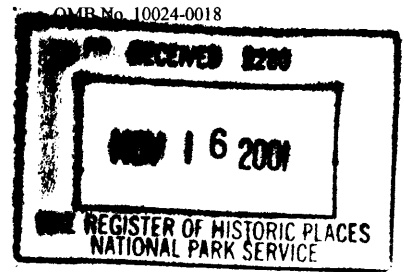


1306

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



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

1. Name of Property

Historic name: CLIFTON TERRACE

Other names/site number:

2. Location

Street & Number: 1308, 1312, 1350 Clifton Street [] Not for Publication

City or town: District of Columbia [] Vicinity

State: Washington Code: DC County: District of Columbia Code: 001 Zip Code: 20001

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [] locally. [] See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

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

4. National Park Service Certification

I, hereby, certify that this property is:

☒ entered in the National Register.

() see continuation sheet

[] determined eligible for the National Register

() see continuation sheet

[] determined not eligible for the National Register

[] removed from the National Register

[] other, (explain:)

Signature of the Keeper

Date of Action

CLIFTON TERRACE

Washington, D.C.

Name of Property

County and State

5. Classification

Ownership of Property	Category of Property	No. Resources within Property	
☒ Private	☒ Building(s)	Contributing	Noncontributing
☐ Public-Local	☐ District	<u>3</u>	<u>0</u> Buildings
☐ Public-State	☐ Site	<u>0</u>	<u>0</u> Sites
☐ Public-Federal	☐ Structure	<u>0</u>	<u>0</u> Structure
	☐ Object	<u>0</u>	<u>0</u> Objects
		<u>3</u>	<u>0</u> Total

Name of related multiple property listing
Apartment Buildings in Washington, DC 1880-1945

Number of contributing
Resources previously
listed in the National
Register 0

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
<u>MULTIPLE DWELLING/Apartment</u>	<u>MULTIPLE DWELLING/Apartment</u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
<u>Colonial Revival</u>	foundation: <u>Brick</u>
<u></u>	walls: <u>Brick</u>
<u></u>	roof: <u>non-ballasted, SBS 180-degree mock down</u>
<u></u>	other: <u></u>

Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets

☒ See Continuation Sheet

CLIFTON TERRACE

Name of Property

Washington, D.C.

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark x in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark x in all the boxes that apply.)

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

[X] See Continuation Sheet

Areas of Significance

(Enter categories from instructions)

Architecture

Period of Significance

1914-1915

Significant Dates

1914

1915

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

White, Frank Russell

Schneider, A.M.

Wardman, Harry

CLIFTON TERRACE

Washington, D.C.

Name of Property

County and State

9. Major Bibliographic References

☒ See continuation sheet

Previous documentation on file (NPS):

☐ preliminary determination of
individual listing (36 CFR 67)

☐ previously listed in the NR

☐ previously determined eligible
by the National Register

☐ designated a National Historic
Landmark

☐ recorded by Historic American
Buildings Survey # _____

☐ recorded by Historic American
Engineering Record # _____

Primary location of add. data:

☐ State SHPO office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Specify repository:

10. Geographical Data

Acreage of property 3.4851 acres

UTM References

1. /18/ /3/2/3/8/5/8/ /4/3/0/9/8/8/6/ (#1350)

Zone Easting Northing

2. /1/8/ /3/2/3/9/1/0/ /4/3/0/9/8/3/3/ (#1312)

Zone Easting Northing

3. /1/8/ /3/2/3/9/6/7/ /4/3/0/9/8/8/3/ (#1308)

Zone Easting Northing

☐ See continuation sheet

Verbal Boundary Description

Clifton Terrace Apartments at 1308, 1312 and 1350 Clifton Street, NW is located in Square 2868 on Lots 106, 107 and 108.

☐ See continuation sheet

Boundary Justification

Clifton Terrace has been historically associated with Lots 106, 107 and 108 since the original construction of the buildings. 1312 and 1350 Clifton Street, NW were constructed in 1914 and 1308 was constructed in 1915.

☐ See continuation sheet

CLIFTON TERRACE

Name of Property

Washington, D.C.

County and State

11. Form Prepared By

Name/title Laura H. Hughes , Jennifer J. Bunting, and Simone M. Moffett, Architectural Historians

Organization E.H.T. Traceries Inc.

Date July 27, 2001

Street & Number 1121 Fifth Street, NW

Telephone (202) 393-1199

City or Town Washington

State DC

Zip code 20001

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Clifton Terrace Associates, LP

street & number 1 East Stow Road

telephone 856-546-3308

city or town Marlton

state NJ

zip code 08053

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470*et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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NATIONAL REGISTER OF HISTORIC PLACES

Continuation Sheet

CLIFTON TERRACE, WASHINGTON, DC

Section Number 7 **Page** 1

ARCHITECTURAL DESCRIPTION

The design of the Clifton Terrace complex has been attributed to Frank Russell White and A.M. Schneider. 1312 and 1350 Clifton Street are five-story plus basement brick apartment buildings designed in 1914 by Frank Russell White. 1308 Clifton Street is a five-story plus basement brick apartment building designed in 1915 by A.M. Schneider. Sited at the south side of Clifton Street with a spectacular view of the city, the Clifton Terrace complex includes three apartment buildings. All three buildings are designed in the Colonial Revival style and are excellent examples of the development corroboration between Harry Wardman and his architect, Frank Russell White and A.M. Schneider.

