

## P

*P Street Bridge over Rock Creek (1935): see Rock Creek and Potomac Parkway*

**Thomas Nelson Page House**

1759 R Street, NW

Mansion designed for writer Thomas Nelson Page and his second wife, heiress Florence Lathrop Field Page; notable and early example of the Georgian Revival style by leading architectural firm; knowledgeable adaptation of 18th century English-American residential architecture to late-19th century considerations of space, scale and function; harbinger of the popular use of Colonial architectural precedent; residence of prominent literary figure noted for documentation of the aristocratic South; center of Washington literary and social life in late 19th and early 20th centuries; prominently sited on avenue of grand residences; 4-1/2 stories on polygonal corner site, facades of Harvard brick with limestone and white-painted trim; Ionic portico, fanlight doorway, side loggia, *piano nobile* with iron balconies, arcaded windows; ceremonial interiors arranged around open stair hall; built 1896, Stanford White (McKim, Mead & White), architect; loggia enclosed by White in 1903 to create vaulted garden room with lattice ceiling; *DC designation June 27, 1974, NR listing September 5, 1975; within Dupont Circle HD*

**Palais Royale (North Building, Woodward & Lothrop) [demolished]**

11th & G Streets, NW

Built 1892 (Harvey Page, architect); *DC listing November 8, 1964, omitted from list July 24, 1968, redesignated October 24, 1973; demolished 1987*

*Palisades Firehouse: see Engine Company No. 29*

*Palisades Recreation Center (1938) at Dana & Sherrier Place NW: see Chesapeake & Ohio Canal National Historical Park*

*The Pall Mall (Robert Scholz, 1940) at 1112 16<sup>th</sup> Street NW: see Sixteenth Street Historic District*

**Pan American Union (Organization of American States)**

17th Street & Constitution Avenue, NW

Home of the world's oldest international association, founded in 1890 to foster cultural and commercial ties among the Western Hemisphere republics; focal point of Washington's diplomatic and cultural activity; widely considered among the city's most beautiful Beaux-Arts buildings; among the first major buildings implementing the McMillan Commission plans for monumental extension of the Mall; first major commission in architect's distinguished career, won in an early nationwide design competition; construction largely funded by philanthropist Andrew Carnegie; occupies former site of the Van Ness Mansion, a commanding location on the Ellipse at Constitution Avenue; square in plan, organized around tropical patio; four-story, hip-roofed main pavilion housing ceremonial rooms, flanked by two-story office wings, set amid ample lawns and gardens; marble facades exhibit symbolic blending of North and South American expression; triple arcaded main entry, classical details, terra cotta roofs, iconographic sculpture, ornamental bronzework; stately interiors with extensive artwork; originally Bureau of American Republics, established at the First International Conference of American States, held in Washington in 1889-90, renamed Pan American Union in 1910; built 1908-10, Paul Philippe Cret, and Albert P. Kelsey, architects; Gutzon Borglum and Isidore Konti, primary sculptors; Blue Aztec garden and 2-story arcaded annex pavilion completed 1912; reorganized as Secretariat of the Organization of American States in 1948; *DC designation November 8, 1964, NR listing June 4, 1969; included in designation of Seventeenth Street HD; international ownership; see Bibliography (Goode, Washington Sculpture)*

*The Pancoast (Nicholas Haller, 1903) at 1341-45 East Capitol Street SE: see Capitol Hill Historic District  
Paper Mill: see District of Columbia Paper Manufacturing Company*

*Park and Shop (1929-30) at 3501-27 Connecticut Avenue NW: see Cleveland Park Historic District*

*Park Crest (Claughton West, 1922) at 2308 Ashmead Place, NW: see Kalorama Triangle Historic District*

**1644-66 Park Road, NW**

South side of 1600 block of Park Road, NW

Distinctive and unusual group of twelve semi-detached Colonial Revival row houses; exemplifies speculative rowhouse development characteristic of Mount Pleasant neighborhood; excellent example of residential design by noted local architect, and one of his few rows; demonstrates facility for eclectic design and sophistication in relating to context; three stories, red brick with slate mansard roofs, wooden front porches; alternating facades with shallow oriels, prominent dormers, curved pediments, Flemish and Georgian detail; built 1906, Appleton P. Clark, Jr., architect; *DC designation March 21, 1984, NR listing November 6, 1986; within Mount Pleasant HD*

**Park Road, NW, North Side of 1800 Block**

1801, 1809, 1827, 1833, 1835, 1841, 1843, 1857, 1867, & 1869 Park Road, NW

Distinguished group of ten large turn-of-the-century suburban residences, impressively sited on terraces above a curving cross-town artery; exceptional display of Edwardian era architectural eclecticism in Mount Pleasant; unique group of large custom-designed houses in a community dominated by speculative rowhouse development; illustrates aspirations of prosperous businessmen, bankers, and professionals; notable work of several locally prominent architects, including Frederick B. Pyle, Harding & Upman, Appleton P. Clark, and C.A. Didden & Son, working in a variety of architectural styles, particularly the Colonial Revival; most houses two stories, frame or brick, some monumental; variety of textures and materials, particularly clapboard, shingles, stucco; multiple roof forms, abundance of bays and dormers; generous front porches and porticoes, ample fenestration; columns, balustrades, fanlight entrances typical; elegant details, with attenuated proportions, oval and elliptical forms common; includes ten houses and five carriage houses built 1892-1911; *DC designation December 14, 1977, NR listing November 15, 1978; HABS DC-283 (1841 Park Road); within Mount Pleasant HD*

**Park Tower**

2440 Sixteenth Street, NW

Among the city's finest pre-International style modern buildings, prominently sited opposite Meridian Hill Park; superb example of 1920s design aesthetic, exhibiting integral approach to Art Deco form and detail; reflects important changes in aesthetic philosophies, as one of first major buildings to break away from the city's predominant Beaux-Arts and Colonial Revival expression; illustrates sustained effort to develop Sixteenth Street as prestigious avenue; fashionable address for congressmen, professionals, and other notables during 1930s; 5 stories, extended irregular plan with repetitive bays, tapestry brick facades in golden buff color; ziggurat-like main facade with rooftop loggia rising above squared bays, in limestone and patterned brick with chevron, diaper, and oak leaf motifs; built 1928-29, William Harris, architect; *DC designation January 20, 1988, NR listing October 30, 1989; within Meridian Hill Area*

*The Parkway (Frank R. White, 1927) at 3220 Connecticut Avenue NW: see Cleveland Park Historic District*

**Parkways of the National Capital Region (1913-1965)**

Multiple Property Documentation; *NR listing May 9, 1991*

The various parkways of the national capital reflect the culmination of several national trends after the turn of the century: the City Beautiful movement's emphasis on integrated urban green space, the advent of automobiles and the rapid development of road systems, and the decline in the quality of urban living and resulting popularity of outdoor recreation. Parkway in the Washington area are the culmination of efforts of District, Maryland, and Virginia interests, guided by the McMillan Commission's recommendation for a series of parks and parkways extending the scheme of Pierre L'Enfant. After the precedent-setting network of suburban New York parkways, upon which it was idealized, Washington's system is the most comprehensive and monumental in the nation.

