



CHRS CELEBRATING 60 YEARS OF PRESERVATION

# NEWS

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July/August 2016

## Evolution of Streetcar Planning: No Overhead Wires for the Union Station to Georgetown Streetcar Extension

By Monte Edwards

Six years ago I joined forces with Meg Maguire, Dorn McGrath and Dick Wolf and rode the entire proposed 37-mile streetcar route. As a result, we were able to offer guidance on how a first-class public streetcar system should be designed. The 2011 report, *Building a World-Class Streetcar System for a World-Class City*, is as reliable today as when presented to the City Council. It raises still unanswered questions about how it should be governed, financed, operated and maintained, and it continues to be the blueprint to evaluate the performance of our neophyte system.

One of the major issues in the Streetcar Report was concern about how the streetcar system would be powered: overhead wires or non-overhead wires? The Streetcar Report advocates the use of non-overhead wire propulsion to preserve view sheds, maintain our trees and avoid visual clutter.

When the Streetcar Report was prepared five years ago, the industry was just beginning to develop technology that would allow streetcars to operate over

certain parts of the route without overhead wires.

As manufacturers developed streetcar propulsion systems that did not rely on overhead electric wires, some simply moved the power supply from overhead wires to electric conductors located between the tracks under the streetcar. Others installed on-board batteries<sup>1</sup> or supercapacitors<sup>2</sup> that could power the streetcar through historic or other parts of the route where overhead wires would be obtrusive, but they were recharged from the overhead wires installed on the rest of the route.

In the past five years, there have been substantial technology evolutions in batteries, supercapacitors, regenerative braking and off-wire recharging enabling manufacturers to now offer streetcars that do not require overhead wires on any part of the route.

We were very pleased that on May 17, 2016, DC Dept. of Transportation (DDOT) held a public meeting to present their concept of the Union Station to Georgetown Streetcar Extension. DDOT plans to

use some combination of on-board batteries and supercapacitors that would recharge at passenger stops in less time than it takes for passengers to leave or enter the streetcar.

An additional change in DDOT's approach to streetcars is that they are now working with the Federal Transit Administration for their technical advice on streetcars and DDOT will be seeking federal funding of the streetcar system.

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# President's Column: CHRS Needs Your Talents!

By Elizabeth Nelson

**A**s a member of the CHRS Board of Directors since 2005, I have had the opportunity to work with several past presidents—Dick Wolf, Beth Purcell, Janet Quigley and Lisa Dale Jones. Each brought his or her own unique gifts and perspective to the office and I was always happy to work in the background, knowing that they were better qualified to lead the organization.

Dick was a charter member, knew everybody, and had a memory like an elephant. Beth is hyper-organized, super responsible and full of good ideas. Janet is a master of diplomacy and negotiation and always represented the Society brilliantly. Lisa is a professional writer and speaker, two skills in which I am the most deficient. Following these four is a daunting prospect but I will do my best not to disappoint those who are counting on me to move the work of the organization forward.

My initial focus will be on increasing public awareness of CHRS and our essential service to the quality of life on Capitol Hill. But it's not something I can do on my own or even with only the help of the Board. We'll need the input and energy of all of the members. With the exception of the House & Garden Tour—which is “all hands on deck”—we haven't asked for much in the way of member participation. It's certainly not because we don't need your help; it's because it takes time and energy to do the asking.

So, I'm not going to ask you to contact us right-this-very-minute. I'm going to wait a month or two. But please start thinking about what you might be willing and able to do for the organization. And be ready when the request comes. Keep in mind that a lot of tasks can be done

at odd hours from the comfort of your own home.

Some possibilities for you to consider:

**Outreach activities.** Can you staff the CHRS booth at the Barracks Row Festival or another community event? Can you host a “get to know us” party to introduce your friends and neighbors to the Society?

**Social opportunities.** Folks have suggested wine-tastings, happy hours, yoga sessions and other ideas that sound like fun and could attract new members, but we'd need someone to organize. Can that someone be you?

**Social media.** We have a website; a volunteer keeps up our Facebook page; we have an under-used Twitter account. But certainly more could be done to increase our presence on social media, in particular, posting to additional local listservs.

**Newsletter articles.** Stories about interesting individuals and properties are always well received. We also need writers to attend and “cover” CHRS events.

**Preservation Café series.** These present a real community service but it's a constant challenge to identify topics, recruit speakers and book facilities. Who do you know who gives a great presentation?

**And last but absolutely not least—The House and Garden Tour.** Back in the day, a huge committee of volunteers worked on this nearly year-round. But in recent years, it's been a skeleton crew, including paid staff. This could be whole lot of fun, if folks weren't stretched so thin. Please consider signing up now. There are tasks that lend themselves to just about any skill-set. We need volunteers to identify



COURTESY IMAGE

Incoming President Elizabeth Nelson.

houses, solicit advertising, develop a publicity strategy, write house histories, arrange the refreshment break, and plan the Homeowners' Reception and President's Party. After the first of the year, recruiting and training docents and ticket sales will be added to the list.

