDOT);
Albert, Nina (DDOE); Barry, Daniel (DDOE); Barnard, Brendan (DDOE); Dunham, Alfred (MPD); Dols, Christopher (DDOT);
Salena.Hancock@dc.gov; Solano, Gilberto (DDOT); Onwudor, Gaba (DDOT); Madison, Eric (DDOT); Howland, William (DPW);
Carter, Michael A. (DPW); Chen, Yi-Ru (NSRRA); Alonso, Reyina (EMD); Andrew Austin; Wendy Klauber;
Dillmeier, John; Majett, Nicholas (DCRA); Sadiq Khan, Rashid A. (DCRA); Byrd, Jill (DCRA); Dunham, Alfred (MPD);
Michael.hicks@dot.gov (Michael.hicks@ddot.gov); Kenner, Brian (DDOT); Peter May@nps.gov (Peter May@nps.gov);
Brian.mcdermott@dcwater.com (Brian.mcdermott@dcwater.com); jRussell@dcwater.com (jRussell@dcwater.com);
jsmith@pepc.com; Washington, Carol (DMH); Woody, Derek (EMD); Delorenzo, Maribeth (DHCD); Conrab, Martine
(DHCD); Quiscaya, Fonsi (EMD); Bellamy, Terry (DDOT); Casey, Austina (DDOT); Hanneford, Faisal (DDOT);
jay.fox@dot.gov (jay.fox@dot.gov); Castor, Sandy (DDOT); Pena, Angel (DDOT); Martirosian, Natalie (EOM);
Ccs: Lewis, Andrew (OP); Daniel.koenig@dot.gov (Daniel.koenig@dot.gov); Melissa.barlow@dot.gov

Subject: OFFICIAL NOTICE: DC Streetcar Anacostia Extension: Section 106 Information Package

Good Afternoon,
This email should serve as a reminder and final notice of the request for interest on behalf of the Federal Transit Administration and the District Department of Transportation regarding the initiation of the Section 106 Evaluation process for the DC Streetcar Anacostia Extension. Although the initial 30-day deadline has passed, we will be taking in any final letters of interest to participate in the process until COB, Monday, October 31, 2011. Please see information package attached with further information and steps to take regarding your participation in the Evaluation. If you have any questions, please contact me (see contact information below) or Daniel Koenig, with the Federal Transit Administration, at Daniel.Koenig@dot.gov or at 202-210-3526.

Thank you,

Circe Torrellas
DDOT
202-409-2201

Join Mayor Gray’s One City • One Hire – 10,000 Jobs Campaign

"Putting District Residents Back to Work – One Hire at a Time"

Learn more at http://onecitywashington.org

Support the DC One Fund Campaign, Each One Give One.

Learn more at www.dcone fund.org or www.dcone fund.gov (One City, Working Together)

From: Torrellas, Circe (DDOT)
Sent: Tuesday, September 13, 2011 10:14 AM
To: Madison, Eric (DDOT); "robert.cannon@dds.gov"; "carol.martin@dds.gov"; "katherine.klepper@navy.mil"; "maburns@y mails.com"; "ARC 7A Office (ARC 7A)"; "mblake@pressroom.com"; "Justice III, Greg (ANC 9A6)"

"info@dpctreasureton.org"; "chris@hahabod.org"; "info@anacostiacrc.org"; "historic.preservation@dc.gov"

"cbullitt220@yahoo.com"; "washingtonparlors@aol.com"; "ldode@verizon.net"; "jfruit@anacостсдўл.eор.org"; "info@chr.org"

"wnugutter@gmail.com"; "info@realdc.org"; "cjerrydc@gmail.com"; "john.imparato@navy.mil"; "eugene.keller@nрс.gov"

"Alex_Romero@nрс.gov"; "faweth@gmail.com"; "thomas.wilsonhu@gmail.com"; "arc7b@pressroom.com"

"martinbynts@hotmail.com"; "k24277@ymail.com"; "capitalnewsreporter@gmail.com"; "sam@mapleviewplace.com"

"greta@janet@yahoo.com"; "presseigl@csi.com"; "stephen_flipig@csu.edu"; "Michael Hicks@dot.gov"

"Pamela.Stuphanson@dot.gov"; "Mark.Kehl@dot.gov"; "sandie.jackson@dot.gov"; "hruebke@ffda.gov"

"David_Neves@nрс.gov"; "caren_cucuniligo@nрс.gov"; "Peter_Nay@nрс.gov"; "Aleza_Viets@nрс.gov"

"Doug_Jacobson@nрс.gov"; "Matthew_S_Robertson2@usг.gov"; "dwud.aldulrahman@nсg.gov"; "denise.decker@nсg.gov"

"Johe_sears@nрс.gov"; "cynthia.hiddemen@nрс.gov"; "john.imparato@navy.mil"; "karen.l.jones@navy.mil"

"shannon.calow@navy.mil"; "marcel.acosta@nрс.gov"; "amy@nрс.gov"; "eugene.keller@nрс.gov"

"Jannell_Hernig@navy.mil"; "Minter, Thomas CIV NAVPAC Washington" (thomas.minter2@navy.mil)

"michael.sherman@nрс.gov" (michael.sherman@nрс.gov); "Crosswhite, Kenneth (FEMS)"; "Jackson, Kenneth (FEMS)"

"Baldwin, Andrew (FEMS)"; "Geraldine.Gardner@dc.gov"; "Blalock, Cynthia (OP)"; "Koc, Stephen (OP)"; "Troyanov, Harriet (OP)"

"Bldr, Melissa (OP)"; "Maloney, David (OP)"; "Michael, Collen (OP)"; "Zingheim, Patricia (OP)"; "Gillbeum, Dan (DCC)"

"Bullock, Joshua (DCC)"; "Allen, Nila (DCC)"; "Barry, Daniel (DCC)"; "Shane, Brendan (DCC)"; "Durham, Alfred (MPD)

"DePuy, Christopher (DDOT)"; "Kalme.Henson@dc.gov"; "Solano, Gilberto (DDOT)"; "Cooeyce, Gate (DDOT)

