

K STREET
Washington
District of Columbia

HABS NO. DC-714

HABS
DC
WASH
610-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
P.O. Box 37127
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HISTORIC AMERICAN BUILDINGS SURVEY

K STREET

HABS No. DC-714

HABS
DC
WASH
610-

Location: The street stretches from the westernmost point of the historic city at Rock Creek to the historic boundary on the east at Florida Avenue, NE.

Owner/Manager: The right-of-way spanning from building line to building line is the property of the U.S. government while the paved roadways, sidewalks, and the planted areas between are under the jurisdiction of the District of Columbia Department of Public Works.

Present Use: Between Georgetown and Mount Vernon Square, the street serves as a major thoroughfare. Between Seventh Street, NW to Second Street, NE, it is a minor thoroughfare flanked by a mixture of commercial and apartment buildings and large, untended vacant lots. East of Second Street, NE, it is a quiet, residential street.

Significance: K Street developed according to the L'Enfant/Ellicott plan as one of the widest streets in the city. In the northwest quadrant, it passes five of the city's major parks. The elegant mansions that lined it in the nineteenth century have been completely replaced by maximum-height modern office buildings revealing the drastic effect of a change in zoning.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of plan: 1791 L'Enfant Plan; 1792 Ellicott Plan.

2. Alterations and additions:

1872: Paved with stone from Georgetown to Washington Circle and with wood around the circle and to Mount Vernon Square.

1882: Asphalt carriageways intersecting Mount Vernon Square removed at the request of nearby property owners.¹

ca. 1908: Railroad tracks leading to Union Station bridge the roadway between First and Second streets, NE.

1961: Underpass constructed between 22nd and 24th streets, NW, to carry roadway under Washington Circle.

B. Historical Context:

On his plan for the city, Pierre L'Enfant included a very wide latitudinal axis through the city that continued the line of an east-to-west segment of the Potomac River. K Street was probably designed to afford a view down this stretch of the river. On the plan, this wide street originates in Georgetown, crosses over Rock Creek, and continues east into the city. At its intersection with New Hampshire and Pennsylvania avenues is a large circle (Washington Circle--See

¹ Annual Report . . . , 1882, 2736.

HABS No. DC-688). The street forms the north boundary of two open rectangles, one at the intersections of Connecticut Avenue and Seventeenth Street (Farragut Square--See HABS No. DC-671) and the other at Vermont Avenue and Fourteenth Street (McPherson Square--See HABS No. DC-680). Continuing east, it passes through a yellow-shaded square at the intersection of New York and Massachusetts avenues (Mount Vernon Square--See HABS No. DC-682), which forms the symmetrical counterpart to Washington Circle. Continuing its course to the eastern edge of the city, it crosses New Jersey and Delaware avenues, as well as another diagonal avenue not included on the engraved plan produced by Andrew Ellicott the following year.

Ellicott, who replaced L'Enfant in 1792, basically followed L'Enfant's plan for this street, but indicated a stone bridge at the point where it crosses Rock Creek. He retained the rectangular parks at Seventeenth and Fifteenth streets and added an open circle between them at Sixteenth Street.

Before the land for the city was conveyed to the federal government, the line of K Street traversed numerous tracts of land. The Widow's Mite, spanning from about 25th to 18th street, and Port Royal, extending from 18th to First Street were patented in the late 1600s; by 1791, the segment of the former tract crossed by the new planned roadway was owned by Robert Peter and James Ligan, and the latter by Samuel Davidson, James Peerce, and Joseph Coombs. Between First Street, NE, and Goose Creek the right-of-way passed through a tract called the Gleaning, owned in 1791 by Benjamin Oden; and from east of the creek to the city boundary, it crossed through parts of Allison's Forest and the Inclosure, both owned by Notley Young.²

Soon after the federal government acquired the land for the city, Leonard Harbough was commissioned to build a stone arch bridge to span Rock Creek and link Georgetown's Water Street to the City of Washington's K Street. Although the poorly built bridge began to collapse soon after completion, the continuous existence of a crossing at this point probably contributed to even the limited development of the west end of K Street in the early nineteenth century.³ Pennsylvania Avenue doubtlessly became the foremost route through the early capital, while K Street unofficially marked the primitive city's northern limits.