1312 CLIFTON STREET

This five-story plus basement, apartment building was designed in the Colonial Revival style. One of three apartment buildings in the complex, 1312 Clifton Street is located at the center of the site. Typical characteristics associated with a pre-1920 Wardman apartment building include the 'E' layout of the building, the symmetrical design, an elaborate entranceway with dramatic canopy, and a projecting cornice with heavy modillions. The building's five-story height is divided horizontally with stone beltcourses and stone balconies with decorative railings interrupt the secondary elevations.

MATERIALS AND GENERAL CONFIGURATION

The building footprint of 1312 Clifton Street measures approximately 117' by 189'. The building is set back from Clifton Street and the main courtyard is situated to the north. A public alley runs east to west at the rear of the building and 1350 and 1308 Clifton Street are located diagonally to the north of 1312 Clifton Street. The apartment building is constructed of yellow brick laid in stretcher bond with a decorative brick band at the first-story level. The layout of the building is an 'E' with the main axis of the building running east to west at the rear of the lot. The main entrance is located at the center projection and secondary entrances are located at the northeast corner, the east, west and south elevations.

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Continuation Sheet
CLIFTON TERRACE, WASHINGTON, DC
Section Number 7 Page 2**

NORTH ELEVATION (FACADE)

The main elevation of 1312 Clifton Street is orientated to the north, fronting the main courtyard of the Clifton Terrace complex. This elevation includes the three projections of the 'E' and each is three bays wide and five stories tall. The distinguishing features of the main elevation include the entrance canopy, the decorative brick band, and the horizontal stone beltcourses.

The main walkway leads from the courtyard to the main entrance at the center projection. The center projection is defined by the main entrance at the center bay and the elaborate metal canopy. The roof of the canopy, once open or enclosed with glass, has been altered with the construction of a solid metal roof. Decorative metal scroll work extends across the canopy and a delicate cartouche is located at the center. The original doorway has been severely altered with the removal of the original door and the installation of infill brick and a single, modern door. The altered doorway is flanked by large, double wood casement windows with single pane transoms. The lobby windows have stone sills and security grills. A decorative brick band runs horizontally at the base of the first-story windows and continues across the entire front elevation.

A stone beltcourse is located between the first and second stories and is repeated between the fourth and fifth stories. Each bay has a pair of 1/1 double hung, wood sash windows with stone sills. The overhanging cornice projects dramatically and is adorned with galvanized iron modillions and a molded frieze. The west and east projections are similar in layout with the first story having paired windows at each bay in place of the main entrance. A secondary entrance is located at the ground level of the east projection and is reached by a concrete walkway leading from the eastern parking lot.

The recessed sections of the building are four bays wide with a pair of balconies at each bay. French doors lead from the living room onto each concrete balcony with a decorative, pipe railing. The ground level windows at these sections have been sealed from the exterior and the upper story windows are 1/1 double hung, wood sash windows. The decorative brick band continues at the first story and the stone beltcourses continues as well.

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Continuation Sheet
CLIFTON TERRACE, WASHINGTON, DC
Section Number 7 Page 3**

SECONDARY ELEVATIONS (SOUTH, EAST AND WEST)

The south elevation faces a public alley that runs east to west at the southern end of the site. The grade slopes sharply to the south and the basement and sub-basement levels are exposed at the south elevation. The sub-basement level is serviced by three openings that lead to the trash room, boiler/mechanical room and a storage room. A wide stone band is located at the base of the lower level and extends across the width of the south elevation.

The basement or lower level has a variety of windows, including single 1/1 double hung, wood sash windows, paired 1/1 windows, and fixed windows. The decorative brick band found at the north elevation continues at the base of the first story at the south elevation. A brick chimney projects from the center of the elevation and the stone beltcourses found at the north elevation continues at this elevation. Six balconies serve the south apartments at each story of the upper four stories.

The east elevation is eleven bays wide and faces the parking lot to the east. The sub-basement level is partially exposed at the south end of the elevation because of the downward slope of the grade. A secondary entrance and three fixed windows are located at this level. The basement or lower level is exposed for the entire width of the elevation. The existing windows are a combination of 1/1 double hung, wood sash windows and fixed windows. The decorative brick band is located at the base of the first story. The upper stories are symmetrically designed and two balconies are located at each story.

The west elevation is eleven bays wide and faces the service alley and playground. The sub-basement is partially exposed as the grade slopes downward toward the south. A secondary entrance is located at the basement level and the windows at this level included 1/1 double hung, wood sash windows and fixed windows. The decorative brick band is continued at the base of the first story. The stone beltcourses are continued at this elevation and two balconies are located at each of the upper four stories.

The elevations within the bays of the 'E' are seven bays wide and face each other. The first through fifth stories are exposed and two balconies are located at each of the upper four stories. The decorative brick band and stone beltcourses are continued at these elevations. The windows at these elevations include 1/1 double hung, wood sash windows and the large casement windows with single pane transoms at the lobby level.