"Madison, Eric (DDOT)"; "Howard, William (DPW)"; "Carter, Michael A. (DPW)"; "Chen, Yi-Ru (HSEMA)"; "Morro, Reyna (FOM)"; "Andrew Austin (austin@mo весог.org)

"Wendy.Klancher@wмесог.org"; "Dittmeier, John (2Dittmeier@wмесог.org)"; "Maist, Nicholas (DCRA)"

"Sabbadish, Rabbah A. (DCRA)"; "Byrd, Jill (DCRA)"; "Durham, Alfred (MPD)"; "Michael.Hicks@dot.gov"

"Michael.hicks@dot.gov"; "Knerre, Brian (ECM)"; "Peter_May@nрс.gov" (Peter_May@nрс.gov)

"Brian.mcdernott@dс WATER.com"; "Brian.mcdernott@dс WATER.com"; "russell@dс WATER.com"; "jeff@dcwater.com";

"jeff@dcwater.com"; "Washington, Carol (DMV)"; "Woody, Derrick (ECM)"; "De Lorenzo, Maribeth (DCHC)";

"Coral, Martine (DCRA)"; "Quinsey, Patrice (ECM)"; "Martinson, Natalie (ECM)

Cc: Lewis, Andrew (OP)"; "daniel.koenig@dot.gov" (daniel.koenig@dot.gov); "daniel.koenig@dot.gov" (daniel.koenig@dot.gov); "katie.graetly@navy.mil"; "eric.nelson@nрс.gov"

"eric.nelson@nрс.gov" (eric.nelson@nрс.gov); "Bellamy, Terry (DDOT)"; "Casey, Audrey (DDOT)";

"Hammer, Faisal (DDOT)"; "jay.fox@dot.gov"; "jason.fox@dot.gov"; "Patricia, Sandy (DDOT)"; "Pena, Angel (DDOT)

Subject: OFFICIAL NOTICE: DC Streetcar Anacostia Extension: Section 106 Information Package
Good morning,

Please see attached official notice on behalf of the Federal Transit Administration and the District Department of Transportation regarding the initiation of the Section 106 Evaluation process for the DC Streetcar Anacostia Extension. If you have any questions, please contact me (see contact information below) or Daniel Koenig, with the Federal Transit Administration, at Daniel.Koenig@dot.gov or at 202-219-3528.

Thank you,

Circe M. Torruellas | Program Analyst | PTSA | District Department of Transportation

Cell (202) 409-2201 | Fax (202) 672-1733 | www.ddot.dc.gov

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d.

*We're moving - effective May 6, 2011 my office address will be 35 M Street, SE, Suite 400, Washington, DC 20003. My contact information will remain the same.*
Appendix D

Resumes of Preparers
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Jeanne L. Barnes
Architectural Historian

Professional Experience

Ms. Barnes has more than eight years of experience in history, architectural history, and historic preservation. She meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR 61) for both History and Architectural History. Her work has primarily focused on the identification, documentation, and evaluation of historic resources through architectural survey. This work encompasses reconnaissance studies, intensive-level documentation, archival research, and the on-site survey of properties including photographic documentation, sketch site plans, preparation of detailed architectural descriptions and maps, developing historic contexts, writing survey reports, and public presentations of findings. She has experience with Section 106 and Section 110 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, and the National Environmental Policy Act. Ms. Barnes has completed numerous determination of eligibility forms and assessments of effects for various projects, including transportation projects, and has prepared cultural resource sections for Environmental Assessments. She has completed individual landmark applications and National Register of Historic Places nominations with a particular emphasis in the Mid-Atlantic region; she has also completed projects in Arizona, California, Florida, Montana, Texas, and Utah. Ms. Barnes has directed multiple architectural surveys that range from individual resources to large-scale projects comprised of more than 1,000 resources. She has experience with a wide variety of properties including suburban, urban, rural, residential, commercial, and military resources. She is well versed in archival, land, and genealogical research. In addition to her work in architectural history, Ms. Barnes has conducted numerous oral history interviews, wrote a script for and assisted in the creation of a documentary history video, and developed interpretive signs and panels.

HDR Project Experience

Installation Cultural Resources Educational Materials, Naval Postgraduate School, Monterey/NAVFAC SW, Monterey, California, 2012. Historian/Architectural Historian. Conduct research and develop a script for the production of a video history meant to foster and advance an understanding of the diverse resources of the Naval Postgraduate School (NPS) at the Naval Support Activity Monterey Main Campus. The video and associated brochure will highlight the history of the NPS and the Navy’s responsibility for compliance under Section 106 of the NHPA.

MDX State Road 924 East Extension/Federal Highway Administration and Miami-Dade Expressway Authority, Miami, FL, 2012. Architectural Historian/Principal Investigator. Provide Section 106 consultation for a transportation project that provides a direct connection from I-95 to SR 924/Gratigny Parkway. Directed and conducted an architectural survey of historic-age resources in the corridor to identify, document, and evaluate historic resources in the APE. Conducted research and prepare survey forms, a survey report and historic context, and an assessment of effects.

H Street/Benning Road Streetcar Line, Phase 2/District Department of Transportation, Washington, DC, 2012. Architectural Historian/Principal Investigator. Initiate local preservation process and consult with the DC Historic Preservation Office on behalf of DDOT to install overhead catenary and construct a car barn, substations, and station stops. Conduct architectural survey, prepare historic context report, evaluate historic resources, assess effects.


Historic Properties Mitigation for Rio Grande Valley Sector Tactical Infrastructure Construction in the Rio Grande Valley Sector Under the PF 225 Initiative/U.S. Customs and Border Protection, Department of Homeland Security, Army Corps of Engineers, Cameron County, TX (2011). Architectural Historian. Documented and prepared an extensive historic context, completed building documentation, investigated the historic landscape, and conducted archival research for the Nye/Old Brulay Plantation as one of eight projects to mitigate the adverse effects of the tactical infrastructure project on architectural and historic resources in Starr, Hidalgo, and Cameron counties, Texas.


Historic Building Inventory and National Register of Historic Places Eligibility Assessment for the Interstate 10, Ina Road Traffic Interchange (TI) to Ruthrauff Road TI, Project in Pima County, Arizona/Arizona Department of Transportation, Tucson, AZ (2011). Architectural Historian/Principal Investigator. Conducted an architectural survey of historic properties along a 6-mile APE. Completed documentation of the resources and
evaluated their NRHP eligibility. Prepared historic building inventory and historic context report.