While the west end of the street near Georgetown saw some development, the most populated segment of the street was between Fifth and Twelfth streets. By 1843, the region was populated enough to support a market in the federally owned open space at the intersection of K Street with New York and Massachusetts avenues (later Mount Vernon Square). In response to a citizens' petition, the government erected a brick market building on the federal reservation in 1846, which was soon joined by the Northern Liberties Fire Engine House. Because of its central location, the open space was used as a polling place, and in 1857 city elections held in the reservation led to a bloody riot. The market continued to prosper during and after the Civil War as the city population expanded and Seventh Street became a major traffic corridor.

Although today K Street is enlivened by five large parks, before the 1850s, Mount Vernon Square was the only one with any notable improvements. The largest park on the street, Franklin Square, was one of the first to be improved,

² McNeil, 42-43, 46-51.

³ Hawkins, 17.

although it was not set aside as open space on the L'Enfant/Ellicott plan (See HABS No. DC-673). Originally, City Square No. 249 was intended for private sale and development, but the federal government purchased the 174,417-square-foot block in 1832 for \$6,900 because of its fresh-water spring. After pipes were laid to channel the water to the President's House, executive offices, and various city fire hydrants, the new federal property was designated as a public park. Anticipation of the pleasure ground probably boosted real estate values in the surrounding neighborhood, but the reservation remained largely unimproved until the 1850s, despite piecemeal allocations for minor improvements throughout the 1830-40s. In 1853, the government spent more than \$400 to grade it, and Benjamin B. French, an employee of the Department of the Interior charged with overseeing the improvement of public buildings and grounds, requested \$12,000 to enclose it with an iron fence with four iron gates. Nevertheless, the park-- "situated in one of the most prosperous portions of the city and . . . surrounded by some of the best edifices"--wasn't completed until after the Civil War. Around 1864, the reservation was enclosed with a wood fence and planted, and by 1866 it featured grass, walks and flower beds.⁴

To the west the street traversed the city's early industrial area at Foggy Bottom. The Boschke maps of 1857-61 shows a market in the center of the K street right-of-way between 19th and 20th streets and a large round gas tank on the north side of the street between 20th and 21st streets. The area around Washington Circle, although located on the well-traveled Pennsylvania Avenue, was known as a dangerous and disreputable area. In 1854, French described the circle at the intersection of K Street and Pennsylvania Avenue as "unfinished and most unsightly." In 1855, two years after Congress approved the erection of an equestrian statue of George Washington in its center, French devised a plan to enclose the circle and lay paths on axis with the major intersecting avenues. He oversaw the improvement of this circle the following year, planting trees and shrubs and enclosing it with a rough wood fence. But despite the improvement of the park, the area remained relatively undeveloped; although the Boschke map shows gas lines on the surrounding streets, only two structures face onto the circle. Just west of the circle on K Street stood a "gloomy brick house" built in 1820 that had been occupied in the 1840s by the very eccentric and unpopular British Minister Henry S. Fox. In 1860 the building was taken over by Roman Catholic nuns as St. Ann's Infant Asylum, a hospital for white women and children that operated on the site until the 1940s.⁵

While the Civil War raged between 1861 and 1864, Washington was converted into the home base for the Union forces. Civic improvements were halted, and many parks became encampment sites for troops mustered to protect the capital city. An 1865 print shows Washington Circle as an enclosed park planted with trees and grass, in stark contrast to rows of army barracks lining 23rd Street to the south. The park was neglected during the war, however, prompting French to complain in 1865 that it was filled with cattle and horses and was frequently vandalized.⁶

⁴ Annual Reports . . ., 1864, 685; 1866, 550.