My other priority is to get to know more of the members. I'm not good with either names or faces (thank heavens I'm not a politician) and I know that many members can't consistently attend CHRS events, so it's going to be a challenge. But I'm including a photo so that you will know what I look like and if you find yourself standing beside me at the post office or sitting next to me on a bus, please introduce yourself.

Hoping to see you very soon!

— Elizabeth

## Capitol Hill Restoration Society (CHRS)

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### ABOUT CHRS

Capitol Hill is a special place. We promote, preserve, and enhance the character of our historic neighborhoods.

Since its founding in 1955, CHRS has worked continuously to make Capitol Hill the desirable location it has now become. Due to CHRS's efforts, Capitol Hill won designation as a historic district in 1976. Today, that legacy of standing up for the community continues with our work in planning, zoning, historic preservation, and public safety.

CHRS is a volunteer organization, made up of Hill residents who love their historic neighborhoods and want to ensure that the unique character of the Hill is around for future generations. Come join us!

To learn more or join, please visit:  
[www.CHRS.org](http://www.CHRS.org)

# CHRS's Monte Edwards Receives Committee of 100 Vision Award

Since 2001, the Committee of 100 has presented its annual Vision Awards to recognize projects, programs, plans, and the work of organizations and individuals that are visionary, innovative, and provide a notable benefit to the District of Columbia. This year, the Barbara Zartman Award for Planning and Zoning was given to Monte Edwards, Chair of the CHRS City Planning Committee.

The award honors individuals who have demonstrated an extraordinary commitment to the values of Committee of 100 (C100) through work advocating responsible planning and zoning decisions and laws. This award is given on a periodic basis to recognize the great contribution that an individual can make in shaping our city. Remarks from the awards ceremony:

This award was established to shine a light on those few individuals who demonstrate an extraordinary commitment to the work and values of the Committee of the 100, advocating responsible planning in the District of Columbia. Monte Edwards is such an individual.

When he became a member, Monte joined forces with Meg Maguire, Dorn McGrath and Dick Wolf to offer ground-breaking guidance on how a first-class public streetcar system should be designed.

The 2011 report, "Building a World-Class Streetcar System for a World-Class City," is as reliable today as when presented to the City Council. It raised still unanswered questions about how it should be governed, financed, operated and maintained, and it's still the blueprint to evaluate the performance of our neophyte system.



Monte Edwards (C) receives the Committee of 100 Vision Award from Stephen Hansen and Carol Aten.

[Monte] is well-known at City Hall and within city agencies. He develops trusted relationships with decision makers and leaves as his calling card a glossy C100 treatise on streetcars or an equally glossy compendium of C100 testimony on the merits of expanding commuter rail options or some other useful piece of information on the pertinent topic.

His work on the lack of planning foresight in the approval of an expansion of the Virginia Avenue Tunnel galvanized a broad demographic of potentially affected residents who had been voiceless. They proved a formidable group, and with Monte's help they took on powerful CSX and exposed the lack of transparency and the questionable local and federal decisions that frustrated the expansion of commuter rail in favor of potentially risky increases in freight rail through some of the most sensitive parts of our city.

As both an engineer and a lawyer, Monte can spot shoddy planning, a hidden deal buried in a footnote, or an unknown agreement that changes the course of decision-making. Tailor-made documents, high level meetings, and extensive

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# Historic Preservation Briefs

by Beth Purcell

**T**he Historic Preservation Review Board (HPRB or the Board) considered the following cases on June 23, 2016. HPRB is responsible for determining if proposed changes to a building or new construction are consistent with the DC Preservation Act. A “concept review” is a preliminary determination of a building owner’s plan to alter the building, and if the concept is approved, the owner will return to the HPRB for a final review. In these reports, “staff” refers to the staff of the Historic Preservation Office (HPO), which serves as the staff of the HPRB. CHRS believed that both the projects described below are consistent with the Capitol Hill Historic District.

**226 Massachusetts Avenue, NE,** HPA 16-391, concept/raze of non-contributing building and construction of new building. The brick building at 226 Massachusetts Avenue, NE (Armand’s Chicago Pizzeria), approximately 29 feet wide, was constructed in 1958, according to the applicant’s research, and was modified in the 1980s. Although the building looks old because it was constructed after the end of the period of significance in 1945, is not a contributing building and can be demolished.