**Non-HDR Project Experience**

**Subregion 6 Oral History Project/Maryland-National Capital Park and Planning Commission, Prince George’s County, Maryland (2010).** Historian and Interviewer. Developed historic context and prepared interview questions. Conducted six oral history interviews with Prince George’s County residents on a variety of topics including history, education, agriculture, African-American history, aviation, and development.


**Unison Battlefield Survey/Maral Kalbian, LLC, Loudoun and Fauquier Counties, Virginia (2010).** Architectural Historian and Surveyor. Conducted a survey of rural resources related to a Civil War battle in 1862. Completed reconnaissance-level survey, wrote architectural descriptions, and assessed and evaluated resources.

**Arlington Update, Phase 1 and Historic Architectural Surveys of Arlington County, Virginia – Phases IX, X, XI /Arlington County Department of Community Planning, Housing & Development, Arlington County, Virginia (2007-2010).** Architectural Historian and Surveyor. Directed the survey and documentation of more than 3,500 historic resources in Arlington County, including residential, commercial, educational, religious, and industrial buildings. Processed the survey information, including architectural descriptions, data entry, site plans, survey maps, and photographic documentation. Prepared the final survey reports.

**Linnaean Hill/Peirce-Klinge Mansion, National Register Amendment/ National Park Service, Rock Creek Park, Washington, DC (2009-2010).** Architectural Historian. Responsible for preparing the National Register Amendment for Linnaean Hill/Peirce-Klinge Mansion, the National Park Service headquarters for the superintendent of Rock Creek Park. Conducted intensive-level survey of the main house and associated outbuildings.

**Preliminary Information Forms - Dominion Hills, Old Dominion, Tara, and Berkey’s Additions/ Arlington County Department of Community Planning, Housing & Development, Arlington County, Virginia (2010).** Architectural Historian. Prepared Preliminary Information Forms (DOEs) for four twentieth-century suburban historic districts. Conducted windshield surveys, archival research, and photographic documentation. Evaluated and applied criteria, assessed integrity of the districts, and recommended boundaries for each of the four historic districts.

Determination of Eligibility for Stoney Batter/Maryland Historical Trust, Kingsville, Baltimore County, Maryland (2009). Architectural Historian/Consultant. Directed the on-site survey, photography, and documentation of the property according to the standards of the Maryland Historical Trust. Evaluated the primary and secondary resources on the property and completed the Determination of Eligibility (DOE) form.


Berwyn Historic District/City of College Park, Prince George’s County, Maryland (2009). Architectural Historian and Surveyor. Prepared the National Register Historic District Nomination form for the Berwyn neighborhood. Directed the on-site survey (658 primary resources), digital photography, archival research, prepared maps, and created the building inventory.


Eastville Historic District/ Virginia Department of Historic Resources and the Town of Eastville, Eastville, Virginia (2008-2009). Architectural Historian and Surveyor. Prepared and completed the National Register Historic District Nomination form for Eastville as part of a cost-share project. Directed the on-site survey of 276 properties. Completed photography and data entry (DSS) for all resources, prepared maps, conducted research, determined district boundaries, prepared and presented findings at a public meeting.

Historic Resource Documentation Update/Maryland-National Capital Park and Planning Commission, Prince George’s County, Maryland (2007-2009). Architectural Historian. Responsible for the on-site survey and documentation of 51 communities as part of the update and revised edition of the Prince George’s County Historic Sites and Districts Plan. Completed windshield survey, photographic documentation, historic map research, and prepared a brief written history of each community. Evaluated each community as a potential historic district, applying both local and National Register criteria for designation.

Subregion 6 Master Plan Update/ Maryland-National Capital Park and Planning Commission, Prince George’s County, Maryland (2007-2008). Architectural Historian. Provided assistance in developing and writing the Historic Preservation component of the master plan update for Subregion 6, the only rural tier in the County. Reviewed resources in an effort to preserve, promote, and identify the historic, cultural, and recreational resources, sites, and districts in the subregion. Provided recommendations on how to incorporate the subregion’s historic resources into the larger master plan for Prince George’s County. Participated in public meetings and community workshops.

Jeanne L. Barnes - Page 4

Hillsboro Historic District Amendment and Boundary Expansion (Cost-share)/Virginia Department of Historic Resources and the Town of Hillsboro (2008). Architectural Historian and Surveyor. Assisted in updating the Virginia Landmarks Register and National Register Historic District nominations for Hillsboro. Conducted the on-site survey of 57 primary resources with photographic documentation and maps. Assessed individual resources as part of the historic district amendment and boundary expansion.

Historic District Nominations/Arlington County Department of Community Planning, Housing & Development, Arlington County, Virginia (2007-2010). Architectural Historian and Historian. Assisted in the preparation and completion of multiple National Register Historic District Nomination forms for residential neighborhoods and suburbs in Arlington County. This work included on-site architectural survey, photographic documentation, conducting research, assessing district boundaries, and producing the National Register nomination and associated maps. Historic District nominations include Aurora Highlands (600 resources), Highland Park-Overlee Knolls (405 resources), Glencarlyn (370 resources), and Monroe Courts (42 resources).

Cell Tower Reviews/Advantage Environmental Consultants, LLC., Washington, DC, Maryland and Virginia (2007-2010). Architectural Historian/Consultant. Review existing documentation and specifications for proposed cell tower construction and collocations. Assess adverse effects and make recommendations concerning historic properties in the APE as part of the FCC’s compliance with Section 106 review.

Various Projects/Maryland Department of Transportation, State Highway Administration (2007-2008). Architectural Historian and Surveyor. Direct and conduct numerous surveys of historic properties located along identified APEs. Researched each property and prepared the appropriate documentation, including Maryland Inventory of Historic Property (MIHP) forms, Addendums, and Determination of Eligibility (DOE) forms, both short and regular. Associated products included extensive mapping, sketch site plans, digital and black-and-white 35mm photographs, biographical and land record research, and assessments of integrity. Assisted with the preparation of the Compliance Reports and Abstracts following the guidelines of the Maryland Historical Trust and the State Highway Administration. These include:

Project No. MO593A21, Bethesda BRAC Intersections: MD 185 at Jones Bridge Road and MD 355 at Cedar Lane, Montgomery County. Surveyed, photographed, researched, and assessed properties, sites, and structures in the preparation of four Determination of Eligibility Forms. Documented two historic suburban neighborhoods with two MIHP Forms and DOEs.