Recreational use of automobiles prevailed during their earliest decades. In keeping with the McMillan Plan, a token carriage path around the Tidal Basin and upriver to Rock Creek was built by 1904, serving as a literal and figurative prologue to the era of parkway construction. The city trailed behind others, however, in the development of parkways, and it was not until the National Industrial Recovery Act in 1933 that parkway landscaping was provided for at the federal level.

The parkway's foremost purpose was to separate pleasure motorists from the traffic of heavy commercial

users. Initially, the parkway was conceived simply as an attenuated park with a road through it. By 1938, however, the National Park Service had identified a set of eight characteristics to differentiate parkways from ordinary highways. These specifications were: a limit to non-commercial, recreational traffic; the avoidance of unsightly roadside development; a wider-than-average right-of-way to provide a buffer from abutting property; no frontage or access rights, to encourage the preservation of natural scenery; preference for a new site, to avoid already congested and built-up areas; best access to native scenery; the elimination of major grade crossings; and well-distanced entrance and exit points to reduce traffic interruptions and increase safety. Collectively, these specifications ensured a self-contained, well-preserved, and safe thoroughfare.

By the late 1930s, as automobile use shifted from pastime to a more direct transportation purpose, the emphasis in road design also changed. Technological improvements also affected the evolution of parkways until World War II, when parkway development was, for all practical purposes, usurped by modern highway construction.

Ancillary to the major Washington parkways along the Potomac and Rock Creek are a number of related “strip” or “border” parks. The land along these small waterways was preserved not just for parkway use, but also for flood control. Along Rock Creek, these stream parks include the Piney Branch Parkway (1908 and 1920s), Melvin Hazen Park (along Tilden Street west of the park), Pinehurst Parkway (along Beech Street west of the park), Beach Parkway (at the northernmost of the District boundary), and the nearby North Portal Parkway (west of 16<sup>th</sup> Street). Fragments of a minor park and parkway system that failed to materialize west of Rock Creek include Whitehaven Parkway, Normanstone Parkway, and the Klinge Valley Parkway. Only a few disjointed border fragments exist of a planned Archbold-Glover Parkway. Further west, Arizona Parkway was intended but never built as a connector to Dalecarlia Parkway. South of the Anacostia, Oxon Run was slated in the 1920s to be developed as a parkway with recreational facilities, but only the latter were built.

Some major elements of Washington’s idealized parkway system never came to fruition. Fort Drive, a proposed connection of forty or so Civil War fortifications, would have encircled the city, but only portions of the land were acquired. Two extensions of the George Washington Memorial Parkway, both north and south of the city, would have served as ceremonial entries. Despite their absence, the completed system of parkways remains a vital component of the regional transportation system, and contributes to the historic symbolism and design of the nation’s capital.

### **Patent Office (National Portrait Gallery and National Museum of American Art)**

7th, 9th, F & G Streets, NW

One of the finest and most important Greek Revival structures in the nation, the Patent Office is the largest such edifice undertaken by the U.S. government. Although its origins reflect the confused rivalry that characterized the American architectural profession in the early 19<sup>th</sup> century, the building nevertheless achieved a unity of design and a simple, bold monumentality unsurpassed in American civil architecture. The building also reflects the historic importance of the Patent Office during the era when scientific invention propelled the American economy and began to mold the national character. Although more than a half million patents were issued here, the building was designed not just to house patent examiners, but also to display the models required for patent applications. Throughout the 19<sup>th</sup> century, it was an important public attraction, exhibiting the Declaration of Independence, art collections of the National Institute, and other historical artifacts as well. The building served as a temporary barracks and hospital during the Civil War; Walt Whitman’s nursing here gave inspiration to his poetry. It was also the site of Lincoln’s second inaugural ball. A century later, the building’s rescue contributed significantly to the development of the historic preservation movement and the assumption of federal responsibility for stewardship of historic landmarks. GSA contemplated demolition of the building for a parking garage in the late 1950s, but President Eisenhower intervened, and in 1962, Congress turned the building over to the Smithsonian for museum use. It was renovated in 1964-67 and reopened to the public in 1968.

The Patent Office was built on the site proposed by L’Enfant for a non-denomination national church, affording scientific invention a suitable place of honor in the capital. At the direction of Congress, Andrew Jackson adopted the design submitted by William Parker Elliott, a young Washington architect trained by George Hadfield, and Ithiel Town, the former partner of Alexander Jackson Davis, for a quadrangular building

to be erected in phases. At the same time, the president placed Robert Mills—whose plan for the Treasury was adopted at the same time—in charge of construction, with authority to make changes in Elliott's plans. Jackson laid the cornerstone of the south wing in 1836. Mills's design modifications included the massive masonry vaults added as a fireproofing measure, the elegant cantilevered double stair opposite the main entrance, and probably the massive Doric portico. The south wing was completed about 1840, and in 1849, Mills was named architect of the east and west wings contemplated in the original plan. He was removed from his post during construction in 1852, and supervision of the work, including design of the north wing, was turned over to Thomas U. Walter. As in other buildings, Walter dispensed with Mills's stone vaults in favor of shallow segmental brick vaults supported on cast iron beams, and an iron-trussed roof. Walter completed the east wing in 1853, and continued the west wing from 1851 to 1854. His assistant Edward Clark finished the work on the west wing by 1856, and began the north wing in the same year. The building was finally completed in 1867, but a devastating fire in 1877 destroyed the iron roofs and upper halls of the west and north wings, while sparing the masonry south and east wings. Architects Cluss & Schulze rebuilt the damaged model hall interiors (and the south hall) in a "modern Renaissance" style, with richly ornamented cast iron galleries and a patterned encaustic tile floor.

On each front, a central Doric portico set in front of facades articulated by continuous monumental pilasters and end pavilions. The natural Aquia Creek sandstone is visible on the south façade; other facades are white marble above a grey granite base. Major interior features include Mills's Lincoln Gallery on the top floor of the east wing, and the south and west model halls by Cluss & Schulze, with cast relief panels by sculptor Caspar Buberl.