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CLIFTON TERRACE, WASHINGTON, DC

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INTERIOR DESCRIPTION

The interior of 1312 Clifton Street has been drastically altered with the removal of most of the original fabric during the 1970s renovations. The original apartment and hallway layout has been severely modified with the introduction of narrower hallways, new apartment spaces and new finishes and partitions. The lobby space has been severely compromised with the introduction of apartments into the original space and the removal or encapsulating of the original finishes. Remnants of the original lobby exist beneath the modern walls and finishes. The original tile flooring throughout the lobby and hallways have been covered with vinyl tile. The original window trim at the lobby has been obscured by modern drywall.

1350 CLIFTON STREET

This five-story plus basement, apartment building was designed in the Colonial Revival style by Frank Russell White. One of three apartment buildings in the complex formerly known as Wardman Courts, 1350 Clifton Street is located at the west side of the site. Typical characteristics associated with a pre-1920 Wardman apartment building is the 'E' layout of the building, the symmetrical design, an elaborate entranceway with dramatic canopy, and a projecting cornice with heavy modillions. The building's five-story height is divided horizontally with stone beltcourses and stone balconies with decorative railings interrupt the secondary elevations.

MATERIALS AND GENERAL CONFIGURATION

The building footprint of 1350 Clifton Street measures approximately 117' by 189'. The building is set back from Clifton Street and the main courtyard is situated to the east. A service alley runs east to west at the rear of the building and provides access to 14th Street. 1312 and 1308 Clifton Street are located to the east and south of 1350 Clifton Street. The apartment building is constructed of yellow brick laid in stretcher bond with a decorative brick band at the first-story level. The layout of the building is an 'E' with the main axis of the building running east to west at the rear of the lot. The main entrance is located at the center projection and secondary entrance is located at the northwest corner of the western bay.

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Service and secondary entrances are located at the east, west and south elevations.

NORTH ELEVATION (FACADE)

The main elevation of 1350 Clifton Street is orientated to the north, fronting Clifton Street. This elevation includes the three projections of the 'E' and each is three bays wide. The east and center projection is five stories tall and the west projection is five stories plus the basement or lower level. The distinguishing features of the main elevation includes the entrance canopy, the decorative brick band, the wide stone band, and the horizontal stone beltcourses.

The main walkway leads from the sidewalk to the main entrance at the center projection. The center projection is defined by the main entrance at the center bay and the elaborate metal canopy. The roof of the canopy, once open or enclosed with glass, has been altered with the construction of a solid metal roof. Decorative metal scroll work extends across the canopy and a delicate cartouche is located at the center. The original doorway has been severely altered with the removal of the original door and the installation of infill brick and a single modern door. The altered doorway is flanked by large, double wood casement windows with single pane transoms. The lobby windows have stone sills and security grills. A decorative brick band runs horizontally at the base of the first story windows and continues across the elevation of the east and center bays.

A stone beltcourse is located between the first and second stories and is repeated between the fourth and fifth stories. Each bay has a pair of 1/1 double hung, wood sash windows with stone sills. The overhanging cornice projects dramatically at the roof line and is adorned with galvanized iron modillions and a molded frieze. The west and east projections are similar in layout with the first story having paired windows at each bay in place of the main entrance. The sloping grade of the site allows for the basement level of the west bay to be accessible from the sidewalk. A wide stone band is located at the base of the first story. A secondary entrance is located at the northwest corner and is slightly recessed. The corner of the stone band provides a canopy for the entrance.

SECONDARY ELEVATIONS (SOUTH, EAST AND WEST)

The recessed sections of the building are four bays wide with a pair of balconies at each bay. French doors lead from the living room onto each concrete balcony with a decorative pipe railing. The first story

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windows at these sections have been sealed from the exterior and the lobby windows are wood casements with single pane transoms. The upper story windows are 1/1 double hung, wood sash windows and wood casement windows. The decorative brick band continues at the first story and the layout of the stone beltcourses continues as well.

The south elevation faces a service alley that runs east to west and provides access to 14th Street. The grade slopes slightly and the sub-basement and basement levels are exposed at this elevation. A secondary entrance at the west end of the elevation provides access to the sub-basement. The basement level is serviced by two secondary entrances at the center and east end of the elevation. The decorative brick band found at the main and east elevations is repeated across most of the south elevation. It terminates at the western chimney and is located at the base of the first story. The basement and sub-basement have a variety of windows, including single 1/1 double hung, wood sash windows, paired 1/1 windows, fixed windows and louvered openings. Two brick chimneys project at the center and the western side of the south elevation. The stone beltcourses found at the north elevation continues at this elevation. Five balconies serve the south apartments at each story of the upper four stories.

The east elevation is eleven bays wide and faces the main courtyard to the east. A walkway runs along the east elevation and the basement level windows are sealed from the exterior at this elevation. The existing windows at this elevation are a combination of 1/1 double hung, wood sash and casement windows. The decorative brick band is located at the base of the first story. The upper stories are symmetrically designed and two balconies are located at each story.