⁵ Federal Writers Project, 643; Sherwood, 7.

⁶ French, 1865, 7.

Although Washington Circle remained more or less a park during the war, other open spaces on K Street were commandeered for military use. Temporary wood shacks were built in Farragut Square to house the Freedmen's Bureau, and Franklin Square was occupied by the barracks of the Twelfth New York Volunteers.⁷ A rare 1862 photograph taken of two houses on the north side of Franklin Park--one occupied at the time by the Mexican Legation and the other by abolitionist Supreme Court Justice Noah H. Swayne--shows an unpaved K Street with flagstone pavers laid across it as a crosswalk.⁸ Although a few of the blocks along K Street between Vermont Avenue and Mount Vernon Square were laid with gas lines for street lamps at the time, between Third Street, NW, and the eastern city boundary, the roadway was unsettled and probably uncleared.

As part of the effort to improve living conditions in the federal capital after the Civil War, Washingtonians were granted home rule in 1871, and the newly formed Board of Public Works headed by Alexander "Boss" Shepherd made huge strides toward updating the city's infrastructure. Allegations of overexpenditure and graft led to the downfall of the territorial government in 1874, but not before the board had graded and paved miles of streets, laid sewer and gas lines, and planted thousands of street trees. A map published by the board in 1872 indicating the work "completed or in course of completion" shows K Street paved with stone from the Rock Creek bridge to Washington Circle and paved with wood around the circle and east to Mount Vernon Square.

The year before the territorial government was formed, the city's Parking Act legislated the division of Washington's wide rights-of-way into narrow roadbeds flanked by sidewalks with grassy strips between for street trees. Within weeks of enactment, a segment of K Street was narrowed. Sidewalks were laid adjacent to the building lines, and the large swaths of land between the sidewalks and roadway were enclosed with fences and planted. This experiment failed since critics said the enclosed rectangular areas, separated from the houses by the sidewalks, looked like cemetery plots. The revised system, which remains in effect today, set the sidewalks closer to the roadbeds and allowed residents to enclose the government-owned land between the building lines and the sidewalks for use as front yards. From this time onward, structures throughout the city were built up to the property lines, uniformly framing the wide street corridors. To relieve the monotony of continuous flat facades, further legislation in the 1870s permitted the protrusion of bays, oriels and stoops into the federal rights-of-way.⁹ An 1880s photograph of a segment of K Street between 14th Street and Vermont Avenue shows the rhythm of bays on one of the terraces built after this legislation, as well a wide gravel or pressed-dirt sidewalk with young trees in cutouts near the curb protected by metal tree guards.¹⁰ A tall ornamental fence separates the planted front yards of the elegant rowhouses from the public sidewalk.

In addition to beautifying the streetscape, the board also oversaw the removal of "nuisances" such as the market at Mount Vernon Square. As makeshift

⁷ Goode, 67.

⁸ Goode, 66.

⁹ Hoagland, 70.

¹⁰ Goode, 155.

additions had been made to the aging market, and the neighborhood grew more prosperous, it came to be viewed as an eyesore, and residents petitioned for its removal. Despite the protest of several stall keepers, the market was hastily razed. Two accidental deaths during the demolition created the final scandal that led to the government's demise. The new market, constructed several blocks east on K Street, was praised for its modernity and remained on the site until the late 1970s.