*DC listing November 8, 1964, NHL designation January 12, 1965, NR listing October 15, 1966; HABS DC-130; within Downtown HD and Pennsylvania Avenue NHS; within a L'Enfant Plan reservation; US ownership; See Bibliography (Scott, Buildings of D.C.; AIA Guide)*

### **Patterson House (Washington Club)**

15 Dupont Circle, NW

Italian neoclassical mansion built for Robert Wilson Patterson, editor of the *Chicago Tribune*, and Elizabeth Medill Patterson; long-time home of their daughter Eleanor "Cissy" Patterson, writer, social figure, and publisher of *Washington Times-Herald*; one of two Washington residences designed by Stanford White; exceptional white marble and terra cotta facade with lavish ornamentation; neoclassical interiors; acquired by Washington Club in 1951; built 1902-03, McKim, Mead & White, architects; *DC listing November 8, 1964, NR listing December 5, 1972; HABS DC-270; within Dupont Circle and Massachusetts Avenue HDs*

*Patterson, Mary Jane, Residence at 1523 15th Street NW: see Fourteenth Street Historic District*

### **George Peabody School**

5th & C Streets, NE

Notable example of the city's late-19th century municipal school design, prominently sited on Stanton Park; one of the city's oldest standing public school buildings; largest public school of its day; early home of Capitol Hill High School (later Eastern High School); named for banker and educational philanthropist George Peabody (before moving to Baltimore, Peabody was employed in the Georgetown dry goods store of Elisha Riggs); intended as L'Enfant School, renamed after residents protested mispronunciation as "infant's school"; four stories, square in plan, red brick with multiple central pavilions, gable roofs; Romanesque Revival facades with bluestone banding and trim, corbelled cornices, arcaded penthouse; well-preserved interiors follow standard plan with penthouse auditorium; built 1879, design by Edward Clark, supervised by Thomas B. Entwistle, Inspector of Buildings; *DC listing November 8, 1964; DC ownership; within Capitol Hill HD*

*Peerless Motor Company (1919) at 1501 14th Street NW: see Fourteenth Street Historic District*

*Peirce Barn: see Peirce Springhouse and Barn*

*Peirce, Joshua, House (Peirce-Klinge Mansion): see Linnaean Hill*

### **Peirce Mill**

Tilden Street & Beach Drive, NW

Built 1820, 1829; restored 1934-36; *DC listing November 8, 1964, NR listing March 24, 1969; HABS DC-22; within Rock Creek Park HD; US ownership*

*Peirce Mill Bridge (1872/95/1921): see Rock Creek Park Historic District*

*Peirce Mill Dam (1904-05): see Rock Creek Park Historic District*

*Peirce Shoemaker House: see Cloverdale*

### **Peirce Springhouse and Barn**

2400 block of Tilden Street, NW

Built 1829; restored 1934-36; *DC listing November 8, 1964, NR listing October 25, 1973; within Rock Creek Park HD; US ownership*

### **Peirce Still House**

2400 Tilden Street, NW

Built 1811; 1924; *DC listing November 8, 1964, NR listing September 6, 1990*

*Penn Theater (1935, façade only) at 644 Pennsylvania Avenue SE: see Capitol Hill Historic District*

*1911 Pennsylvania Avenue, NW: see The Seven Buildings*

### **Pennsylvania Avenue National Historic Site**

Roughly bounded by 3rd Street NW on the east, Constitution Avenue on the south, East Executive Avenue on the west, and E and F Streets on the north

The national ceremonial route and its surroundings; site of inaugural parades and civic processions; historic commercial heart of the city; contains both monumental civic buildings and smaller commercial structures; includes approximately 160 contributing buildings c. 1791-1930; *NHS designation and NR listing October 15, 1966, DC designation June 19, 1973, NR listing amended with documentation October 12, 2007*

### **Pension Building (National Building Museum)**

4th, 5th, F & G Streets, NW

Built 1882-87 (Montgomery Meigs, architect); *DC listing November 8, 1964, NR listing March 24, 1969, NHL designation February 4, 1985; HABS DC-76; within a L'Enfant Plan reservation and Pennsylvania Avenue NHS; US ownership; see Bibliography (Goode, Washington Sculpture)*

*People's Commercial and Savings Bank (1920) at 822 East Capitol Street NE: see Capitol Hill Historic District*

### **Frances Perkins House [National Register only]**

2326 California Street, NW

From 1937 to 1940, this was the residence of Frances Perkins (1882-1965), the nation's first female cabinet member, who served as Secretary of Labor under President Roosevelt from 1932 to 1945. During her long tenure, particularly in the pre-war New Deal years, she was the prime mover on several pieces of legislation that are among the Democratic Party's most lasting achievements: the Social Security Act (Perkins chaired the drafting committee), and the Fair Labor Standards Act, which created a minimum wage and restricted child labor nationwide. *NHL designation and NR listing July 17, 1991*

*Perry School: see M Street High School*

*Pershing Park (Reservation 617; Square 226): see The Plan of the City of Washington.* Scheduled to become part of the Federal Triangle under a 1916 plan, this site was rendered surplus after the final plan for the Commerce Building was developed. Subsequent plans for a small park and fountain donated by the state of Pennsylvania also did not materialize. The site was cleared of buildings about 1930, was the location of a temporary visitor information center built in 1942, and was relandscaped in 1965. The park and memorial to John J. Pershing Memorial were built in 1980. *HABS DC-695*

*Peruvian Chancery: see Emily Wilkins House*

**Petersen House**

516 10th Street, NW

The house where Abraham Lincoln died was built in 1849 by German immigrant tailor William Petersen. Petersen died in 1871, and in 1893 the house was occupied by the District of Columbia Memorial Association, formed to honor the martyred president. After Congress purchased the property in 1896, it housed the Oldroyd collection of Lincolniana and became a tourist attraction. In 1933, it was transferred to National Park Service.

The three-story brick house, distinguished by its Greek Revival door surround and (replicated) Seneca sandstone steps, was restored in 1959. *DC listing November 8, 1964, NR listing October 15, 1966; HABS DC-165; located within Ford's Theatre NHS and the Pennsylvania Avenue NHS; US ownership*

*Petworth Firehouse: see Engine Company No. 24*

**Petworth Gardens (Webster Gardens Apartments)**

124, 126, 128 and 130 Webster Street, NW

Petworth Gardens is the first example of garden apartments constructed in the District of Columbia, and an early example nationally. The group of four buildings were developed in 1921 by Allan E. Walker, after designs by architect Robert F. Beresford. They were inspired by the "Londonese" type of apartments made famous in a play about Pomander Walk, a pedestrian street of rowhouses in a London suburb, also then being copied in New York. Traditional humanistic touches, combined with the orientation of the narrow ends of the buildings to Webster Street, rendered the buildings house-like in appearance, pleasing and respectable to residents and passersby alike. Architecturally, the buildings are relatively simple, but reflect the eclectic revivalism of the day. They are brick with occasional projecting hexagonal bays and dormered, hipped roofs with broad eaves and exposed rafter ends, multi-light windows, and arched entrance surrounds. The concept of garden apartments derived from the Garden City movement and other efforts at housing reform. Once popularized, they became nearly ubiquitous for decades of multi-family housing construction, and notably for public housing. *DC designation September 25, 2008, NR listing November 10, 2008*