The applicant, which also owns the adjacent (and non-contributing) office building at 214 Massachusetts Avenue and other buildings on the block, proposes to demolish 226 Massachusetts Avenue and in its place build an addition to 214, expand the conference room in 214, and add meeting spaces and terraces. Zoning rules limit the addition’s allowable height to the stories proposed. The addition carefully tracks the line of the first and fifth

stories of 214 and matches the granite base and limestone; the metal canopy and cornice are compatible. The curved metal fins, the most distinctive feature of the addition, link the two buildings, while keeping the addition subordinate. Additions to large commercial buildings are challenging—many fail, and look like an afterthought, or a “mini-me.” Some members of the CHRS Historic Preservation Committee considered the addition successful. However, others believed that the design competed with other, bigger buildings nearby, and signaled an entry where an entry is not intended. On the other hand, the central building already competes with the older buildings flanking it. The committee agreed that the project will also enable the applicant to create a uniform and attractive streetscape on the block. At the hearing there was much discussion on how to handle the stone and glass on the first story. CHRS suggested that the limestone on the first story of the addition match the ashlar block on the first story on 214 Massachusetts, that the addition should have its own door, and the entrance should mimic the punched openings at 214 Massachusetts, and not read as a storefront. HPRB approved the concept and directed the applicant to work with staff to continue to develop the first story treatment, exterior lighting, and to work with ANC 6C on landscaping in public space.

**1237 C Street (rear), SE,** HPA 16-449, concept/additions to alley building. The applicant plans to restore a one-story brick garage built by brothers Leonard P. and Guy T. Steuart in 1922 as two private garages, each for three cars. The Steuarts started a coal

and ice delivery business in 1904 and they went on to own numerous car dealerships, a fuel delivery business and other enterprises. Later, Leonard Steuart kept the automobile and finance businesses and Guy Steuart started Steuart Petroleum. The Steuarts built other garages and warehouses in NE and SE during the 1920s.

The applicant plans to construct a new addition to the garage, partially wrapping the existing building, to create two units, each with a garage. Neighbors initially objected to the size of the project, the metal panels on the addition, and encroachment onto the easement. The applicant met with neighbors and revised the plans; the project was redesigned to be two units, each with a one-car garage; the units are pulled back four feet from the easement and this area will be landscaped and illuminated as neighbors requested. The large windows in the garage and addition are appropriate for a utilitarian building and are consistent with the large existing opening. The addition appears to be a portion of the original garage pulled out to the side. The transparent and translucent glass walls of the north and south portions of the addition make a clear statement of the new addition. CHRS suggested that the applicant study further differentiating between the old and new sections of the building by using a different color brick for the addition and to reduce the busyness of the glass panels. The HPRB approved the concept, and directed that the brick on the addition be similar to the original brick, so that the addition reads as a new section of the building, and that the applicant work with the staff on geometry of the glass curtain wall.

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# Incoming and Outgoing Board Members— Welcome and Thanks

By Susan Oursler

**W**e are pleased to announce the election of the 2016-2017 CHRS Board of Directors. The following individuals will serve during the upcoming term—Elizabeth Nelson, President; Patrick Crowley, First Vice President; Patrick Lally, Second Vice President; Gloria Junge, Secretary; Adam Apton, Treasurer; Susan Burgerman, At Large Member; Steve Kehoe, At Large Member, and Joanna Kendig, At Large Member. Also, outgoing President Lisa Dale Jones will serve as Past President.

The Board acknowledges the tireless work and expert leadership of outgoing President Lisa Dale Jones. Lisa served two terms as President of the Board and prior to that served as Secretary. We are grateful for her tremendous contribution to CHRS and look forward to benefiting from her good counsel in her new capacity on the Board as Past President.

Janet Quigley will step down as Past President, but the Board looks forward to her continued involvement as a member of the CHRS. Her presence and insight will be missed at our Board meetings.

We are grateful that Susan Burgerman will remain on the Board as an At Large Member. Her efforts and good humor are a tremendous asset to the Board.

Thanks also to Mary Wadleigh for her service as an At Large Member. Mary was a reliable volunteer for our outreach efforts, frequently staffing our booth at street fairs and selling house tour tickets at Eastern Market.

Patrick Lally, who has been active in the Swampoodle initiative, will be stepping into the Second Vice President position. Joanna Kendig will serve At Large in addition to continuing with the Historic Preservation Committee. And Steve Kehoe, who joined the Board this Spring as Communications Chair, will occupy another At Large position.

Many thanks also to all individuals who contributed time and ideas to the nominating committee. ✪

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The following cases, in which CHRS participated, were on the consent calendar:

**1101 Pennsylvania Avenue, SE (Fragger's Hardware)**, HPA 16-308, revised concept/additions and infill. See June 2016 issue of the *News* for a description of the project.

**120 6th Street, SE**, HPA 16-441, concept/raze garage and construct new garage (replacing a deteriorated brick garage with a new brick garage). ✪

**Interested in learning more about historic district designation?**

Contact CHRS at [caphrs@aol.com](mailto:caphrs@aol.com).

# Navy Yard House Builders, 1820–1850: Part 1

By Beth Purcell

In 1799, Congress established the Navy Yard on the Anacostia River at the foot of 8th Street, SE; it soon expanded to a 127-acre industrial complex. By 1802, Robert Rose, a skilled iron worker, had found a job at the Navy Yard on Capitol Hill. When he arrived, the land near the Navy Yard was virtually empty and controlled by a few large-scale landowners. Rose and other skilled Navy Yard workers like him began to acquire land and build houses, constructing more than 150 between 1820 and 1850, both for their families and for rent to others.