Project No. SM352A11, MD 5: MD 243 to MD 245, St. Mary’s County. Conducted on-site survey of agricultural, residential, commercial, and industrial properties located in the APE along MD 5 in St. Mary’s County, MD. Surveyed, photographed, researched, and assessed properties, sites, and structures along MD 5. Prepared regular and short DOE forms.

Project No. AA510M11, Maryland 198: MD 295 to MD 32, Anne Arundel County. Conducted on-site survey of properties located in the APE along MD 198 in Anne Arundel County, MD, including an airport and industrial, commercial, educational, and residential resources. Surveyed, photographed, researched, and assessed properties, sites, and structures.
along MD 198. Prepared DOE and MIHP Forms.

**Project No. AX111A32, Connemara, Baltimore County.** Conducted historical and genealogical research on an archaeological site in Baltimore County from its patent in 1736 to the present, including sites of interment for owners/occupants and current contact information for descendants. Assisted in the preparation of a context report and detailed appendices presenting and documenting research.

**Project No. AA436B11, MD 175: MD 295 to MD 170, Anne Arundel County.** Assisted with the assessment of properties located along MD 175 in Jessup, Hanover, and Odenton, MD. Performed research for individual residential properties as well as the Odenton Survey District. Prepared short and regular DOEs and a MIHP Form.

**Non-HDR Training**

Antiterrorism Level 1 Awareness Training System, Defense Technical Information Center, October 2012.


Poplar Forest Architectural Restoration Field School, Forest, VA, June 2005.


**Activities & Achievements**

**Community & Civic Involvement**

Train neighborhood groups, civic associations, and other volunteers to conduct reconnaissance-level architectural surveys, Washington, DC, 2008-2010.
Melissa G. Wiedenfeld  
Senior Historian, Project Manager  
Professional Associate

Professional Experience
Dr. Wiedenfeld meets the Secretary of the Interior’s Professional Qualification Standards for History and Architectural History and has over 25 years of experience in history and historic preservation. She serves as HDR’s Senior Historian as well as providing cultural resource management expertise to HDR’s many projects. Dr. Wiedenfeld has extensive experience with Sections 106 and 110 of the National Historic Preservation Act, the National Register of Historic Places (NRHP), the Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS), and NEPA requirements. She has worked as an academic historian teaching at the college level, as a preservation planner for both the Florida Department of Transportation and the Florida State Historic Preservation Office, and as a consultant for various projects for the Department of Defense, state Departments of Transportation, the US Forest Service, the US Coast Guard, and other governmental and private entities. Dr. Wiedenfeld has worked in many states, including Virginia, West Virginia, Pennsylvania, Maryland, Georgia, Florida, Louisiana, Oklahoma, Texas, New Mexico, New York, Vermont, Massachusetts, Rhode Island, Hawaii, Puerto Rico, and overseas in Ecuador. Her experience includes architectural and historic sites surveys, managing a statewide historic bridge survey, archival research and oral histories, development of Integrated Cultural Resource Management Plans (ICRMPs), HABS/HAER/HALS resource documentation, development of agreement documents, coordination with State Historic Preservation Offices and the Advisory Council on Historic Preservation, consultation with the public and interested parties, analyses for NEPA and Section 4(f) statements, and the development of a video history for an installation. Dr. Wiedenfeld’s broad background in history, historic preservation, geography, and editing has brought innovative thinking to a variety of projects.

The following is a sample of Dr. Wiedenfeld’s experience.

**HDR Project Experience**

**Fort Livingston (16JE49) Archaeology and Oiling Assessment, Grand Terre, Louisiana (2012-Present).** Dr. Wiedenfeld served as senior historian for this project, conducting extensive historical research on Fort Livingston, a fort constructed by the US Army during the mid-nineteenth century. Research was conducted at the National Archives, the Library of Congress, the Office of the Historian at the US Coast Guard, the Louisiana Research Collection at Tulane University, the Historic New Orleans Collection, the State Library of Louisiana, the Louisiana State Archives, and the Louisiana State University Louisiana and Lower Mississippi Valley Collection, and the Alabama Department of Archives and History in Montgomery. Archival resources included maps, plans, photographs, diaries, letters, newspaper articles, and various government documents. In the field, Dr. Wiedenfeld took photos and measurements, and worked with archaeologists and LiDAR specialists. Her historic context and research was incorporated into a larger draft report, which has been submitted to the client.

**Reevaluation of Design of State Road 390 from State Road 368 to Baldwin Avenue, Bay County, Florida (2012).** Dr. Wiedenfeld provided Section 106 consultation for the redesign of a transportation project in Panama City. She conducted an architectural
survey of historic-age resources in the corridor to identify, document, and evaluate historic resources in the project APE. She prepared survey forms, drafted a report, and assessed of effects in coordination with HDR archaeologists. The project was contracted through the Florida Department of Transportation District 3 Office.

**Cultural Resource Survey for the Ohio River Bridge Project, Brilliant, Ohio and Wellsburg, West Virginia (2011).** Dr. Wiedenfeld assisted the HDR Engineering West Virginia office with the review of cultural resource surveys and assistance with the NEPA work in advance of the proposed bridge construction over the Ohio River.

**Cultural Resource Support for MacDill Air Force Base Institutional Developmental Environmental Assessment (IDEA), Florida (2012).** Dr. Wiedenfeld drafted the cultural resource section for the MacDill IDEA. This complicated institutional development effort involves NRHP-eligible archaeological and historical resources. The IDEA is still under development.