*Philadelphia: see Gunboat Philadelphia*

*Philipsborn (1919) at 606-12 11th Street NW: see Downtown Historic District*

**Phillips Collection (Duncan Phillips House; Phillips Memorial Gallery)**

1612 21st Street, NW

Built 1896-97 (Hornblower & Marshall, architects); 1907 addition (Hornblower & Marshall, architects); addition by Wyeth & King (1959-60), remodeled 1988-89; *DC listing November 8, 1964, NR listing August 14, 1973; within Dupont Circle and Massachusetts Avenue HDs*

*Phillips School (1890) at 2720 N Street NW: see Georgetown Historic District*

*Pierce Mill, etc.: see Peirce*

**Brigadier General Albert Pike Statue**

Constitution Avenue and 3rd Street, NW

Erected 1901 (Gaetano Trentanove, sculptor); relocated 1977; *within a L'Enfant Plan reservation*

*Pine Crest Manor: see Greystone Enclave*

*Piney Branch Parkway (1935): see Rock Creek Park Historic District*

*Piney Branch Quarry: see Rock Creek Historic District*

**"Pink Palace" (Mrs. Marshall Field House; Inter-American Defense Board)**

2600 16th Street, NW

Built 1906 (George Oakley Totten, architect); additions 1912, 1988; *DC listing November 8, 1964, NR listing August 5, 1991; within Meridian Hill Area; see Bibliography (Sixteenth Street Architecture II)*

*Pioneer Flour Mills: see Bomford Mill*

### **The Plan of the City of Washington (L'Enfant Plan; L'Enfant-McMillan Plan)**

The Plan of Washington is the sole American example of a comprehensive Baroque city plan with a coordinated system of radiating avenues, parks, and vistas overlaid upon an orthogonal grid of streets. It defines the physical character of the national capital, through a symbolic and commemorative arrangement of buildings, structures, and views. The plan was intimately related to the establishment of the United States and the creation of a symbolic and innovative capital city for the Federal republic. It was embellished through 19th century public works and building regulations, and magnified and expanded through the urban improvements of the Senate Park Commission of 1901 (the McMillan Commission), resulting in the most elegant example of City Beautiful tenets in the nation. The plan is the acknowledged masterpiece of architect-engineer Pierre (Peter) Charles L'Enfant and the McMillan Commission. It is also significant to the work of numerous other persons and groups important to the landscape architecture, urban design, civil engineering, and planning of the city. It has served continuously as the setting for national political expression and nationally significant events, and has influenced subsequent American city planning and other planned national capitals.

*DC listing November 8, 1964 (preliminary identification), major elements designated January 19, 1971; DC designation expanded January 23, 1997 to include virtually all extant components of the historic city plan; incorporates former separate listings of the Eighth Street Vista (DC listing March 7, 1968), Franklin Square (DC listing March 7, 1968), Rawlins Park (DC listing November 8, 1964), and East Capitol Street (DC listing November 8, 1964, extended June 19, 1973), but excludes L'Enfant Reservations 10, 11, and 12 (intended as Bank and Exchange Squares); NR listing April 24, 1997; HABS DC-668; see Bibliography (Robinson & Associates: draft NHL Nomination)*

**Major Elements:** In 1792, the Federal government purchased 17 sizable parcels, known as the Original Appropriations, as sites for specific public uses. Most of these remain recognizable as public open spaces, although some were never developed as public space, and some are the sites of major public buildings with only residual grounds. Original Appropriation No. 6, intended as the location of a market, was never developed, and is now the site of the Federal Reserve. Appropriation No. 7, also intended as a market space, is now occupied by the National Archives. Appropriation No. 8, intended as the site for a non-denominational national memorial church, is the site of the Old Patent Office. Appropriations Nos. 10, 11, and 12, collectively Bank and Exchange Squares, located north of Pennsylvania Avenue between Second and Fourth-and-a-Half Streets, were sold for private development by an Act of Congress in 1822, and the sites are now occupied by the U.S. Court House and Department of Labor.

*See separate entries for the remaining original appropriations: President's Park (No. 1), White House Grounds (part of No. 1), the Ellipse (part of No. 1), Lafayette Square (part of No. 1), the Capitol Grounds (part of No. 2), the Mall (part of No. 2), Washington Monument Grounds (No. 3), Observatory Hill (No. 4), Washington Arsenal (No. 5), Judiciary Square (No. 9), Hospital Square (No. 13), Washington Navy Yard (No. 14), Old Eastern Market Square (Nos. 15 and 16)*

With the outbreak of war between the Union and the Confederacy, many of the city's public grounds became vital to the survival of the city and the Union. Open spaces became ideal campsites for troops protecting the capital, and crude encampments, barracks, temporary offices, and hospitals were erected on them. What little planting and landscaping had been completed before the war was damaged or neglected. Roads, bridges, and the city streets were also vital to the war effort, and suffered under the abuse. To expedite traffic on Pennsylvania Avenue, Congress chartered the Washington and Georgetown Railroad Company to run streetcar tracks from Georgetown to the Capitol and Navy Yard on the same gauge as the railroad.

Following the war, Congress and the city returned their attention to improving and beautifying the city's infrastructure. Jurisdiction of the Office of Public Buildings and Grounds was transferred from civilian control to the Army Corps of Engineers in 1867. Brigadier General Nathaniel Michler (1827-81) was placed in charge, and although Michler's reports never mentioned L'Enfant by name, his respect for the integrity of the original plan is evident. Michler advocated landscaping the wide avenues as elegant boulevards after the fashion set in Europe.

While devising a scheme for the improvement for the avenues, Michler acknowledged parks and small reservations created by the road system as an integral feature of the original plan. He also recognized that the original plan had been misinterpreted when the Mall was divided into segments by intervening streets, and recommended that these streets be tunneled under the Mall. He also suggested, in 1870, that the Potomac flats should be reclaimed. Michler recommended the creation of rectangular parks at McPherson and Farragut Squares, the creation of the circular parks at Thomas, Scott, and Dupont Circles, and the development of parks in the hitherto neglected public reservations east of the Capitol.

Congress further committed to improving the Capitol with two important laws in 1870 and 1871. In 1870, Congress formed the Parking Commission and allowed private encroachment on many of L'Enfant's wide streets and avenues under a system that remains in effect today. The legislation enabled a large percentage of the right-of-way to be maintained and improved by the owners or occupants of the abutting properties, effectively narrowing the width of the street area requiring federally funded improvement. In 1871, Congress formed a Territorial Government for the city, and during the next four years, under Henry D. Cooke as territorial governor and Alexander Shepherd as head of the Board of Public Works, the city undertook an extraordinary program of public works before it was dissolved due to debt and shame. Nonetheless, Shepherd's improvements drastically changed the face and reputation of the city and inspired decades of growth, investment, and improvement.