Rose was one of hundreds of workers drawn to the Navy Yard seeking competitive wages and steady employment. During the early nineteenth century, as the Navy Yard grew into an important industrial employer, it operated a sawmill, metal machine shop and armory, as well as a foundry to build and repair multiple ships and to produce anchors, cables and stores.

As of 1806, the Navy Yard employed 49 ship carpenters, 70 laborers, 19 ship and house joiners, 11 caulkers and five riggers, at competitive rates of pay.<sup>1</sup> In 1803, an American worker's average daily pay was \$0.75. By contrast, in 1806, the Navy Yard offered much higher rates of daily pay for skilled and semi-skilled workers:

|                                    |        |
|------------------------------------|--------|
| Ship Carpenter (First Rate) . . .  | \$2.00 |
| Rigger . . . . .                   | 1.50   |
| Ship Carpenter (Second Rate) . . . | 1.75   |
| Blacksmith . . . . .               | 1.70   |
| Apprentice . . . . .               | 1.25   |
| Cooper . . . . .                   | 1.25   |
| Ship/House Joiner . . . . .        | 1.50   |
| Painter . . . . .                  | 1.25   |
| Caulker . . . . .                  | 1.75   |
| Laborer . . . . .                  | 0.75   |



IMAGE COURTESY BETH PURCELL

Front view of 903 and 905 11th Street, SE, looking west, built by Stephen Henning, blacksmith (1842). Photograph taken Aug. 8, 2014.

In 1820, the Navy Yard employed 380 men as carpenters, house-joiners, riggers, blacksmiths, coopers, painters, plumbers, block makers, sawyers, sawmill hands, laborers, cooks and seamen. As of 1830, 200 workers were employed, and even more employed when a ship was being built.

Although the good pay attracted workers, the area around the Navy Yard was agricultural with few houses. In 1801, there were only 54 houses in all of Ward 6, an area including the Navy Yard and bounded on the west by 8th Street, SE; on the south to E Street, SE; on the west on E Street, to 4th Street, SE; on the south on 4th Street to the Eastern Branch (Anacostia River); on the north, Boundary Street (Florida Avenue); and on the east and south, the Eastern Branch.<sup>2</sup>

The Navy Yard newcomers transformed the area. When Washington was established as the

capital in 1790, 19 original owners held all the land, which they agreed to contribute for the capital in return for retaining one-half of the lots in the squares of the future city.

By 1819, the concentration of ownership had greatly changed. In Ward 6, 17 large landowners, including William Prout, owned more than one percent of lots and held 1,476 of the 3,733 total lots in the ward, each owning an average of 86 lots (39.5 percent of all lots), and the 277 smaller-scale owners held 1,352 lots (36.2 percent, an average of 4.8 lots). The U.S. government still owned 905 unsold public lots (24.2 percent).

However, as of 1819, the highest-valued squares in Ward 6 (squares 904, 905, 906, 928, 929, 930, 952, 955, 974, and 979) were all near the Navy Yard. A diverse group of small-scale landowners owned or ground-leased lots in these squares, and 130 of them built houses. For example, Robert

Rose built houses in square 906 on lots that he owned and also on two lots that he ground-leased from William Prout in 1802 and 1808. The lease term was 99 years, renewable indefinitely, at a fixed rent of \$59 per year, with an option to buy for \$585.51. Rose never exercised his options to purchase.

During this period, building on ground-leased land was common in other cities, such as Baltimore, where a 99-year lease term and perpetual renewal were common. If Prout's ground leases were typical, lessees gained economic control over ground-leased land sufficient to warrant building houses. These small-scale owners and lessees were responsible for most of buildings erected between 1820 and 1850.

Thus, it was these newcomers, not the original owners, who transformed the Navy Yard neighborhood. The shift to small-scale owner control of valuable lots in the developing Navy Yard area differs from, for example, Manhattan, where large-scale owners controlled land and housing near employment centers, allowing them to charge high rents to working people.<sup>3</sup>

As of 1850, Navy Yard builders had constructed 152 new houses for workers, military personnel, teachers, clergymen, and businesses such as the Navy Yard Market, groceries, butcher shops, taverns, an oyster house, dry goods stores, and shoemakers. As of 1840, there were six churches, (two Catholic churches, one Baptist, one Methodist and two African churches) and two schools. The Marine Corps commandant resided nearby at a residence constructed in 1805 on Square 927 on 8th Street, SE.