As the Board of Public Works managed the city's streets, the Office of Public Buildings and Grounds (OPB&G) under Army Corps of Engineers officer Orville Babcock, worked to identify and improve the federal open spaces at street and avenue intersections. By the time Babcock left his office on 1876, all of the major parks on the newly paved K Street were transformed into lush pleasure grounds, dotted with flowers, fountains, and statuary. After the removal of the market and firehouse, Mount Vernon Square was divided by Massachusetts and New York avenues into four triangular parks with an ornamental iron fountain "of artistic design" in the center.¹¹ Washington Circle was refurbished in 1874, and the square at Connecticut Avenue, approved to receive a statue of Adm. David Glasgow Farragut, was planted and furnished with paved paths, fencing, drinking fountains, and gas lamps. The fully improved park at Vermont Avenue received the statue of Brig. Gen James B. McPherson in 1876 in a grand unveiling ceremony, and Franklin Square was embellished in 1873 with a large fountain, a Victorian watchman's lodge, and a pair of American eagles displayed in a cage.¹²

As the parks were improved, elegant new homes were built facing the tree-lined boulevard; by 1900 the segment of K Street between Ninth and 20th streets was considered the "Park Avenue" of Washington.¹³ Some of the earliest buildings built during this growth spurt provided necessary services for the wave of homes that would follow, such as the Engine Co. No. 1 of the D.C. Fire Department built at 1643 K Street in 1867, the Northern Liberty Market built in 1874 to replace the market in Mount Vernon Square, and the innovative Franklin School, built in 1868 on the south side of K Street facing onto Franklin Park. The school was built as a symbol of Washington's commitment to education, and the building, designed by Washington architect Adolph Cluss, won awards for its modern construction. It became so popular that students were placed on long waiting lists to enroll.

The residential building boom of the 1870s seemed to begin with speculative multi-family complexes, such as Mount Vernon Row built at the corner of Tenth and K streets in 1873 and the trio of stone-faced rowhouses built the same year on the north side of Farragut Square. The corner unit of the latter group was occupied by Alexander Shepherd, who could see the newly improved Farragut Park and the street paved under his leadership from his bay window.¹⁴ Franklin Terrace was built in 1875 on K Street between 14th and Vermont Avenue diagonally across from Franklin Park.

One of the early mansions on the street was built by real estate developer

¹¹ Annual Report . . ., 1877, 10.

¹² Annual Report . . ., 1873, 11.

¹³ Goode, 116.

¹⁴ Goode, 152-53.

Archibald Lowery a block west of Franklin Terrace at the corner of Vermont Avenue and K Street in 1875. Later renters of the house would include Phoebe Hearst and the Vanderbilts. Michigan Senator Thomas W. Palmer built his Washington home adjacent to Lowery's at 1435 K Street in 1884, and in 1886, Ohio farm-equipment manufacturer Benjamin Warder commissioned H. H. Richardson to design his home at 1515 K Street across the street from the home of fellow Ohioan Nicholas Anderson at 1530 K Street. Anderson's home, designed by Richardson in 1881, was built on the site of a vacant lot that had been used for storing wood and coal.¹⁵ Opulent mansions springing up amid storage yards and rubbish heaps was a common sight on K Street during this period of rapid development.

The street was racially integrated before it was gradually overrun by the homes of the rich and famous. When the Chandler/Hale House was built in 1891, it replaced two brick houses occupied by a black family, the Cooks, that included Samuel L. Cook, a physician who practiced from one of these residences, and Mary V. Cook, a District school teacher.¹⁶ Other mansions such as the Elkins House at 1626 K Street, built in 1892 by Philadelphia architect Frank Furness, and the Childes House built in 1894 at 1537 K Street, defined the streetscape prior to the turn of the century.

By 1903, between 19th Street and Mount Vernon Square, the street presented almost a continuous line of brick or stone structures that included detached mansions, elegant rowhouses, apartment buildings, churches and a few businesses. West of 19th Street, a mix of smaller wood-frame and brick structures were interspersed with vacant lots. Likewise, east of Mount Vernon Square the roadway was more commercial and industrial, including a market, a metal works, and a coal yard.