With the demise of the territorial government and the Board of Public Works in 1874, responsibility for the streets, bridges, and other public works reverted to a temporary Board of Commissioners until a more permanent municipal government was established by the Organic Act of June 11, 1878. The Organic Act vested executive power in three Commissioners, including an officer of the Army Corps of Engineers, known as the Engineer Commissioner, who was placed in charge of the repair and improvement of streets, avenues, and other public rights of way. Throughout the 1880s and 1890s, the Commissioners and Army Corps continued to improve the city's infrastructure. By 1881, most of the avenues had some type of pavement, and within the next decade, most streets in the northwest quadrant were paved with asphalt as far north as Florida Avenue. By the end of the century, development gradually approached the outer limits of the L'Enfant Plan.

The federal Office of Public Buildings and Grounds was responsible for the executive mansion grounds as well as the city's parks and bridges. As the larger city parks were improved, the OPB&G heeded L'Enfant's recommendation for making them the locations of statues and memorials. Parks were further embellished with exotic flowers, trees, and shrubs, although the lush plantings of the Victorian era gave way to sparser plantings toward the turn of the century. Another responsibility of the OPB&G was to identify and maintain the small, usually triangular federal reservations that resulted from the layout of new roadways and landscaped "parking" areas within the broad street rights-of-way. Scores of these plots were created where the diagonal avenues intersected grid streets; an 1883 listing described 246 federal reservations of various sizes, shapes, and states of improvement. Comprising a total of 408 acres, 38 were described as highly improved, 47 were partially improved, and the remaining 161 were vacant and unimproved. This list was updated in 1887 and 1894, when 301 reservations were enumerated, 92 of which were highly improved, 41 partially improved, and 168 unimproved. While few of the triangular reservations were large enough for extensive landscaping, they were laid out with simple lawns or planting beds, often with perimeter iron fencing.

The turn of the century and the centennial of the city of Washington provided the occasion for a reexamination of Washington's original plan, subsequent development, and anticipated growth. The result of this process of reevaluation was the 1902 report of the Senate Park Commission, which came to be known as the McMillan Plan. Adopting as their goal the fulfillment of what they called "the comprehensive, intelligent, and yet simple and straightforward scheme devised by L'Enfant," the highly accomplished members of the commission devised a plan that refashioned L'Enfant's Baroque design principles into a powerful statement of City Beautiful aesthetic ideals. The members of the Senate Park Commission created an ambitious set of written and visual proposals for the city's future that not only guided Washington's development for decades to come but became a nationally significant model for the new field of city planning nationwide.

*See separate listings for major park reservations: Columbus Plaza, Dupont Circle, East Potomac Park, Eastern Market Square (Reservations 44-49), Farragut Square, Folger Park, Freedom Plaza, Garfield Park,*

*Gompers Park, Judiciary Square, Lafayette Square, Lincoln Square, Logan Circle, Marion Park, Market Square, McPherson Square, Mount Vernon Square, Pershing Park, Rawlins Park, Scott Circle, Seward Square, Stanton Square, Thomas Circle, Washington Circle, and West Potomac Park*

*Avenues and Streets* include Connecticut (HABS DC-698), Delaware (HABS DC-699), Indiana (HABS DC-713), Kentucky (HABS DC-701), Maryland (HABS DC-702), Massachusetts (HABS DC-703), New Hampshire (HABS DC-704), New Jersey (HABS DC-715), New York (HABS DC-716), North Carolina (HABS DC-705), Pennsylvania (HABS DC-706), Potomac (originally Georgia; HABS DC-707), Rhode Island (HABS DC-708), South Carolina (HABS DC-709), Tennessee (HABS DC-710), Vermont (HABS DC-711), and Virginia (HABS DC-712) Avenues; North, South, and East Capitol (HABS DC-681) Streets; K Street (HABS DC-714), 8th Street NW (HABS DC-718), and 16th Street NW (HABS DC-717); Florida Avenue (originally Boundary Street; HABS DC-700), Washington Avenue (originally Canal Street), and Maine Avenue (originally Water Street); Jackson and Madison Places; Constitution, Independence, and Louisiana Avenues (added with the McMillan Plan); and the remaining numbered and lettered streets of the original plan.

*Vistas* include the primary intersecting vistas (from the Capitol along the Mall to the western horizon and from the White House along President's Park to the southern horizon); vistas along radiating and orthogonal avenues (many providing either oblique or frontal views of landmark buildings and monuments), vistas along the major cross-axes at 4th and 8th Streets NW (providing frontal views of landmark buildings), tangential vistas along E, F, and G Streets NW (providing views of the landmarks marking these cross-axes), other frontal vistas of landmark buildings, and other axial street vistas connecting circles, squares, and parks.

### **The Plymouth**

1236 11th Street, NW

Built 1903 (Frederick Atkinson, architect); *DC designation June 19, 1985, NR listing June 2, 1986; within Shaw HD*

*Plymouth Theater: see Mott Motors*

*Police Court (Superior Court Building A) at 515 5<sup>th</sup> Street, NW: see Pennsylvania Avenue National Historic Site.*

Built in 1936-37, this building by municipal architect Nathan C. Wyeth extended the Judiciary Square courts complex north across E Street, forming the western edge of the central square now occupied by the National Law Enforcement Memorial.

### **The Ponce DeLeon**

4514 Connecticut Avenue, NW

Notable example of 1920s exoticism located on an important apartment corridor; Spanish Revival facade with diapered brickwork, terra cotta tile roof, limestone portico and trim, Moorish arch motifs; intact lobby with decorative plaster ceiling and terrazzo floor; among the best of the architect's many apartment commissions; built 1928, David L. Stern, architect; *DC designation January 17, 1990, NR listing September 7, 1994*

*The Porter (Harvey Warwick, 1925) at 3600 Connecticut Avenue NW: see Cleveland Park Historic District Porter Street, NW, 2300 Block: see Greystone Enclave*

*The Portsmouth (T.F. Schneider, 1905) at 1735 New Hampshire Avenue NW: see Dupont Circle Historic District Post Office: see City Post Office, General Post Office, and Old Post Office*

*Post Office Department: see Federal Triangle, General Post Office, and Old Post Office*

### **Potomac Annex Historic District (Washington Naval Hospital) [National Register eligible]**

23rd & E Streets, NW

The Potomac Annex Historic District encompasses a complex of Navy buildings on a prominent hill adjacent to the Potomac in Foggy Bottom. It is associated with the first Naval Observatory and a series of U.S. Naval medical institutions, which constituted a sophisticated and influential medical facility renowned for the treatment and care of Navy personnel, research into naval medical issues, and the training of naval medical personnel. The institutions' work in these areas improved medical practices and care not only within the Navy, but also in the medical field in general, particularly through advances in areas such as tropical medicine,

chemical warfare, aviation medicine, venereal disease, and other contagious diseases. The medical complex had an important association with World War I, treating thousands of servicemen during this period. The war quadrupled the hospital's annual patient load, requiring the construction of additional facilities to handle the increased number of patients and staff. In addition, the Medical School was affected, entering important new fields of medical training and research relevant to the war effort. Among the school's endeavors during this period was the training of the epidemiological and sanitary units deployed to the front.