Although there are no building permits dating from 1820 to 1850, we can learn about these early builders and their buildings from census records, maps, real property tax assessments, city directories, probate

records and the records kept by John Sessford. Every year between 1822 and 1858, with the exception of 1824 and 1837, Sessford (1776-1862) sent the *National Intelligencer* a summary of buildings constructed in the city. Sessford supported his summaries with detailed building records he compiled, showing the builder's last name, the square, a partial address (e.g., "on Va Av s. betw 7th and 8th e."), the type of construction (brick, wood, or log), the number of stories, and siting ("on a line with the street or a little back from the street").<sup>4</sup>

The 1819 real property tax assessment shows the name of each lot's owner (generally the first and last name), the lot's square footage, and the assessment rate. For the 1820s, this assessment can be compared to the names of individuals building on a lot, to check for builders holding fee simple ownership or possibly relying on ground leases. Census information on builders' households, and dwelling addresses from the *Washington Directory* can be checked against probate records to see if any of the builders occupied their house at the time of death, and if so, what probate records reveal about their spending decisions and their lifestyle.

The majority of builders were skilled workers in Navy Yard occupations (blacksmith, carpenter, mast maker, master caulker, master boat builder, foreman gun carriage works), six were merchants (dry goods, grocery, butcher), and one was a sergeant in the Marines. During this period, builders constructed many more two-story frame houses than any other house type. Of the 152 houses built, 71 were two-story frame and 33 were two-story brick.

It is possible to discover more about the form of these houses by comparing Sessford's records on house type and location with extant buildings and images of demolished buildings. There are currently two

frame houses at 903 and 905 11th Street, SE in square 975, on the west side 11th Street, SE between I and K streets, sited close to the street. This location exactly matches Sessford's records showing that in 1842, Stephen Henning, a blacksmith, constructed a pair of two-story frame houses, sited close to the street, as shown in the photograph.

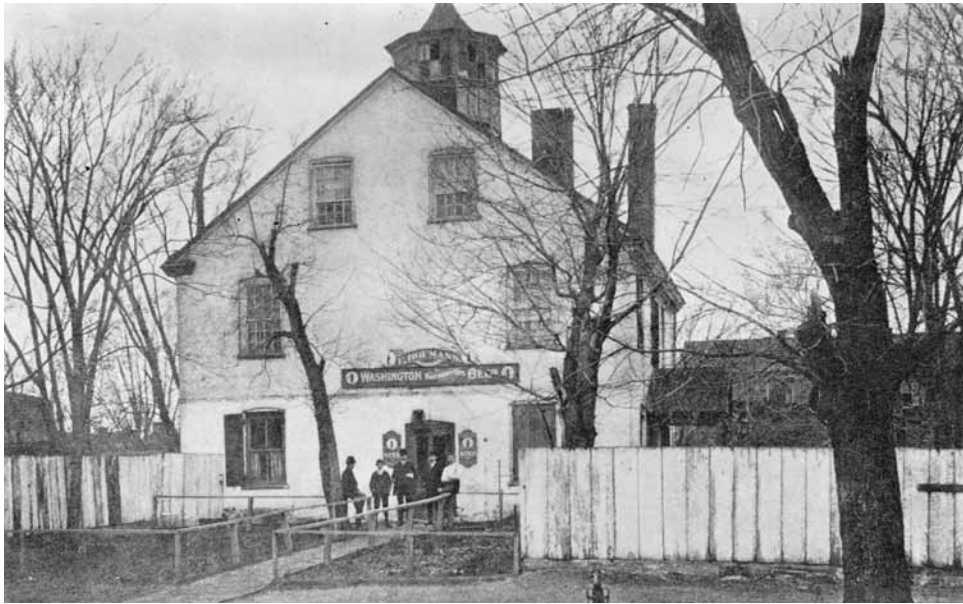
Henning built two houses at the same time, likely planning to live in one and rent out the other, and his probate records show that he collected rent. As of his death at age 81 in 1874, Henning still owned both houses in lot 10 (903 and 905), and two more frame houses immediately to the south in lot 11 (907 and 909, which he built in 1853. The house at 907 11th Street, SE is extant, but 909 11th Street was demolished between 1928 and 1938.<sup>5</sup>

Henning's two frame houses at 903 and 905 11th Street, SE, have the same form: two stories, two bays, probably single pile (one room deep), and a gable roof. Each house has a front entrance, a brick foundation, and a raised basement accessible from the front. There is a central chimney, which would have allowed a fireplace in the basement and the first and second floors in both houses, and the doorways on the gable end of each house accommodate these locations for the fireplaces. The houses appear to have a hall and parlor plan, with an interior staircase leading to the second story, and possibly down to the basement, and access to an attic with a window. The kitchen may have been in the basement, in another building, or in an ell.

The houses on 11th Street, taken together with Sessford's records suggest that builders constructed two-story, two-bay houses with gable roofs, with basements (some raised), dormers, and shutters. Gable-roofed houses were a traditional building form used in England and

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**Tunnicliff Hotel, Pennsylvania Avenue and 9th Street, S.E., Washington, D.C. (no longer standing) 1909, photographer unknown.**

### **Navy Yard**, *continued from page 7*

the Chesapeake area, including Baltimore. For example, the earliest houses built in Baltimore's Federal Hill were brick or frame with a gable roof (the axis parallel to the street) two- or three-bay houses, one-and-a-half or two stories, often with dormer windows, and set near the front of the lot.