Before 1887, the roadway was unpaved east of Third Street, NW. By 1903, it featured a gravel surface between First and Seventh streets, NE, but was still unpaved from Seventh Street east to the city boundary. Until Union Station was built in 1908, railroad tracks entering the city crossed the road on grade near Eighth Street, NE. With the construction of the station, the hazardous grade crossing was eliminated, and the new tracks bridged over K Street between Second and First streets, NE. Although the region near the tracks remained industrial, by 1913 the entire segment of K Street from Second Street, NE, to Florida Avenue was lined with the modest, uniform rowhouses that remain largely in place today.

As this middle- and working-class neighborhood grew on K Street east of the railroad tracks, subtle changes were taking place in the fashionable neighborhood to the west. A gradual shift from residential to commercial occupancy began in the area that developed earliest, in the vicinity of Mount Vernon Square. As a result of residents' requests in the 1880s, the OPB&G had removed the roadways intersecting Mount Vernon Square in 1882, creating a spacious rectangular park off-limits to vehicular traffic. Twenty years later, the square was selected as the site for a library donated to the city by philanthropist Andrew Carnegie. The Neoclassical library reflected the new City Beautiful ideals of public spaces filled with white columned structures harkening back to the grandeur of Greece and Rome. The elegant Home Savings Bank erected east of the

¹⁵ Commission of Fine Arts, Vol. I, 144.

¹⁶ Commission of Fine Arts, Vol. II, 144-45.

park on K Street in 1902 also followed the classical trend and included not only banking facilities, but also luxurious apartments in its upper stories.¹⁷ The shift from Victorian to Neoclassical styling coincided with an increase in higher-density residences, such as apartment buildings and office and retail structures. By the time the classically proportioned Mount Vernon Place Methodist Episcopal Church was built west of the Mount Vernon Square in 1917, much of Franklin Terrace several blocks to the west had already been demolished--part in 1890 for a hotel, and part in 1916 by real estate developer Harry Wardman for an eight-story office building.

Farther west, the street was also being redeveloped with higher density structures. In 1925, the Anderson house at 1530 K Street was razed for construction of the elegant Carleton Hotel, and in 1926 Wardman tore down the Palmer House at 1435 K Street, which had served since 1894 as a boardinghouse then a hotel, then an office. It was replaced with the Rust Office Building, which would be obsolete in fifty years and be torn down in 1978 for a modern office building.¹⁸ The Childes House at 1537 K Street was razed for a parking lot in 1930, Archibald Lowery's House was torn down in 1936, and the Elkins House at 1626 K Street--abandoned since 1923--was demolished in 1937 for the Normandy Office Building. The Chandler/Hale House was razed in 1941 for the Statler Hotel at 16th and K streets, and Mount Vernon Row at the corner of Tenth and K streets was torn down in sections between 1940-69.

After Shepherd's Row on Farragut Square was demolished in 1952 for yet another office building, the transformation was nearly complete; between 15th and 20th streets, the former residential street was lined with minimally ornamented box-like office buildings and hotels. The shift was due in part to changing demographics and zoning regulations, but also to a degree because of the street's extraordinary width. According to Washington's height-limit regulations, a building can be as tall as the facing street is wide, plus another 20', thereby allowing buildings along K Street to reach the maximum permissible height in the city of 160'.

The development of office buildings on the street spread west into the Foggy Bottom area near Washington Circle. Known as an industrial area, populated largely by immigrants around the turn-of-the-century, this segment of K Street never reached the residential status of the blocks to the east, but over the first half of the twentieth century, it was increasingly dominated by the growing George Washington University and several prominent hospitals. Despite the invasion of new buildings in this region in the 1950-60s, one major Victorian housing complex survived, the uniform rowhouses of Schneider Triangle that encompassed the triangular block northeast of Washington Circle.

The multiplication of office space for an increasingly suburban work force created parking headaches and massive traffic jams along this stretch of K Street. The especially troublesome bottleneck at Washington Circle was eased by tunnelling K Street traffic beneath the park in 1961. West of the circle, the K Street expressway, built at the same time, carried K Street traffic directly into the

¹⁷ Goode, 282-83.