**Dobbins Air Reserve Base, Georgia ICRMP Update and Historic Resources Survey (2011-2012).** Dr. Wiedenfeld served as the project manager for this update of the 2007-2011 ICRMP, addressing the management of cultural resources on the 1,665 acre installation. In addition, the survey of Cold War Era buildings was updated to include structures in 1967 and earlier. The ICRMP outlines a cultural program for 2012-2016, Standard Operating Procedures for maintenance and repair actions, property disposals and demolitions, mission training, emergency actions, inadvertent discoveries of cultural resources or human remains, and tribal consultation. The project was contracted through Stell Environmental and the US Army Corps of Engineers-Mobile District.

**International Boundary and Water Commission Amistad Dam Administration Building Memorandum of Agreement and HABS Documentation, Texas (2012).** Dr. Wiedenfeld served as project manager for this project, which developed a Memorandum of Agreement (MOA) to mitigate the adverse effect of the demolition of the NRHP-eligible Amistad Dam Administration Building and included coordination with the Texas Historical Commission, the Advisory Council on Historic Preservation, the National Park Service, and local organizations. The project concluded with HABS Level III documentation of the structure, including large format photographs, site map, floor plan, and historic context.

**Cultural Resources Support Services for the Defense Supply Center Richmond, Virginia (2011-Present).** Dr. Wiedenfeld is project manager for this project, providing comprehensive cultural resources support to DLA Installation Support at Richmond. The installation includes the NRHP-eligible historic district and archaeological site, as well as the individually listed Bellwood home, cemetery, and elk pasture. Tasks include general Section 106 assistance, an annual Section 106 workshop for DLA Installation Support at Richmond staff, and the development of historic markers for the NRHP-eligible archaeological site 44CF568. The project was contracted through the US Army Corps of Engineers-Mobile District.

**Cultural Resources Support Services for the Defense Supply Center Richmond, Virginia (2011-2012).** Dr. Wiedenfeld served as project manager for this project, developing a mitigation package for the demolition of Water Tank 57, a contributing structure in the NRHP-eligible Bellwood-Richmond Quartermaster Historic District. Mitigation included documentation of the structure for the Virginia Department of Historic Resources as well as the development of a report on the World War II-era water system at the installation. In addition, Dr. Wiedenfeld managed the archaeological monitoring of ground-disturbance activities related to the construction of an addition to the Child Development Center, which is adjacent to the NRHP-eligible archaeological site 44CF568. The project was contracted through the US Army Corps of Engineers-Mobile District.

**Cultural Resources Support Services for the Defense Supply Center Richmond, Virginia (2009-2012).** Dr. Wiedenfeld served as project manager for this project,
providing comprehensive cultural resources support to DLA in the implementation of the 2009 Section 106 Programmatic Agreement (PA) for the installation’s modernization program. The installation includes a NRHP-eligible historic district as well as Bellwood, an individually listed NRHP property. Components of the PA mitigation plan included updating the current installation ICRMP, documenting historic structures proposed for demolition, developing a multimedia presentation on the history of the installation, updating the NRHP nomination form for the Bellwood home, reevaluating the NRHP-eligible Bellwood-Richmond Quartermaster Historic District, conducting archaeological survey work, and the coordination of design review for new construction within or near the historic district. The project was contracted through the US Army Corps of Engineers-Fort Worth District.

**Cultural Resources Management Technical Support for Defense Logistics Agency Distribution, Susquehanna, Pennsylvania, and Pearl Harbor, Hawaii (2010-Present).**

Dr. Wiedenfeld is senior historian for this project, proving comprehensive technical support for DLA Distribution regarding the management of cultural resources under its jurisdiction. Support includes consultation for compliance with federal laws for the demolition of buildings at DLA Distribution Pearl Harbor, Hawaii, as well as support to DLA Distribution HQ regarding cultural resources policies and procedures. In addition, Dr. Wiedenfeld completed a historic resources survey of structures built between 1960 and 1970 at the Defense Distribution Center, Susquehanna.


Dr. Wiedenfeld served as senior historian for eight projects to mitigate the adverse effects of the tactical infrastructure project on architectural and historic resources in Starr, Hidalgo, and Cameron counties, Texas. Projects included historic studies/HABS documentation of the Brulay Plantation, HAER documentation of the Los Ebanos Ferry, HALS documentation of a riverside portion of the Roma National Historic Landmark (NHL) District, interpretive programs for the Roma NHL District, a bi-national shared experience heritage tourism interpretive publication/media, a historical study of the RGV Rio Grande levee system, and a mitigation plan addressing affected irrigation resources. This project was a sub-contract of the Galveston District, Army Corps of Engineers.

**Puerto Rico Air National Guard Historic Resources Survey at Base Muñiz, Puerto Rico (2011-2012).**

Dr. Wiedenfeld was historian for the project to survey the Muñiz Air National Guard Base. She also researched an eighteenth century Spanish fort at on another PRANG site. Dr. Wiedenfeld conducted research in both English and Spanish at various sites in Puerto Rico, including the *Archivos General* and the SHPO office. This project is contracted by the National Guard Bureau, Air National Guard Readiness Center.

**District of Columbia Streetcar Anacostia Environmental Assessment, District Department of Transportation, District of Columbia (2010-2012).**

Dr. Wiedenfeld managed the cultural resource studies for this environmental document analyzing impacts from the construction of a proposed streetcar route through this Washington, DC neighborhood. Cultural resources in the project area include a National Park Service-administered National Historic Site, a NRHP-listed historic district, a NRHP-listed highway, and an archaeological site.

**NRHP Multiple Property Documentation of Lifesaving Service Properties, US Coast Guard (2009-2010).**

Dr. Wiedenfeld served as project manager for this project, conducting historical research and preparing a NRHP Multiple Property Documentation Form (MPDF) for US Lifesaving Stations nationwide. Research was conducted at the Coast Guard Headquarters and Civil Engineering Units, the National Archives, the Library of Congress, and the National Park Service. Deliverables included the MPDF, a
detailed bibliography, and a spreadsheet of extant Lifesaving Service properties.

**Cultural Resource Survey for National Security Agency Campus Development at Fort George G. Meade, Maryland (2009-2010).** Dr. Wiedenfeld conducted historical research and a cultural resource survey for this campus development. Resources surveyed and evaluated for NRHP eligibility included a potential historic landscape centered on the base golf courses and three historic cemeteries. Research was conducted at the Anne Arundel County Courthouse, the Fort Meade Historian’s Office, and at various local repositories. The report has been accepted by the SHPO.