During the early nineteenth century, working-class rowhouses in Baltimore featured gable-roof, two-bay, two-story double-pile houses with low basements, and a kitchen ell. In Richmond, Virginia, free blacks were building similar gable-roof frame houses during the 1840s. Navy Yard builder Benjamin Kinsley emigrated from Lincolnshire, England, and Matthew Wright emigrated from County Tyrone, Ireland, where they may have known this house form.

Closer to the Navy Yard, the Tunnicliff Hotel, constructed in the 1790s, was a gable-roof building. Historian Henry Glassie argued that house forms, such as Georgian (dating to 1700 in the United States), persisted because of the conservatism

of builders. The Georgian plan, five bays with symmetrical windows, a central door, and often a gable roof, was adaptable to smaller footprints and budgets, down to the one-third Georgian, a two-bay hall and parlor plan.<sup>6</sup>

In theory, conservative builders in a developing area would be drawn to a traditional house form to build the least expensive permanent house, probably a frame house. Navy Yard builders fit this hypothesis. The available evidence suggests that builders used a traditional gable-roof form, and constructed small one-third Georgian houses, two stories tall and only two bays wide, with a basement and occupiable attic, and probably a hall and parlor plan.

Glassie also explained why the gable faced away from the street, as it does in all known Navy Yard houses. Mid-Atlantic house builders patterned their urban houses on rural examples, where the long side of the house faced the road, and behind the house were outbuildings and a garden. Navy Yard house builders followed this pattern to position their houses and use their rear lots in the same way, for gardens and

outbuildings possibly including a kitchen or cow shed, and a privy. Siting the house near the street maximized the useable area in the rear of the lot.<sup>7</sup>

Growth patterns may have also affected the decisions of Navy Yard builders. In the 1830s and 1840s, Baltimore's population was increasing rapidly. Speculative developers built hundreds of small rowhouses to rent or sell to shopkeepers and artisans. In contrast, Navy Yard builders constructed many small detached houses.

Of the 152 houses built during this time, only 20 may have been built in pairs (such as 903 and 905 11th Street, SE), and none were rowhouses. Between 1820 and 1850 the population of Ward 6 increased slowly, from 2,391 to 3,721. A small, traditional detached house met builders' needs in an area that was still sparsely populated. However, these houses sited close to the street were well positioned to fit in with rowhouses that became the dominant building form later in the nineteenth century.<sup>8</sup> ★

<sup>1</sup> Constance McLaughlin Green, *Washington: A History of the Capital: 1800-1950*, vol.1 (Princeton: Princeton University Press, 1976), 91. Henry B. Hibben, *Navy-Yard: Washington History from Organization, 1799 to Present Date* (Washington: Government Printing Office, 1890) 21, 31-32. Letitia Woods Brown, *Free Negroes in the District of Columbia: 1790-1846* (New York: Oxford University Press, 1972), 130 citing "A Statistical Table for the United States of America, for a Succession of Years," *National Intelligencer*, June 10 1803.

<sup>2</sup> Robert King, Jr. "An Enumeration of the Houses in the City of Washington made November 1801," reprinted in Saul K. Padover,