The west elevation is eleven bays wide and faces 14th Street. The sub-basement is partially exposed as the grade slopes downward toward the south. A secondary entrance is located at the basement level and a second entrance has been sealed with infill brick. The wide stone band found at the main elevation of the west projection is continued across this elevation. The stone beltcourses are continued at this elevation and two balconies are located at each of the upper four stories. The windows at the upper stories are a combination of 1/1 double hung, wood sash and casement windows.

The elevations within the bays of the 'E' are seven bays wide and face each other. The first through fifth stories are exposed and two balconies are located at each of the upper four stories. The decorative brick band and stone beltcourses are continued at these elevations. The windows at these elevations include 1/1 double hung, wood sash windows and the large casement windows with single pane transoms at the lobby

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level.

INTERIOR DESCRIPTION

The interior of 1350 Clifton Street has been drastically altered with the removal of most of the original fabric during the 1970s renovations. The original apartment and hallway layout has been severely modified with the introduction of narrower hallways, new apartment spaces and new finishes and partitions. The lobby space has been severely compromised with the introduction of apartments into the original space and the removal or encapsulating of the original trim and finishes. Remnants of the original lobby exist beneath the modern walls and finishes. The original tile flooring throughout the lobby and hallways have been covered with vinyl tile. The original window trim at the lobby has been obscured by modern drywall.

1308 CLIFTON TERRACE

NORTH ELEVATION (FACADE)

The main elevation of 1308 Clifton Street is orientated to the north, fronting Clifton Street. This elevation includes the three projections of the 'E' and each is three bays wide and five stories tall. The distinguishing features of the main elevation include the entrance canopy, the decorative brick band, and the horizontal stone beltcourses.

The main entrance at the center bay and the elaborate metal canopy defines the center projection. The roof of the canopy, once open or enclosed with glass, has been altered with the construction of a solid metal roof. Decorative metal scrollwork extends across the canopy and a delicate cartouche is located at the center. The original doorway has been severely altered with the removal of the original door and the installation of infill brick and a single, modern door. The altered doorway is flanked by large, double wood casement windows with single pane transoms. The lobby windows have stone sills and security grills. A decorative brick band runs horizontally at the base of the first-story windows and continues across the entire front elevation.

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A stone beltcourse is located between the first and second stories and is repeated between the fourth and fifth stories. Each bay has a pair of 1/1 double hung, wood sash windows with stone sills. The overhanging cornice projects dramatically and is adorned with galvanized iron modillions and a molded frieze. The west and east projections are similar in layout with the first story having paired windows at each bay in place of the main entrance.

The recessed sections of the building are four bays wide with a pair of balconies at each bay. French doors lead from the living room onto each concrete balcony with a decorative, pipe railing. The ground level windows at these sections have been sealed from the exterior and the upper story windows are 1/1 double hung, wood sash windows. The decorative brick band continues at the first story and the stone beltcourses continues as well.

SECONDARY ELEVATIONS (SOUTH, EAST AND WEST)

The south elevation faces a parking lot that services the entire complex. The grade slopes sharply to the south and the basement and sub-basement levels are exposed at the south elevation. Three openings at the south elevation and additional four openings at the east elevation service the sub-basement and basement levels.

The sub-basement and basement levels have a variety of windows, including single 1/1 double hung, wood sash windows and fixed windows. The decorative brick band found at the north elevation continues at the base of the first story at the south elevation. A brick chimney projects from the south elevation and the stone beltcourses found at the north elevation continues at this elevation. Six balconies serve the south apartments at each story of the upper four stories.

The east elevation is eleven bays wide and faces 13th Street. The sub-basement and basement levels are partially exposed as grade slopes sharply to the south. Five large openings at the sub-basement and basement level have been altered with the introduction of in-fill brick, windows and single security doors. An additional fire exit is located at the east elevation. The existing windows at the east elevation are a combination of 1/1 double hung, wood sash windows, wood casement windows and fixed windows. The decorative brick band has been obscured by a concrete covering and is visible only at the northeast and southeast corners. The upper stories are symmetrically designed and two balconies are located at each

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story.

The west elevation is eleven bays wide and faces the courtyard. The sub-basement is partially exposed as the grade slopes downward toward the south. A security entrance is located at the basement level and security gates and bars have obscured the fixed windows at this level. The decorative brick band is continued at the base of the first story. The stone beltcourses are continued at this elevation and two balconies are located at each of the upper four stories. The windows at these elevations include 1/1 double hung, wood sash windows and the wood casement windows.

The elevations within the bays of the 'E' are seven bays wide and face each other. The first through fifth stories are exposed and two balconies are located at each of the upper four stories. The decorative brick band and stone beltcourses are continued at these elevations. The windows at these elevations include 1/1 double hung, wood sash windows and the large casement windows with single pane transoms at the lobby level.