**Stratton Air National Guard Base Cultural Resources Survey, Scotia, New York (2009-2010).** Dr. Wiedenfeld conducted historical research on this cultural resources survey of the 124 acre base near Scotia, NY. The project entailed historical research for the historic context as well as a pedestrian architectural and archaeological survey. Thirty-nine Cold War-era buildings were surveyed and evaluated for NRHP eligibility. Deliverables included a Phase Ia archaeological report, a project survey and evaluation report, SHPO inventory forms, and a GIS dataset. The work was contracted through the National Guard Bureau, Air National Guard Readiness Center.

**Puerto Rico Air National Guard Integrated Cultural Resources Management Plan, Memorandum of Agreement, and Documentation of Radome 4, Punta Salinas Radar Site, Puerto Rico (2008-2010).** Dr. Wiedenfeld served as historian for the project to develop an ICRMP that addressed the ANG bases in Puerto Rico and the US Virgin Islands. One base included resources from World War II and the Cold War-era as well as a probable eighteenth century Spanish fort. The ICRMP summarized Commonwealth and Federal historic preservation requirements and provided a plan for the management of resources at Punta Salinas Radar Site and the other bases. Dr. Wiedenfeld also served as historian for the HABS Level III documentation of Radome 4 at the Punta Salinas site. Dr. Wiedenfeld conducted research in Puerto Rico, in both English and Spanish and met with SHPO personnel. This project was contracted by the National Guard Bureau, Air National Guard Readiness Center.

**Section 106 Training for the Defense Logistics Agency (DLA), Defense Depot Susquahannah, Pennsylvania (2010).** Dr. Wiedenfeld served as project manager for this project, which provided Section 106/110 training for this DLA Distribution personnel in Pennsylvania. The training included discussions of cultural resource regulations, cultural resource surveys, ICRMPs and other management documents, mitigation, consultation, and solutions to common problems.

**Supplemental Environmental Assessment for the National Security Agency, Utah Data Center, Utah (2010).** Dr. Wiedenfeld drafted language for the Environmental Assessment and assisted with consultation with the Utah SHPO, ultimately securing the concurrence of the SHPO on a finding of No Adverse Effect for the cultural resources on this project.

**Cultural Resources Support Services for the Child Development Center Expansion Environmental Assessment, Defense Supply Center Richmond, US Army Corps of Engineers-Fort Worth District (2009-2010).** Dr. Wiedenfeld provided cultural resources support for the EA for the expansion of the Child Development Center located within the NRHP-eligible Bellwood-Richmond Quartermaster Depot Historic District, impacting the NRHP-eligible archaeological site 44CF568. She prepared documentation on the proposed construction, managed coordination, and helped manage the archaeological survey.

**New York Army National Guard Statewide ICRMP Update, New York (2009-2010).** Dr. Wiedenfeld served as the project manager for this update of the 2005-2009 ICRMP that addressed the management of cultural resources on 64 NYARNG sites and training installation statewide. NYARNG has 23 historic armories that are listed or eligible for listing in the NRHP, as well as one NRHP-eligible archaeological site under its
management. The ICRMP outlined a cultural program for 2010–2014, Standard Operating Procedures for maintenance and repair actions, property disposals and demolitions, mission training, emergency actions, inadvertent discoveries of cultural resources or human remains, and tribal consultation. The work was conducted for the New York State Division of Military and Naval Affairs.

**NRHP Nomination of 13 Lighthouses, US Coast Guard (2008–2010).** Dr. Wiedenfeld has conducted historical research for the project to document and prepare NRHP nominations for six USCG lighthouses in Florida, one lighthouse and associated keeper structures in Puget Sound, and one lighthouse base in San Francisco Bay as well as the 2009 follow-on project. Deliverables included draft and final NRHP nomination forms, digital and black and white 35mm photographs, a database of archival materials, and coordination letters and a memo with local officials and Indian tribes. For 2009–2010, the USCG has extended the project to include five additional lighthouses in Hawaii, US Virgin Islands, and California.

**Research Design for Future Evaluation of Historic Resources at the Naval Weapons Center Seal Beach-Corona Detachment, California (2009).** Dr. Wiedenfeld contributed to the research for a preliminary historic context and research design for future evaluation of historic resources at the Navy’s Corona, California facility. This project also included development of a bibliographic database. Resources researched were a 1929 former hotel and resort landscape that was converted into a World War II naval hospital, and Cold War-era naval weapons center that reused and adapted the resort and World War II facilities. This project was contracted by the Navy Facilities Engineering Command, Southwest Region.

**Cultural Resource Support for Port Dolphin LLC Deepwater Port License Application, New York and New Jersey (2009).** Dr. Wiedenfeld drafted the cultural resource sections for the Port Dolphin LLC Deepwater Port License Application Final Environmental Impact Statement. This complicated project involved archaeological and historical resources on land and in state and federal waters. The FEIS has been published.

**Cultural Resource Support for Safe Harbor Energy EIS, Florida (2009).** Dr. Wiedenfeld drafted the cultural resource sections for the Safe Harbor Energy Environmental Impact Statement. This complicated project involved archaeological and historical resources on land and in state and federal waters. The DEIS has been published.

**Cultural Resources Support Services for the Defense Supply Center Richmond, US Army Corps of Engineers-Fort Worth District (2008–2009).** Dr. Wiedenfeld provided cultural resources support for this DLA installation, which includes the NRHP-eligible Bellwood-Richmond Quartermaster Depot Historic District, as well as the Bellwood Mansion, an individually listed NRHP property. She prepared documentation describing the DSCR’s changing mission and need for installation modernization, developed an innovative mitigation plan that preserves the installation’s history and key structures, and negotiated and drafted a Programmatic Agreement for streamlined Section 106 compliance for the multi-year installation modernization campaign. The PA which memorializes the mitigation plan was signed by DLA, the Virginia State Historic Preservation Officer, and the Advisory Council on Historic Preservation. HDR is implementing the mitigation plan under a two-year contract with the Fort Worth District, Army Corps of Engineers.