The Potomac Annex site was set aside as Original Appropriation No. 4 in the Plan of the City of Washington. Although L'Enfant anticipated use of the site for defensive battlements, the District Commissioners set it aside for a National University which never materialized. In 1842, President Tyler selected the site as the permanent home of the Depot of Charts and Instruments (established 1830), and authorized the construction of a naval observatory to make the astronomical observations essential for navigation. The observatory occupied the site until 1893, and after its relocation, the property was transferred to the Navy's Bureau of Medicine and Surgery to serve as a Museum of Hygiene. The bureau and its laboratories were recognized as the site of significant research in medical issues related to naval service.

In 1902, the Naval Medical School established in Brooklyn in 1893 was also relocated to the site. It shared the old observatory, and upon disbanding of the museum in 1905, expanded to occupy the entire structure. In 1903, Congress authorized construction of a Washington Naval Hospital at the site, to replace the old Naval Hospital near the Navy Yard. The new hospital was built just south of the observatory, followed by separate wards and staff quarters, designed in a similar style to create a unified campus. The hospital was used heavily during World War I and the influenza epidemic of 1918. A dental school was established in 1923, and a program in aviation medicine in 1927. By 1930, the facility had become inadequate, and the Navy proposed replacement of all buildings with a new hospital, but in 1937 Congress authorized relocation to a new site. The hospital moved to Bethesda in 1942, and the complex became the administrative headquarters of the Bureau of Medicine and Surgery.

*Eligible for NR listing (September 12, 2001); includes buildings significant from 1842 to 1942; US ownership; see also Observatory Hill, Old Naval Hospital, Old Naval Observatory, Washington Naval Hospital, Benjamin Rush Statue, and Bibliography (Robinson, Architectural Survey, Potomac Annex)*

### **Potomac Aqueduct Bridge Abutment and Pier**

Potomac River west of Key Bridge

Remnants of canal aqueduct over the Potomac, including Georgetown abutment and stone pier; a major early-19th century engineering achievement involving construction of piers to bedrock 35 feet under the waterline; begun 1833 from Virginia shore, Georgetown abutment built 1840-41, completed 1843 (Maj. William Turnbull, U.S. Topographical Engineers, architect); originally carried wooden queen-post truss; drained and used as highway bridge during Civil War; wooden Howe truss constructed for canal in 1868, with highway bridge above; iron truss added in 1888; inland arch of abutment raised c. 1900-09 to accommodate trains; superstructure removed 1933, piers cut down 1962; *DC designation January 23, 1973; US ownership; HABS DC-166; see Bibliography (Goode: Capital Losses)*

### **Potomac Boat Club**

3530 K Street, NW

Built 1908; *DC designation January 23, 1973, NR listing June 27, 1991; within Georgetown HD and Potomac Gorge*

*Potomac Electric Power Company (1929-30) at 999 E Street NW: see Pennsylvania Avenue National Historic Site and Bibliography (Goode, Washington Sculpture)*

### **The Potomac Gorge (Potomac Palisades)**

Potomac River upstream from Key Bridge

The site of the Federal City, at the opening out of the valley where the Potomac breaks over the fall line from Piedmont uplands onto the coastal plain, was chosen for political, practical, and aesthetic reasons. Located on the symbolic dividing line between North and South, and near George Washington's Mount Vernon estate, the

selection placed the city at the head of river navigation, with access to fertile hinterlands and the potential for waterpower from the falls just upriver. The beauty of the Potomac Gorge was recognized from the city's beginnings, and since the time of the McMillan Plan, it has been preserved in its natural state. *DC listing November 8, 1964; US ownership*

### **Potomac Masonic Lodge No. 5**

1058 Thomas Jefferson Street, NW

City's oldest lodge hall, built in 1810 by Georgetown's third Masonic Lodge (Potomac Lodge No. 43, rechartered in 1811 as Potomac Lodge No. 5); sold 1840 and converted to a shop and residence; 2 stories, brick, facade altered (central door and arched 2nd floor recess, lunette and panels filled in; show windows added 1940s); *DC listing November 8, 1964; HABS DC-153; within Georgetown HD*

*Potomac Palisades: see Potomac Gorge*

### **Potomac Palisades Archaeological Site [NR only]**

Vicinity of Foxhall Road and MacArthur Boulevard

Prehistoric; *NR listing April 15, 1982; US ownership*

*Potomac Parks, East and West (reclaimed 1882-1912): see East and West Potomac Parks Historic District*

*Potomac Railroad Bridge: see East and West Potomac Parks Historic District.* This federally chartered bridge was built by the Army Corps of Engineers in 1901 to carry railroad traffic over the Potomac River. Most of its steel trusses were subsequently replaced by steel plate girders.

*Potomac Savings Bank (ca. 1850, altered 1910) at 1200 Wisconsin Avenue NW: see Georgetown Historic District and HABS DC-323*

*President Lincoln's Cottage (President Lincoln and Soldiers' Home National Monument): see Lincoln Cottage*

*President's Guest House (1942): see Blair House*

*President's House, Gallaudet University: see Gallaudet University, President's House*

*President's House, George Washington University: see Ray House*

*President's Office, George Washington University: see George Washington University, President's Office*

*President's Park (Original Appropriation No. 1): see The Plan of the City of Washington.* The original appropriation known as President's Park is now divided into three distinct spaces: the White House Grounds, the Ellipse or South Grounds, and Lafayette Square (now Reservation 10). *HABS DC-689; see separate listings*

*President's Park South: see the Ellipse*

*The Presidential (Appleton P. Clark, 1922) at 1026 16<sup>th</sup> Street NW: see Sixteenth Street Historic District and Bibliography (Goode, Best Addresses)*

### **Prince Hall Masonic Temple**

1000 U Street, NW

Home of first African-American Masonic order in the south, founded 1825; named for first African-American freemason; built 1922-30, Albert Cassell, architect; altered 1930; *DC designation December 9, 1982, NR listing September 15, 1983; within Greater U Street HD*