INTERIOR DESCRIPTION

The interior of 1308 Clifton Street has been drastically altered with the removal of most of the original fabric during the 1970s renovations. The original apartment and hallway layout has been severely modified with the introduction of narrower hallways, new apartment spaces and new finishes and partitions. The lobby space has been severely compromised with the introduction of apartments into the original space and the removal or encapsulating of the original finishes. Remnants of the original lobby exist beneath the modern walls and finishes. The original tile flooring throughout the lobby and hallways have been covered with vinyl tile. The original window trim at the lobby has been obscured by modern drywall. The integrity of the interior of 1308 Clifton Street has been lost and only small remnants of the grand spaces have survived intact.

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CLIFTON TERRACE, WASHINGTON, DC
Section Number 8 Page 1**

STATEMENT OF SIGNIFICANCE

The Clifton Terrace Apartment Complex, originally known as Wardman Courts, is located at 1308, 1312, and 1350 Clifton Street, NW on approximately four acres of land. The three-building complex was constructed between 1914-1915, during an era of explosive residential growth in Washington, DC. The complex was erected on the site of Belmont House, a Queen Anne style mansion of Amzi L. Barber, designed by architect Theophilus P. Chandler, a neighborhood landmark razed in 1914 for the construction of Clifton Terrace. The expansion accompanied the World War I era development of the federal government, and the increasing popularity of Washington's street railway system, particularly along 14th Street, NW. The design of the Clifton Terrace complex has been attributed to Frank Russell White and A.M. Schneider. 1312 and 1350 Clifton Street are five-story plus basement brick apartment buildings designed in 1914 by Frank Russell White. 1308 Clifton Street is a five-story plus basement brick apartment building designed in 1915 by A.M. Schneider. Sited at the south side of Clifton Street with a spectacular view of the city, the Clifton Terrace complex includes three apartment buildings. All three buildings are designed in the Colonial Revival style and are excellent examples of the development corroboration between Harry Wardman and his architects, Frank Russell White and A.M. Schneider. The design for Clifton Terrace is a fine illustration of Wardman and his architects' apartment building designs, work that would later develop sufficiently to rank Wardman as one of the city's most skilled apartment building designers.

The Clifton Terrace Apartment complex is typical of the large numbers of conventional-type, middle class apartments that were constructed in great numbers throughout Washington in the 1910s and 1920s. During these decades interest of the middle-class in apartment living surged as individuals and families competed to rent moderate-priced apartments. This new class of apartment buildings was self-sufficient in character. The hotel-type personal services were gradually dropped from the design program and apartment units were equipped for housekeeping, gas ranges, sinks, electric lights, electric bells, and house telephones. Once the idea of an apartment building as a respectable and functional place to live was accepted, several factors further encouraged their development throughout the city: 1) the rapid growth of the street railway system; 2) the new popularity of the automobile; 3) the revision of the building codes to ensure safer more healthy living environments and 4) the passage of zoning regulations requiring

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CLIFTON TERRACE, WASHINGTON, DC

Section Number 8 Page 2

the “gathering” of buildings and accessory services. Clifton Terrace remained a middle-to-upper-middle class apartment complex until 1962, when it fell into disrepair.

Clifton Terrace meets National Register Criteria A and C, and is significant for its exterior appearance, its use as an apartment building, and its apt illustration of typical apartment building design in Washington during this period. The complex is an excellent example of Frank Russell White and A.M. Schneider’s designs and Harry Wardman’s developmental influence in Washington, DC. The buildings exemplified an era of building in Washington and the growing popularity of the apartment building as a suitable choice for living accommodations by upper-middle and upper class Washingtonians. Clifton Terrace also meets the criteria specifically developed to evaluate apartment buildings pursuant to the D.C. Apartment Building Survey as identified by the *National Register of Historic Places Multiple Property Documentation Form* entitled *Apartment Buildings in Washington, D.C. 1880-1945* prepared by Traceries and submitted to the National Park Service in July 1993.

Residents of Clifton Terrace

The residential units of Clifton Terrace occupied the upper floors of the buildings, while the ground level featured lobbies, and other amenities offered by the complex. A sampling of Boyd’s *City Directory* listings for Clifton Terrace between 1917 and 1954 identifies the residents as solidly middle class according to their occupations, which included a number of nurses, salesmen, clerks, a physicist, physicians, teachers, contractors, and managers. A small retail market was located in the ground floor of the building, at the corner of Clifton and 14th Streets.

DEVELOPMENT OF THE APARTMENT INDUSTRY IN WASHINGTON

From the end of the first World War until 1929, 731 apartment buildings were constructed in Washington, twice the number built during the previous decade. This enormous increase in residential construction was the product of a burgeoning federal government faced with new responsibilities as a world leader. As necessity overcame social qualms associated with apartment living, apartment buildings spread around the city. The city’s 1920 Zoning Act established categories for residential building types and targeted certain areas for multi-family

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construction.

This increased need for apartments was a result of many new residents, whose federal salaries could not keep up with housing prices, placing single family residences out of reach. Effectively inverting the percentage of new construction of houses versus apartment units, by 1940, apartment units outranked the number of houses by 70 percent. The District joined New York and Chicago as cities with highest percentage of apartment house residents.

Changes to the apartment building type during these two decades were most notable not in the introduction of new forms, but rather in the loss of quality and services due to post-war inflation or, interestingly enough, the use of modern technology. Washington's apartment buildings from the 1920s and 1930s form the main body of the city's multi-family building stock. Never before or since have middle-class buildings been designed and constructed in the quantity and with the speed seen during the era between the world wars.