- ed., *Thomas Jefferson and the National Capital* (Washington: Government Printing Office, 1946) 245-251. Green, *Washington*, 91. G.W. and C. B. Colton & Co., *Georgetown and the City of Washington* (New York: 1855) reproduced in Iris Miller, *Washington in Maps:1606-2000* (New York: Rizzoli International Publications, Inc., 2002), 82-83.
- <sup>3</sup> Kimberly Prothro Williams, *Capitol Hill Historic District* (Washington: D.C. Historic Preservation Office, 2003), 2-3. Wesley E. Pippenger, *District of Columbia Original Landowners 1791-1800* (Westminster, Md.: Willow Bend Books, 1997), 105-125. Iris Miller, *Washington in Maps*, 62. W. B. Bryan and John Sessford, Jr., "The Sessford Annals," *Records of the Columbia Historical Society* 11 (1908): 273, 343. Sessford's records supporting the annals are in the Library of Congress Manuscripts Division. Ground leases, Prout to Rose, Liber I-9, p. 914, Liber U-20, p. 211. National Archives and Records Administration (NARA). Estate of Robert Rose, O.S. 2724 (1847). Mary Ellen Hayward and Charles Belfoure, *The Baltimore Rowhouse* (New York.: Princeton Architectural Press, 1999), 13. Elizabeth Blackmar, *Manhattan for Rent: 1785-1850* (Ithaca: Cornell University Press, 1989).
- <sup>4</sup> Green, *Washington*, 91. G.W. and C.B. Colton & Co., *Georgetown and the City of Washington* (New York: 1855) reproduced in Miller, *Washington in Maps* 82-83. Bryan and Sessford, "The Sessford Annals."
- <sup>5</sup> Estate of Stephen Henning, O.S. 7377 (1874) NARA (auction records for the houses at 903, 905, 907, and 909 11th Street, SE, and real property tax bills for the same houses in lots 10 and 11 in square 975). G. William Baist's Sons, *Baist's Real Estate Atlas of Surveys of the District of Columbia* (Philadelphia: 1903, 1909, 1928, 1938.) William H. Boyd, *Boyd's Directory of the District of Columbia* (Washington: Daily Republican Job Printing Office, 1872.) Wesley E. Pippinger, *District of Columbia Marriage License Register 1811-1858* (Westminster, Md.: Family Line Publications, 1994.)
- <sup>6</sup> Hayward, "Urban Vernacular Architecture in Nineteenth-Century Baltimore," 36, 39. Gregg G. Kimball, "African-Virginians and the Vernacular Building Tradition in Richmond City, 1790-1860," *Perspectives in Vernacular Architecture* 4 (1991): 121-129. Henry Glassie, "Eighteenth-Century Cultural Process in Delaware Valley Folk Building," Dell Upton and John Michael Vlach, eds., *Common Places: Readings in American Vernacular Architecture* (Athens, Ga.: University of Georgia Press, 1986), 394-425, 400. Wesley E. Pippenger, *District of Columbia Probate Records: Will Books 1 through 6 and Estate Files 1801-1852* (Westminster, Md.: Family Line Publications, 1996), 289, 315, citing death notices in the *National Intelligencer*, Oct. 9, 1845 (Kinsley), 25 May 1847 (Wright).
- <sup>7</sup> Glassie, "Eighteenth-Century Cultural Process in Delaware Valley Folk Building," 404. Estate of Benjamin Kinsley, O.S. 2581, (1845) NARA (owned a cow). Hayward, "Urban Vernacular Architecture in Nineteenth-Century Baltimore," 44. Williams, *Capitol Hill Historic District*, 17.
- <sup>8</sup> Hayward, "Urban Vernacular Architecture in Nineteenth-Century Baltimore," 44. Williams, *Capitol Hill Historic District*, 17.

# The Cemetery Is Where It's At!

By Lisa Dale Jones

Whether you're a dog walker, a nature lover, a history buff, or a runner, the Historic Congressional Cemetery on Capitol Hill has something for you. Paul K. Williams, President of the Cemetery, talked about all that and more at the CHRS quarterly members' meeting, held in the Cemetery chapel on Wednesday, June 15.

While many people know about the Cemetery because of its dog-walking program, which has a two-year paid waiting list, that's not the only way the nearly 210-year-old cemetery raises the money it needs to operate. Mr. Williams and his staff have come up with some very creative ways to bring in funds.

For instance, the Cemetery sells honey from its own beehives. There's an annual Dead Man's Run race through the grounds. And movie nights. Some dog walkers have met their spouses there—and have gotten married in the chapel. At Christmas, you can have your dog's photo taken there with Santa.

Even weed maintenance has turned out to be profitable. Twice in the last several years, the staff has hired a herd of goats to eat the invasive weeds and poison ivy that threaten the stability of tall trees at one corner of the property. The last time, the resultant international publicity—with each interviewed staffer making sure to say that vacant plots were available for sale—

resulted in \$45,000 worth of plot sales.

The many well-known people buried here also help the Cemetery raise money. Musicians like to buy plots near John Philip Sousa. Members of the LGBT community prefer plots close to gay rights activist Leonard Matlovich. Many African Americans have bought plots near the recent gravesite of former Mayor Marion Barry. You, too, can be buried here. As Williams reminded the audience, all it takes is the plot purchase price . . . and you need to be dead.

The Cemetery's main entrance is at 1801 E Street, SE. The living public—minus their dogs—is always welcome. ★

## Emerald Street Historic Walking Tours

Emerald Street, NE (between E/F and 13th/14th Streets) has a fascinating history. Come on a free walking tour and learn about freewheeling land speculators, flamboyant developers, boom and bust, Emerald Street's recovery from the 1968 riots and its interesting architecture. *Please note: the tour will be offered twice.*

Sunday, September 11 and Saturday, October 8  
10 am

Meet at 13th and Emerald Streets, NE

Tours will go on rain or shine

Free, open to the public

For more details, or to RSVP (optional), contact the CHRS office at: [caphrs@aol.com](mailto:caphrs@aol.com) or (202) 543-0425.



A view of Emerald Street, NE.

IMAGE COURTESY BETH PURCELL

press advisories are classic tools of any Monte Edwards undertaking for C100.

To say that Monte gets results is the proverbial understatement. We may get a replacement for overhead wire technology before long—something most wanted. But few were willing to do the continual research to keep current and to advocate for implementation of technology advancements. We will soon have a DC Rail Plan that will provide rail safety regulations and processes to move in the direction of closing the District's gap in passenger and freight rail planning, due to Monte's tireless efforts at the Council.