**Nationwide Historic Context, Inventory, and Pilot Survey of Civilian Conservation Corps and Works Progress Administration Resources on DOD Installations (2007–2009).** Dr. Wiedenfeld served as peer reviewer for the DOD Legacy Program-funded project to develop a nationwide historic context on the contributions of the Depression-era CCC and WPA to DOD and on historic resources built by the CCC or funded by the WPA. In addition to the historic context, the project also included preparation of an inventory of CCC-WPA resources on DOD resources based on extensive research at the
National Archives, survey of CCC-WPA resources at five DOD installations, and preparation of a publication/guidebook of CCC-WPA resources on DOD installations in camera-ready and digital webpage formats. This project was funded as a competitive grant from the DOD Legacy Resource Program and contracted by the Air Force Center for Excellence and the Environment and the Huntsville District, Army Corps of Engineers.

Massachusetts Army National Guard Statewide ICRMP Update, Massachusetts (2007-2009). Dr. Wiedenfeld completed this update of the 2003-2007 ICRMP that addressed the management of cultural resources on 47 MAARNG sites and training installations statewide. MAARNG has 101 archaeological sites and 165 historic buildings and structures under its management. The ICRMP outlined a cultural program for 2009–2013, an overview of consultation with Federally recognized Tribes, and Standard Operating Procedures for maintenance and repair actions, property disposals and demolitions, mission training, emergency actions, inadvertent discoveries of cultural resources or human remains, and tribal consultation.

Rhode Island Army National Guard Statewide ICRMP Update, Rhode Island (2007-2009). Dr. Wiedenfeld completed this update of the 2003-2007 ICRMP that addressed the management of cultural resources on 18 RIARNG sites and training installations statewide. RIARNG has 8 archaeological sites and 50 historic buildings and structures under its management. The ICRMP outlined a cultural program for 2009–2013, an overview of consultation with Federally recognized Tribes, and Standard Operating Procedures for maintenance and repair actions, property disposals and demolitions, mission training, emergency actions, inadvertent discoveries of cultural resources or human remains, and tribal consultation.

Historic Resources Survey of the US Department of Homeland Security, Customs and Border Patrol PF 225 Tactical Infrastructure Project, Del Rio Sector (2007-2008). Dr. Wiedenfeld provided peer review of deliverables of the architectural survey project of the Del Rio sector of the project through Eagle Pass, Texas. Resources surveyed included buildings within and outside the NRHP-listed Fort Duncan Historic District and late nineteenth century and early twentieth century residential and commercial resources in and outside of Eagle Pass. The NRHP eligibility of surveyed resources and project effects were evaluated in the project report that also included a historic context, survey methods, architectural descriptions, and SHPO forms. This project was contracted by the Fort Worth District, Army Corps of Engineers.

Historic American Buildings Survey Documentation of Ketch Ranch, Fort Sill Military Reservation, Comanche County, Oklahoma (2007-2008). Dr. Wiedenfeld was peer reviewer for the HABS, Level III documentation of the 1924 Frank Ketch ranch house. Documentation included a report consisting of the historic context, history of the ranch and description of the house and setting, physical history, a site map and floor plans of the house, reinterpretation of previous archaeological record, large format photographs, and the report catalogue. This project was contracted through the Tulsa District, Army Corps of Engineers.

Non-HDR Project Experience

Belton Sign Ordinance and Historic District Sign Design Guidelines. Historian. Dr. Wiedenfeld drafted the ordinance and guidelines for the City of Belton, Texas, which were then illustrated by HNTB Landscape Architects. City of Belton accepted the final project.

Border Highway West in El Paso. Historian. Dr. Wiedenfeld served as the historian for this report, documenting known historic resources within the broad Border Highway West corridor so that planners and engineers could avoid cultural resources as much as possible in the planning phase of this project. Dr. Wiedenfeld researched the dozens of
local, state, and nationally significant sites within this report.

**Building 1 ICRMP, Fort Bliss, Texas.** Historian. Dr. Wiedenfeld produced the final report documenting the existing conditions and giving recommendations for future maintenance on the 1904 Post Hospital / Post Headquarters at Fort Bliss.

**Building 15 ICRMP, Fort Bliss, Texas.** Historian. Dr. Wiedenfeld produced the final report documenting the existing conditions and giving recommendations for future maintenance on the 1915 Mess Hall and Kitchen at Fort Bliss.

**Coe Home Ranch.** Senior Historian / Project Manager. Dr. Wiedenfeld researched and wrote a report on the Coe Family and the history of ranching in the Tularosa Basin which was condensed into a publicly disseminated brochure as mitigation for impacts to the Coe Home Ranch. The project was submitted to the Environmental Division, Conservation Branch, Fort Bliss, Texas. The brochure, highlighted on the Fort Bliss and New Mexico State Historic Preservation Office websites, received the MarCom Gold Award in 2008.

**CR111 in Williamson County, Texas.** Historian. Dr. Wiedenfeld conducted background and field work to prepare a due diligence document about the history of and project impacts on the NRHP-listed J.J. Johnson Farm, which was located on a project that had only county funding.

**FM 2001 in Hays County, Texas.** Historian. Dr. Wiedenfeld conducted field work and background research, and developed appropriate historic contexts for this TxDOT project. The final report included the historic contexts, background, specific property information, maps, photos, and NRHP eligibility recommendations.

**Grand Parkway Segments H & I.** Historian. In an unusual agreement with the Texas Department of Transportation, Dr. Wiedenfeld conducted a preliminary survey of a new alignment for planning purposes.

**Reconnaissance and Intensive Survey of IH 410 in San Antonio.** Historian. Dr. Wiedenfeld assisted with the history of a post-World War II subdivision and the compilation of resources for the final report.

**Re-Evaluation of Selected Ranching sites, Fort Bliss, Texas.** Historian. Dr. Wiedenfeld conducted background research, developed appropriate historic contexts for the project, and produced the final report. The final report includes the historic contexts, background, specific property information, maps, photos, and NRHP eligibility recommendations. Dr. Wiedenfeld conducted background research, developed appropriate historic contexts for the project, and produced the final report. The final report includes the historic contexts, background, specific property information, maps, photos, and NRHP eligibility recommendations.