Clifton Terrace additionally, illustrates the rapid growth of the street railway system along 14th street, and the accompanying real estate investment along these routes. Washington, D.C.'s early streetcar lines were directly influenced by the 1791 plan for the federal city drafted by Pierre L'Enfant seventy years before the first railway tracks were laid. The early routes followed the plan's principle thoroughfares, connecting the established residential area of Georgetown with the centers of government that stretched along Pennsylvania Avenue to the United States Capitol, and beyond to the Navy Yard. The railway lines linked the wharves in southwest Washington, D.C. with the commercial corridor along 7th Street and the growing residential neighborhoods to the north. The routes eventually came to reflect the city's developing residential, commercial, and employment patterns. By the 1880s, with the introduction of electric traction that enabled streetcars to travel faster and climb steeper grades, railway lines became a tool used by real estate developers to encourage the city's burgeoning population to inhabit new neighborhoods. Railway lines that were typically owned and operated by the real estate developers serviced these "suburban" neighborhoods, commonly outside the original city boundaries. The late 19th century era of rapid transit expansion spurred by land developers was followed by a period of consolidation in the early 20th century. New owners, seeking profits in transportation over land development, simplified the routes and generally extended lines to serve established employment and residential areas rather than to promote new ones. The extension of the streetcar lines up

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14th Street spurred high-density development along the extended routes.

The use of modern styles for Washington apartment buildings between the 1920s and the 1930s stands out as the single most significant change during those years. As visually striking as was the contrast of the light stone of the classically derived styles of the early twentieth century against the dark red brick of the Victorian era, so was the impact of the styles associated with the Modern Movement. Clifton Terrace is a significant example of apartment building design influenced by the garden city movement and garden apartment planning. The movement emerging in Washington in the 1920s, encouraged by a desire for healthful living and suburban interest, was translated into the integration of more green space into urban living and apartment design, dispensing many of the stigmas associated with urban living. The new “garden” apartments offered superior air circulation, more pleasing views, the inclusion of balconies, and enhanced light in each apartment—all at a moderate price. Harry Wardman incorporated many of the garden movement ideals into his moderate and luxury designs, including buildings sited on grounds sufficiently spacious to introduce a landscaped setting. With careful attention to site plans, landscaping and views, Wardman designed a number of multi-building projects employing irregular footprints to maximize light and air, while capitalizing on views of the landscaped lot and courtyard as well as the surrounding views from the site. Ranging from two to three buildings each, examples of Wardman’s use of this ideal included Willard Courts (1915), Rutland Courts (1916), Northbrook Court (1917), Cathedral Mansions (1922-23), and Clifton Terrace. Specifically, Clifton Terrace offered middle class residents a three-building complex with balconies, centered on a landscaped courtyard with connecting paths and spectacular views of the city.

**THE DEVELOPMENT OF THE 14TH STREET CORRIDOR AND ITS
TRANSPORTATION LINES**

Upper 14th Street is significant as a residential neighborhood that was developed largely between 1871 and 1940. The neighborhood is particularly dominated by apartment buildings that were constructed in the late 19th century and the early 20th century in response to transportation trends of the time. With 14th Street acting as the spine of the neighborhood, it is located just north of the District of Columbia’s Federal City. The development of the neighborhood followed the

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streetcar lines, which ran on both 11th and 14th Streets, as early as 1862. The new streetcar technology opened the Federal City and its outlying areas to residential development, making it more convenient than ever to commute downtown to work and shop. Consequently, the Upper 14th Street area, like many of its surrounding neighborhoods offers a prime illustration of the growth patterns which evolved from the streetcar construction. The corridor grew as a cohesive residential neighborhood with both apartment buildings and single family dwellings lining the streets. By the end of the World War I, 150 apartment buildings were on 14th Street or between the 13th-15th Streets corridor. By the second quarter of the 20th century, the adjacent neighborhood was established as a residential community with supporting institutions such as schools, gasoline stations, telephone equipment houses, churches, and stores.

The Upper 14th Street neighborhood lies just outside of the original boundaries of the Federal City, originally having been part of Maryland. Lying to the north of Florida Avenue, N.W. (originally Boundary Avenue), the neighborhood remained rural well into the 19th century. One of the largest landholders in this area prior to the Civil War was Columbia College (The George Washington University). At this time, the neighborhood was known as College Hill, reflecting the location of the school. During the Civil War, the government commandeered much of College Hill for use by the military. The influx of the military onto the campus, combined with the effects of the war, made it difficult for the college to continue its educational duties.

At the close of the war, Trustees of the College began to subdivide the southern end of campus into streets and alleys and lease it to developers in preparation of the eventual disposal of the campus property. The Civil War provided the first impetus for settlement and development in the northern-most sections of Washington. Although the rural nature of the neighborhood persisted until the 1870s, the Civil War spurred significant changes to the physical make-up of the area. The war resulted in the destruction of the area's natural character, with the cutting of trees, erosion, and increased traffic over the ungraded and unpaved roads. By the War's end, the capital had grown from a small, tightly grouped town centered around government-related buildings to a burgeoning city with a significant need for housing and improved amenities.