Whether arguing against siting a streetcar maintenance facility on the historic Spingarn campus or arguing for a second river crossing for rail, Monte is the first to grapple with dense and technical subject matter that would frustrate most academics, skillfully interpreting his findings for public officials and the public at large. Monte doesn't shy away from the challenge. He seems born to do this work.

If he were a grumpy, geeky fellow who would object given the importance of this work? But Monte is a charming gentleman

who easily engages with anyone and who welcomes collaboration and sharing the limelight. He has long been involved in the Capitol Hill Restoration Society's work at Eastern Market, and as the organizer of the annual Dick Wolf Memorial Lecture.

Monte is one of those rare and special people who are visionary, hard-working, collaborative, and effective. He has recently added to his portfolio improving the Anacostia Waterfront—and once again Monte is laying the groundwork for the Committee of 100 to provide valuable analysis and insight into preserving and enhancing that historic waterway.

The good news for the Committee and for current and future District residents is that Monte doesn't relinquish an interest, he just keeps adding challenges, always challenging the city to produce its best.

It is a great honor for the Trustees of the Committee of 100 on the Federal City to present the Barbara Zartman Award to Monte Edwards, our former Vice Chair and esteemed colleague.

*Congratulations Monte—and a big Thank You for all you do!! ☆*

## Thank You, CHRS Supporters

*We thank the following CHRS members and supporters.*

### NEW MEMBERS

Deborah Bell  
AJ & Duncan Copeland

### SUPPORTERS

#### GOLD

Sassan Gharai, SGA Companies

#### SILVER

Patrick Crowley

#### BRONZE

Dirk & Terry Debbink  
EHT Traceries  
Michael Halebian  
Roger & Mary Hannon-Haley  
Barry Johnson &  
Edward Chapman  
Kitty Kaupp

#### FRIENDS OF CHRS

Frank Harlem  
Maria McCulloch  
Karen Pence  
Matthild Schneider  
John & Ruth Ellen Wennersten

We were also pleased about DDOT's present thinking about the size of the Union Station to Georgetown storage/maintenance facility: 10,000 sq. ft. (probably located under the Whitehurst Freeway) versus 6-8 acres (located along K Street?) that we heard in 2013. ☆

<sup>1</sup> Since the commercialization of lithium-ion batteries in 1991 by Sony, Li-ion has gained 8% capacity per year during the last two decades. This has slowed to 5%, but the good news is a cost reduction of 8% per year. Currently, there are efforts to increase the energy density of Li-ion batteries by up to four-times by coating the anode with graphene, a layer that is only one atom thick.

<sup>2</sup> The supercapacitor, also known as ultracapacitor or double-layer capacitor, differs from a regular capacitor in that it has very high capacitance. The supercapacitor stores thousands of times more energy than the electrolytic capacitor. The supercapacitor is used for energy storage undergoing frequent charge and discharge cycles at high current and short duration.



**CHRS CELEBRATING 60 YEARS OF PRESERVATION**

## Capitol Hill Restoration Society

420 10th Street, SE  
Washington, DC 20003

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## Mark Your Calendar!

### JULY

**14** Thursday, 7:30 pm  
CHRS Zoning Committee, Kirby House,  
420 10th Street, SE, first floor. Details:  
Gary Peterson, (202) 547-7969.

**19** Tuesday, 6:30 pm  
CHRS Board of Directors Meeting,  
Capitol Hill Townhomes, 750 6th Street,  
SE, second floor. Details: Elizabeth  
Nelson, (202) 543-0425.

### AUGUST

**1** Monday, 6:30 pm  
CHRS Historic Preservation Committee,  
Kirby House, 420 10th Street, SE, first  
floor. Details: Beth Purcell, (202) 544-0178.

**11** Thursday, 7:30 pm  
CHRS Zoning Committee, Kirby House,  
420 10th Street, SE, first floor. Details:  
Gary Peterson, (202) 547-7969.

### SEPTEMBER

**5** Monday, 6:30 pm  
CHRS Historic Preservation Committee,  
Kirby House, 420 10th Street, SE, first  
floor. Details: Beth Purcell, (202) 544-0178.

**8** Thursday, 7:30 pm  
CHRS Zoning Committee, Kirby House,  
420 10th Street, SE, first floor. Details:  
Gary Peterson, (202) 547-7969.

**11** Sunday, 10:00 am  
Emerald Street Walking Tour, 13th and  
Emerald Streets, NE. Details and RSVP:  
caphrs@aol.com or (202) 543-0425.

**20** Tuesday, 6:30 pm  
CHRS Board of Directors Meeting,  
Capitol Hill Townhomes, 750 6th Street,  
SE, second floor. Details: Elizabeth  
Nelson, (202) 543-0425.

If you received a complimentary  
copy of this newsletter, please  
consider joining CHRS!

[www.chrs.org](http://www.chrs.org)