¹⁸ Goode, 102-03.

high-speed, limited-access Whitehurst Freeway.¹⁹ East of the circle, the wide right-of-way accommodated three separate roadways; paved medians were installed to separate four center lanes of two-way through-traffic from one-way turning and standing lanes on each side. While the side lanes helped to relieve gridlock, they also devoured the wide front yards that once characterized the residential street. Today, asphalt roadways flanked by brick medians and concrete sidewalks comprise 147' of hard surface between the facades framing K Street.

Parking shortages of the 1950-60s were partially solved in the 1970s by regulations requiring new buildings to include underground parking, and by the construction of Metrorail. Today the segment of K Street between 14th Street and Washington Circle is served by three metrorail stations-- named Farragut West, Farragut North, and McPherson Square, after the historic parks.

While the shift from residential to commercial buildings brought prosperity to the segment of K Street between Vermont Avenue and 18th Street, the neighborhoods in the vicinity of Mount Vernon and Franklin squares were characterized by liquor stores, laundries, and warehouses. From the 1910s, patrons and employees of the library in Mount Vernon Square complained of crime and vagrancy in the neighborhood and park. The Franklin Square area declined as well, as homes were converted to boardinghouses and the theaters of this former arts district began featuring sex-oriented shows. Through the 1950-60s, decaying structures along K Street were razed to create much-needed parking lots. This decline along K Street was further exacerbated by urban unrest in the 1960s, and finally riots that decimated several blocks near Mount Vernon Square.

During the economic boom of the early 1980s developers saw the area around Franklin Square as ripe for redevelopment and built huge office buildings in the vicinity. As the buildings were being completed, the speculators recognized that the neighborhood, which then included as many as twenty-three erotica-oriented businesses and numerous liquor stores, would discourage tenancy. The Franklin Square Association, formed to drive out undesirable businesses, reported in 1991 that the last adult video and bookstore had been closed and that 9 million square feet of office and retail space had been leased, increasing the number of workers in the neighborhood to 36,000.²⁰

With this construction boom--which included one of the tallest buildings on K Street to date, the twin-towered One Franklin Square--K Street's business district stretched east. A growing respect for historic structures in the 1980s, no doubt fueled by the almost complete obliteration of K Street's historic homes, prompted the 1990 restoration, rather than demolition, of the 1868 Franklin School. Around the same time, in a similar effort, the facade of the ornate Almas Temple on the north side of Franklin Square was moved down the block and refurbished to make way for the immense One Franklin Square. Today, the wide boulevard, from Washington Circle to 13th Street, is filled during the day with pedestrians and vendors who spill into the four large parks at lunch hour, often to be entertained by concerts sponsored by local business associations.

The Washington Convention Center was constructed a block south of K Street between Ninth and Eleventh streets in the 1970s to bring business back to

¹⁹ Sherwood, 48.

²⁰ "History of Franklin Square," Franklin Square: The New Era, an Advertising Supplement to the Washington Business Journal, February 18, 1991. 12.

the Metro Center, and it spawned several large hotels and offices, including the controversial Techworld complex encompassing two blocks on the south side of Mount Vernon Square and bridging over Eighth Street. The expected expansion of the business district east and north to Mount Vernon Square slowed with the recession of the late 1980s, and the segment of K Street from Eleventh Street east to the railroad overpass between First and Second streets NE, features block after block of vacant lots, interspersed with an uneven collection of modern high-rises and decaying turn-of-the-century structures.

PART II. ARCHITECTURAL INFORMATION

A. Overall dimensions:

1. Width: The right-of-way is 147' wide from building line to building line.
2. Length within city limits: K Street is approximately 3.5 miles from Rock Creek to Florida Avenue.