Despite a general reduction in public works projects and the curtailed funds for government construction, some street improvements and major construction projects continued during the Civil War. Most important was the construction of a horse-drawn streetcar system. On May 17,

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1862, Congress granted the Washington & Georgetown Railroad the exclusive right to construct streetcar lines along 7th and 14th Streets, thus making the largely undeveloped area of the city newly accessible and establishing the foundation for further growth and expansion. The railway lines linked the wharves in southwest Washington, D.C. with the commercial corridor along 7th Street, 14th Street, and the growing residential neighborhoods to the north. The Washington and Georgetown Railroad Company was an immediate success.

Late 19th Century and Early 20th Century Development: 1870-1950

These 1862 horse-drawn routes eventually came to reflect the city's developing 19th century residential, commercial, and employment patterns. The expansion of the railway lines became a tool used by real estate developers to encourage the city's burgeoning population to inhabit new neighborhoods, which were commonly located outside the original city boundaries. With the creation of a territorial government in 1871, Washington County was annexed to the City of Washington, thus opening the area north beyond Boundary Street (now Florida Avenue) and east of the Anacostia River to development. The initial establishment of the horsecar railways in the city encouraged the development of what were then considered "outlying" suburbs. This spurred the first significant phase of residential building development in the Upper 14th Street area and coincided with the Territorial Government's Board of Public Works program to modernize the city and enact new building codes.

By 1864, when Congress approved the extension of the 14th and 7th Street lines north past the city boundaries, it was clear that both streets were significant thoroughfares connecting Washington's northern-most developing communities with the downtown core.¹ By 1902, Capital Traction ran 23 trains along 14th Street between Park Road and the B & O Depot. Streetcar service was improved in 1906-1907 with the extension of the 14th Street line north from Park Road to Colorado Avenue. The extension of the 14th Street streetcar line stretched the capital's boundaries northward to Park Road and Colorado Avenue, promoting substantial neighborhood development as it progressed. The influence of the streetcar line offers a prime illustration of the growth patterns in the Columbia Heights neighborhood in the 20th century. The 14th Street streetcar line offered newly established residential areas north of Florida Avenue access to the

¹ King, Leroy O. Jr. 100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital. Pg. 5.

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commercial corridor and downtown core.

The area north of Florida Avenue was dramatically impacted by the influx of apartment buildings. Apartment living was introduced to Washington, D.C. in the 1870s with the make-shift conversion of large buildings, including institutions and single-family residences, into small self-sufficient living units. Some of these conversions included kitchens and baths, others did not. But unlike their predecessor, the boarding house or their corresponding form, the hotel, these revised buildings were intended to be permanent residences capable of accommodating numerous family units.

These “purpose-built” apartment buildings provided housing for the many residents in the Upper 14th Street neighborhood. Corresponding to the development of the streetcar, these buildings tended to be grouped along 14th Street and, later, along 11th Street, both of which provided streetcar access to the employment and market areas within the city.

Combined with a strong, rapidly growing national and local economy throughout much of the last quarter of the 19th century, Washington, D.C. experienced a tremendous residential building boom during the Victorian period. Often multiple apartment buildings were designed and constructed at the same time, typically with identical massing and architectural detailing whose repetition was offset by projecting or recessed bays, turrets, oriels, dormers, and applied ornamentation in wood, brick, stone and metal. Most of the buildings in the area were designed, and often financed, by small-scale speculative builders. Many of the investors were carpenters, masons, and other building craftsmen who evolved into developers, but frequently they interchanged among the roles of tradesman, hired builder, and equity-holding builder/developer.

During the rash of apartment building construction, these developers intended to accommodate moderate or lower incomes by reducing design and construction costs, similar to the concept of rowhouse construction. One of the most prominent developers of apartment buildings was Harry Wardman. His success was tied to locating close to the streetcar line, which was a resourceful location and one that proved a most successful start.

The 1910s continued to see a rise in apartment building construction, albeit a slow rise due to World War I and the resultant shortage in building materials. During this decade, 316 apartment

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buildings were constructed, with 287 of them in the northwest quadrant of the city, 29 of which are located in the Upper 14th Street neighborhood. One of the most prominent apartment complexes from this decade is Clifton Terrace. The Clifton Terrace Apartment complex is typical of the large numbers of conventional-type, middle class apartments that were constructed throughout Washington in the 1910s and 1920s.

Although construction of apartment buildings decreased during World War I, the influx of federal workers led to a demand for more housing. In the early 1920s, architects, builders and developers rushed to fill the void and the decade experienced a burgeoning of both apartment buildings and single-family housing. In the decade after the end of World War I, from 1919 to the Stock Market Crash of 1929, 741 apartment buildings were constructed in the city, a growth paralleling the dramatic increase in single-family house construction. In fact, 41 apartment buildings were constructed in this small neighborhood during the 1920s. Competition among apartment building developers was fierce. Not only were developers scrambling to provide enough housing for the new federal workers, but they also attempted to build more attractive apartment buildings by offering the latest technological advances as well as novel interior designs and other schemes which would appeal and attract residents to their particular apartment development.