### **Proctor Alley Livery Stable**

1211-1219 Rear 13th Street, NW

Rare surviving example of a large-scale commercial livery stable; distinguishing features illustrate state-of-the-art technology for a late-19th century stable facility; 3 stories, red brick, utilitarian design with segmental-arched windows including individual horse stall windows; metal-framed structure with sanitary concrete flooring; built 1894, J.F. Denson, architect; operated as W.H. Penland & Co. stable from 1894-97, Mount Vernon Stables from 1898-1908, then converted to garage for Terminal Taxicab Company; *DC designation April 21, 1993, NR listing December 29, 1994*

**Prospect Hill Cemetery**

2201 North Capitol Street, NE

Notable for a design that embodies the romantic landscape ideals of the Victorian era, Prospect Hill Cemetery was established in 1858 by the German Evangelical Society of the Concordia (Lutheran) Church. The grounds display a general asymmetry of winding roads and paths winding over and around gentle grassy hills and under trees. Burials are in a combination of rows and plots, marked with classical monuments and in a variety of ways. Prospect Hill is notable for its association with the history and contributions of Washington's Protestant Germans, and for its archaeological potential. *DC designation March 24, 2005*

**Prospect House (Lingan-Templeman House)**

3508 Prospect Street, NW

Built 1788-93 by a prosperous Georgetown merchant; altered 1861; enlarged and restored in 1934 (J.W. Adams, architect); *DC listing November 8, 1964, NR listing March 16, 1972; HABS DC-210; within Georgetown HD*

***Providence Hospital [demolished]***

Folger Square, SE

Built 1866; enlarged and extensively remodeled in 1904 (Wood, Donn & Deming, architect); *DC listing November 8, 1964; demolished 1964*

*Prudential Bank (1922) at 715-17 Florida Avenue NW: see Greater U Street Historic District*

**Count Pulaski Statue**

13th Street and Pennsylvania Avenue, NW

Bronze equestrian memorial to Brigadier General Count Casimir Pulaski, Polish patriot and volunteer in the Revolutionary War; commissioned by Congress, dedicated 1910; Kazimierz Chodzinski, sculptor; Albert R. Ross, architect; *within a L'Enfant Plan reservation and Pennsylvania Avenue NHS*

***Public Health and Marine Hospital Service, Hygienic Laboratory (National Institute of Health; E Street Complex) [National Register eligible]***

2430 E Street, NW

The group of three buildings on the western side of Observatory Hill (also called the E Street Complex) comprise the original home of the Public Health Service and the National Institutes of Health. The campus was established in 1901, when five acres of Original Appropriation No. 4 were separated and transferred to the Marine Hospital Service for use as its Hygienic Laboratory. Created in 1871 as a bureau of the Department of the Treasury, the Marine Hospital Service was the successor to the loose system of marine hospitals built to provide relief and maintenance of disabled seamen at sea and river ports across the country. These hospitals were supported by payments from merchant seamen into the Marine-Hospital Fund, established in 1798 as the nation's first medical insurance program. Under first Supervising Surgeon General Dr. John Maynard Woodworth, a former Union Army surgeon, the service was transformed along military lines into a unified national health corps designed to deal with the health needs of a rapidly growing and industrializing nation. In response epidemics of contagious disease, the service's functions were periodically expanded to include the supervision of national quarantine, medical inspection of immigrants, interstate disease prevention, American Indian health systems, and general public health investigation.

In 1887, the service established a Hygienic Laboratory at its marine hospital on Staten Island, to help diagnose infectious diseases among immigrants. In 1902, the functions of that laboratory were greatly enlarged and relocated to Washington as part of the reorganized Public Health and Marine Hospital Service, under the direction of the Surgeon General. In 1912, this agency became the Public Health Service, with additional authority to investigate diseases and sanitation. In 1930, the Hygienic Laboratory was reorganized as the National Institute of Health (with 1948 expansion, National Institutes of Health), and in 1939, the Public Health Service was combined with other New Deal agencies related to health, education, and welfare to create the Federal Security Agency. In 1953, the agency was elevated to cabinet status as the Department of Health, Education, and Welfare, and in 1979, remained with the new Department of Health and Human Services.

**Hygienic Laboratory (Central Building):** Built in 1904 at what was the corner of 25<sup>th</sup> and E Streets, the main building was occupied by the Hygienic Laboratory (later National Institute of Health) from 1904 to 1941. The front section of the building was demolished for construction of the E Street expressway in the 1960s.

**East Building:** Built 1919

**South Building:** Built 1919

### **Public Health Service (Department of the Interior South Building)**

1951 Constitution Avenue, NW

Notable example of Federal office construction during the 1930s, built as the first headquarters of the United States Public Health Service; one of the monumental buildings lining Constitution Avenue in accordance with the McMillan Commission Plan; first headquarters of the Joint Chiefs of Staff (1942-46); home of Atomic Energy Commission (1947-c1953), and various other Federal agencies including Bureau of Indian Affairs; the only substantial government commission of noted Washington architect Jules H. de Sibour; Greek Classical Revival style, marble facades with monumental windows between pilasters, tile roof, classical lobby; built 1931-33. *DC designation April 26, 2007, NR listing July 5, 2007; US ownership*

### **Public School Buildings of Washington, D.C., 1862-1960**

Multiple Property Documentation; *DC adoption May 23, 2002, NR adoption July 21, 2003*

The history of public education in the District of Columbia follows the course of the city's growth itself. The public school system dates from 1804, only four years after the Federal government occupied the city. President Jefferson headed the first board of trustees. Since then, the school system grew as the city developed, and in the process the educational offerings expanded to address the diverse needs of the city's population.

Despite the high level of interest in the public schools, the early school system remained small and housed in makeshift quarters. As late as 1855, the school buildings were described as ill-adapted for educational purposes and deficient in space. For African-American children, conditions were worse. The black schools developed in 1807 under the sponsorship of private citizens and religious groups. The schools were quartered in churches and in other buildings that had been built for non-educational purposes. Small one-room and two-room frame buildings were constructed along the major roads that cut through the rural landscape of Washington County. Typically, an acre or half-acre of land was considered sufficient for each school.

By the end of the Civil War, however, the District embarked on an ambitious plan to erect modern schoolhouses and a system of free public education that would be unsurpassed in the nation. The postwar era was marked by the construction of a distinctive group of major school buildings, unlike anything that had been built previously in Washington. This new physical presence was accompanied by the restructuring of the schools to create a graded system, high schools, and a normal school. During this period, the school system inaugurated a policy of relatively small buildings for the lower grades, reflecting the modest and widely scattered population of the District. Even as the population became more dense, the small elementary school was entrenched in the sympathies of the local citizenry, and this policy endured.