B. Elements within the right-of-way

1. Roadway: West of Washington Circle, K Street is a limited-access roadway feeding into the Whitehurst Freeway. The four center lanes are tunnelled under Washington Circle. From Washington Circle to Twelfth Street, K Street is a wide, divided thoroughfare with a four lanes of two-way traffic flanked by one-way parking and turning lanes separated by brick medians. East of Twelfth Street, the 50'-wide roadway serves two-way traffic.
2. Sidewalks and street trees: From Rock Creek to Twelfth Street, NW, the entire right-of-way is devoted to roadway, medians or sidewalks. Trees are planted in cutouts in the sidewalks, and in wells in the parallel brick medians that run from Washington Circle east to Twelfth Street.
3. Smaller reservations:
 - a. Three planted medians, Reservation Nos. 25, 26A, and 27 flank the roadway near Washington Circle (See HABS No. DC-688).
 - b. Four planted trapezoids--Reservation Nos. 175, 70, 176, 71--flank the roadway immediately east and west of Mount Vernon Square (See HABS No. DC-682).
4. Major reservations:
 - a. K Street traffic may pass under or travel around Washington Circle, Reservation No. 26, between 24th and 21st streets, NW (See HABS No. DC-688).
 - b. Between Connecticut Avenue and 17th Street, K Street forms the north side of Farragut Park, Reservation No. 12 (See HABS No. DC-671).

- c. Between 15th Street and Vermont Avenue, K Street forms the north side of McPherson Park, Reservation No. 11 (See HABS No. DC-680).
 - d. Between 14th and 13th streets, K Street forms the north side of Franklin Park, Reservation No. 9 (See HABS No. DC-673).
 - e. Between Seventh and Ninth streets, NW, K Street is diverted around Mount Vernon Square, Reservation No. 8 (See HABS No. DC-682).
- C. Framing elements: Between Rock Creek and Twelfth Street, the K Street right-of-way is framed by a virtually unbroken line of the flat facades of modern office buildings. From Twelfth Street to the railroad overpass between First and Second streets, NE, vacant lots are interspersed with a variety of old and new buildings of varying heights. Between Second Street and Florida Avenue the roadway is almost continuously framed by three-story brick rowhouses.
- D. Vistas:
- a. Clark Mills statue of George Washington in the center of the circle at 23rd Street provides a focus from both the east and west.
 - b. There is a clear view of the Francis Scott Key Bridge looking due west along K Street from Washington Circle.
 - c. Although nothing blocks the view from Washington Circle to Mount Vernon Square, the distance between them--sixteen blocks--prevents reciprocal vistas.
 - d. A water tower on the hills in Virginia is on axis with K Street, and is visible from all points along the street on the west side of Mount Vernon Square.

PART III. SOURCES OF INFORMATION

A. Maps:

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B. Early Views:

1862: View of K Street north of Franklin Square (Goode, 66).

1880: North side of K Street between Vermont Avenue and 14th Street. (Goode, 155).

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National Park Service
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PART IV. PROJECT INFORMATION:

The Plan of Washington, D.C., project was carried out from 1990-93 by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Division, Robert J. Kapsch, chief. The project sponsors were the Morris and Gwendolyn Cafritz Foundation Inc. of Washington, D.C.; the Historic Preservation Division, District of Columbia Department of Consumer and Regulatory Affairs, which provided Historic Preservation Fund monies; the National Capital Region and its White House Liaison office, NPS; and the National Park Foundation Inc.

HABS historian Sara Amy Leach was the project leader and Elizabeth J. Barthold was project historian. Architectural delineators were: Robert Arzola, HABS; Julianne Jorgensen, University of Maryland; Robert Juskevich, Catholic University of America; Sandra M. E. Leiva, US/ICOMOS-Argentina; and Tomasz Zweich, US/ICOMOS-Poland, Board of Historical Gardens and Palace Conservation. Katherine Grandine served as a data collector. The photographs are by John McWilliams, Atlanta, except for the aerial views, which are by Jack E. Boucher, HABS, courtesy of the U.S. Park Police - Aviation Division.