**SH 20 (Alameda Avenue) in El Paso.** Historian. Dr. Wiedenfeld served as the historian for this complicated cultural resource survey that involved hundreds of historic structures, including several properties listed or eligible for listing in the NRHP.

**Ascension, Iberville, East and West Baton Rouge Parishes, Louisiana.** Historian. Dr. Wiedenfeld served as the Historian for cultural resources survey of a proposed Liquid Hydrogen Pipeline route submitted to R-S-H Engineering.

**Expansion Corridor of US Highway 61, Bains to State Line, West Feliciana Parish, Louisiana.** Senior Historian. Dr. Wiedenfeld served as the historian for the proposed expansion corridor of US Highway 61 for the Louisiana Department of Transportation and Development.

**Industrial Park in Minden, Webster Parish, Louisiana.** Senior Historian. Dr. Wiedenfeld served as the historian for a cultural resources survey of a proposed industrial park in Minden, for the Minden-South Webster Chamber of Commerce.
Kisatchie National Forest, Evangeline District, Rapides Parish, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for the cultural resources survey of the route of a proposed pipeline.

Kisatchie National Forest, Grant and Winn Parishes, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for cultural resources surveys in two districts of Kisatchie National Forest, for the US Forest Service.

Kisatchie National Forest, Grant and Winn Parishes, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for a cultural resources survey of selected portions of Kisatchie National Forest, for the US Forest Service.

Kisatchie National Forest, Grant, Natchitoches, Rapides, and Winn Parishes, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for a cultural resources survey of selected portions of Kisatchie National Forest, for the US Forest Service.

Ouachita River Bridge Replacement, Harrisonbury, Catahoula Parish, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for the proposed Ouachita River Bridge Replacement for the Louisiana Department of Transportation.

Peason Ridge, Fort Polk, Louisiana. Senior Historian / Project Manager. Dr. Wiedenfeld served as the historian for cultural resources survey of the boundary area of Peason Ridge for the U. S. Department of Interior and the US Army.

Peason Ridge, Vernon Parish, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for a cultural resources survey of 824 acres that was submitted to the National Park Service.

Proposed Bridge Replacement, Fort Pike, Orleans and St. Tammany Parishes, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for this proposed bridge replacement for the Louisiana Department of Transportation.

US Highway 165 from I-10 to Kinder, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for the cultural resources survey of a portion of U. S. Highway for the Louisiana Department of Transportation.

US Highway 165 from Kinder to Woodworth, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for the cultural resources survey and testing of archaeological sites in the expansion corridor of US Highway 165 for the Louisiana Department of Transportation and Development.

US Highway 165, Ouachita and Caldwell Parishes, Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for a cultural resources evaluation of US Highway 165, Ouachita and Caldwell Parishes, for the Louisiana Department of Transportation and Development.

US Highway 171, Florien to Zwolle (Sabine and De Soto Parish), Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for a cultural resources survey of the expansion corridor of US Highway 171, Florien to Zwolle for the Louisiana Department of Transportation and Development.

US Highway 171, Zwolle to Grand Cane (De Soto Parish), Louisiana. Senior Historian. Dr. Wiedenfeld served as the historian for a cultural resources survey of the expansion corridor of US Highway 171 for the Louisiana Department of Transportation and Development.

Florida Historic Bridge Survey. Historic Preservation Planner. Dr. Wiedenfeld was responsible for historic bridge determinations of eligibility at the Florida DOT for five years. She has surveyed and marketed historic bridges and managed the consultant on
Florida’s historic bridge project.

**Blackburn Point Bridge.** Historic Preservation Planner. Dr. Wiedenfeld wrote the NRHP determination of eligibility for this Sarasota County, Florida bridge, as well as the Programmatic 4(f) Statement and marketing plan.

**Improvements to US 441 in Broward County, Florida.** Historic Preservation Planner. Dr. Wiedenfeld has conducted many cultural resource surveys in Florida, including the survey that led to the NRHP determination of eligibility for the Dixie Water Plant in Fort Lauderdale.

**Determinations of Eligibility for Florida DOT Projects.** Historic Preservation Planner. Dr. Wiedenfeld has conducted variety of NRHP determinations of eligibility. Some that were subsequently listed on the NRHP with her completed forms include the Seminole Heights Historic District in Tampa and the Alger-Sullivan Lumber Company Residential Historic District in Century, Florida.

**Past Employment**

**Historian, HNTB, 2007-2008.** Dr. Wiedenfeld served as historian and architectural historian for various projects for the Austin office of the engineering firm, HNTB. She conducted historic resource surveys, wrote historic contexts, developed mitigation, drafted historic preservation planning documents, and assisted with National Environmental Protection Act (NEPA) documents. She consulted with agencies and worked with SHPOs for client compliance with Section 106 of the National Historic Preservation Act (NHPA).

**Assistant Professor of History and Geography, Dalton State College, 2005-2007.**

**Editor, Charles Darwin Foundation, Galápagos, Ecuador, 2002-2005.**

**Historian, Surveys Unlimited, Baton Rouge, Louisiana, 1990-2007.** Dr. Wiedenfeld worked as a consultant for this cultural resource firm, conducting historical research and historic resource surveys for a variety of local, state, and federal projects.

**Historic Preservation Planner, Florida Division of Historic Preservation, 1989-1990.** Dr. Wiedenfeld assisted with the multimillion dollar grants program, drafting a grants manual and working with a variety of cultural resource programs in the SHPO office.

**Historic Preservation Planner, Florida Department of Transportation, 1984-1989**

Dr. Wiedenfeld surveyed every state and federal project for historic resources, making recommendations for NRHP eligibility. Reports typically included historic contexts, black-and-white photography, descriptions of resources, and Florida Master Site File forms. In addition, she managed the statewide historic bridge survey, documented historic bridges and other cultural resources, and drafted Memoranda of Agreement and 4(f) Statements.

**Activities & Achievements**


Town of Warrenton, Architectural Review Board

Board of Directors, Partnership for Warrenton (a Virginia Main Street Community) (2011-2012)

Chair, Local Arrangements Committee, 2015 American Society for Environmental History Annual Meeting