In 1862, Congress had provided for a system of public schools for black students, under a separate superintendent, but it was not until 1865 that the first public schoolhouse for African-American students was constructed. By 1874, the separate school systems were merged into a single entity for all of the schools of Washington City, Georgetown, and Washington County. The city gradually overcome the challenges of a rapidly increasing population and unreliable Congressional funding to construct substantial systems for both white and black schools, although the allocation of funds between the white and black schools remained a serious point of contention that affected location, design, and operations of the schools. A limited form of separation of the sexes also endured well into the 20<sup>th</sup> century, and its vestiges can be seen in separate boys' and girls' entrances in many school buildings

Under the commission system of municipal government established in 1878, the public school building program of the last quarter of the nineteenth century was not as publicized as that of the previous decade, although the District continued to seek out innovative designs for its schools. In 1879, the Commissioners

advertised for designs for a public schoolhouse, but throughout the 1880s and much of the 1890s, the Engineer Commissioner and his staff in the Office of the Building Inspector designed dozens of eight- to twelve-room red brick schoolhouses close to population centers. When a school became overcrowded, the customary response was to construct a new school building on an adjacent lot or within a few blocks of the older school. In other instances, small annexes were appended to the original buildings.

During the 1880s, architect John B. Brady designed many of the school buildings under the supervision of Building Inspector Thomas B. Entwistle. Architect of the Capitol Edward Clark was also associated with municipal architecture both as a designer and as an inspector of designs. Many of the schools produced during this period were simple, efficient, and durable red brick buildings in the Romanesque Revival style. The buildings were often elaborated with picturesque elements, such as towers with pyramidal roofs and finials, and when completed, they blended in with the buildings of the surrounding community. The floor plan typically followed a fairly predictable pattern of four rooms with adjoining cloakrooms on each floor, arranged in a pinwheel fashion around a central hallway, with play areas in the basement.

By the late 1890s, the familiar red brick schoolhouse came to characterize the building type in the city. Its straightforward simplicity, once lauded for its excellence, had become out of step with changing aesthetic standards. In response to this criticism, city and school officials sought ways to improve the quality of design, and following the example of the federal government, opened the design of school buildings to private architects under the supervision of the Building Inspector. While the plans for these newer buildings were basically the same, the exterior treatments of the buildings differed significantly from the previous schools. Thus these early buildings designed by private architects can be regarded as transitional buildings, bridging two eras of schoolhouse design.

In the early 20<sup>th</sup> century, Washington's public educational system began to address a broader range of education needs, such as technical education, physical education, and life-time skills. During the first decade of the century, architects in private practice cooperated with municipal architects in designing facilities to serve these programs. The well-known practitioners involved in this work included Marsh & Peter, Appleton P. Clark, Jr., Leon Dessez, Robert Stead, Waddy B. Wood, and Glenn Brown.

The school buildings designed during this period reflected national advances in educational planning and in the technology of ventilation, heating, and lighting. No longer containing only classrooms, auditoria, and playrooms, high schools were now "temples of education" that included large gymnasias, swimming pools, lunchrooms, laboratories, and armories. Their design had become a science, involving consideration of the building plan, site, relationship to sun, entrances, cloakrooms, playgrounds, and sanitary facilities. Such schools became an important building type discussed in architectural journals.

In 1908, the Commissioners appointed a Schoolhouse Commission to study the buildings of the system. In the area of new building design, the Schoolhouse Commission envisioned the consolidation of small facilities into much larger ones, so that smaller 4- to 8-room schools would be replaced by larger 16- to 24-room schools similar to those found in New York City, St. Louis, and Philadelphia. This recommendation proved unpopular, however, and despite the 12-room elementary school becoming more common, continued increases in school enrollment precluded attempts to abandon all older buildings.

In 1909, Congress created the position of Municipal Architect, with authority for the design of the public schools, and in 1910, the design of the buildings came under the review of the newly created Commission of Fine Arts. During the following two decades, the design of the city's schools was dominated by the two Municipal Architects: Snowden Ashford, who served until 1921, and his successor, Albert L. Harris, who served until his death in 1933. During this period, the design of buildings covered the range of Renaissance, Elizabethan, Collegiate Gothic, and Colonial Revival styles, although the preference of the Fine Arts Commissioners tended to favor the latter.

After World War I, the school construction program accelerated rapidly in response to the city's greatly increased population. The creation of junior high schools necessitated a new kind of building, and caused changes in the design of elementary and senior high schools. The city's architects also experimented with

expansible buildings, allowing schools to be designed as a complete whole, but constructed in sections as the population of the surrounding community expanded. By the end of the decade, the city embarked on a Five Year Building Program to provide larger and more modern schools, and as part of the plan, Municipal Architect Harris finally abandoned the old eight-room pinwheel-type of building in favor of schools with 16 to 20 classrooms.

During the 1930s, the Great Depression interrupted the Five Year Building Program embarked upon in the late 1920s. Funds for school construction were not readily available, yet at the same time, the New Deal programs of the Roosevelt Administration brought large numbers of workers to the District. Overcrowding continued to be a problem in the schools. In spite of these problems, 27 new schools were completed during the 1930s, including four high schools and seven junior high schools. Vocational schools were raised to the level of junior high schools during this period, and then, during World War II, to vocational high schools.

In 1934, Nathan C. Wyeth succeeded Albert Harris as Municipal Architect; he retired in 1946. All of the 1930s schools were designed in the Colonial Revival style established by Harris and approved by the Commission of Fine Arts. Gradually, stylistic refinement and prominent embellishment fell victim to economic constraint at the insistence of Congress.

The population of the District increased by more than a quarter million residents during World War II, and as the war neared its end, construction of schools to accommodate demographic changes became an urgent priority. The Office of the Municipal Architect responded to the crisis with a series of schools. Under Nathan Wyeth's successor Merrel A. Coe, the design for these buildings gradually evolved from merely applying a Moderne vocabulary to the much-repeated 1928 prototype for an extensible school building, to an altogether new plan based upon the functional aesthetics of postwar modernism and the International style. Varied interior functions were expressed by a dynamic asymmetrical massing of volumetric elements, as in the new prototypical design for junior high schools, featuring long classroom blocks on either side of a central entrance tower.

Many of the newcomers during World War II were African-American, and in the segregated school system, the hardships caused by the wartime halt in school construction were now borne disproportionately borne by their children. Construction of schools for African-American students became a priority and included the majority of new schools and additions to schools built after the war. As increasing numbers of white families moved to the suburbs, the Board of Education further attempted to remedy the imbalance in school facilities by shifting school boundaries and finally by reassigning formerly white schools to the black system, most notably in 1950 by relocating the overcrowded Cardozo High School to the old Central High School.

The first direct challenge to the segregated school system after the war came in 1947, as part of the sustained national struggle leading to the Supreme Court public school desegregation cases in 1954. After these decisions, the D.C. Public Schools drew national attention and scrutiny as the first jurisdiction in the country to desegregate its schools. For the remainder of the decade, the schools faced the continuing problems of reorganization, overcrowding, teacher shortages, and poor distribution of facilities relative to the locations of greatest need.

*Pullman, Mrs. George, House: see Russian Embassy*