The growing popularity of the automobile affected the apartment building almost as much as public transportation. By the late 1920s, the future of the car was secured and the possibility for apartment locations became almost limitless. The car opened up possibilities for the location of new apartment buildings in far the reaches of the city, and beyond. Public transportation was no longer a requirement for the federal worker. Further, the apartment building forms changed to accommodate the automobile. First, driveways and porte-cocheres were incorporated into the designs of new buildings. Soon garages (attached and not) were seen. Prior to the 1920s it was most unusual to find buildings constructed with attached garages. However, during the 1920s zoning regulations mandated garages in larger buildings, resulting in their institution into building design. However, many of the apartment buildings enjoyed such close proximity to the 14th Street streetcar line that owning an automobile was not a necessity for the residents.

By 1930, an estimated 50% of Washingtonians resided in apartment buildings. However, this decade showed the smallest growth of apartment buildings in the Upper 14th Street

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neighborhood, with only 12 apartment buildings being constructed during the ten-year period. This dearth was perhaps due to the Depression and the Stock Market Crash of 1929, which financially crippled developers and builders alike.

New Development Accelerates the Impact of Washington's Public Transportation System

Public transportation lines spurred the development of apartment house corridors. In 1862, Congress chartered the first streetcar railway lines. Their completion, six months later, changed the way Washington worked, lived, and played. These lines were extended over the years, converted to an electrified cable system in the 1890s, and extended farther into Washington's new suburbs. Although the earliest apartment buildings were located primarily close to lower Connecticut Avenue, extending through the heart of the "downtown" residential area, the opening of the streetcar lines attracted investors eager to capitalize on less expensive land. Fourteenth Street offers a prime illustration of the growth patterns that evolved from the streetcar construction. By the end of the World War I, 150 apartment buildings were on 14th Street or between the 13th-15th Streets corridor. The Clifton Terrace complex was sited in recognition of the value of a location adjacent to the 14th Street Streetcar line.

Architect and Developer: Frank Russell White, Harry Wardman, and A.M. Schneider

Architects Frank Russell White and A.M. Schneider designed Clifton Terrace, working with Harry Wardman, one of Washington's dominant developers in the early 20th century.

Harry Wardman (1871-1938), who often appears to have built Washington single-handedly, is known to have developed over 200 apartment buildings as well as hundreds of "flat" units, commercial spaces and office buildings. One of the most prolific architects in early 20th century Washington, Wardman emigrated from England, penniless, in 1897 and found work in America as a builder along the East Coast, arriving in Washington in 1897. Wardman began developing groups of apartment buildings to accommodate moderate or lower incomes by reducing design and construction costs. By the time of his death in 1938, it was estimated that one-tenth of the city's residents lived in buildings he developed. By purchasing land, building, renting, and then selling the property to gain new capital for the next project, Wardman was able to continue his

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apartment building career from 1903 through 1928. His first buildings were sited along the 220 block of 14th Street, N.W., near the Boundary Street edge of the Federal City. Locating close to the streetcar line was a resourceful location and one that proved a most successful start, as well as his pension for catering to the Federal employees. His entry into the luxury market came in 1909 when he developed the distinguished Dresden, at Connecticut Avenue and Kalorama Road, and the Northumberland. Other significant works included the Wardman Row on R Street, Belgrade Apartments (18th and Florida Avenue, NW), the Avondale (with White in 1913 at 1734 P Street NW), and 2700 and 2701 Connecticut Avenue. Wardman hired numerous influential Washington architects, including Albert Beers, Frank Russell White, Wolcott Waggaman, and Joseph Baumer among others. The design of the Avondale (1913) by Frank Russell White illustrates the Prairie Renaissance Revival style, while the two teamed to undertake a variety of styles all with White's unique signature. Later work with Eugene Waggaman returned to the Classical Revival, while Mirhan Mersrobian ventured into varied modernistic interpretations of traditional design motifs. By committing to a single architect at a time, Wardman seemed able to keep the designs coming as fast as he planned the projects. Each man brought his own style to Wardman's success formula.

Wardman's later innovations include the Alcova Heights apartments (1925), a mixed use, moderate-income co-operative development, a group of moderate-income, featuring five four-story, Georgian Revival style buildings with 152 units and nine stories. In 1925, it was reported to be the largest co-op outside New York City. This scheme was as close as he came to realizing his dream for an immense project comprised of five towers on five acres at the Taft Bridge. Wardman was seriously overextended when the stock market crashed in 1929, and he lost everything he owned, estimated to be worth \$30,000,000. He resumed building several years later, but did not attempt another apartment building.

Frank Russell White, the chief architect in Wardman's office in 1914, is attributed with the design of Clifton Terrace. A native of Brooklyn, NY, White was born in May, 1889. At the age of 10, his family moved to Washington, D.C. where he remained until his death in 1961. Although Frank Russell White had no formal architectural training, he designed 51 apartment buildings, some 5,000 single-family residences and numerous commercial buildings including the Sheraton Park Hotel (formerly the Wardman Park Hotel), Hampton Courts, and the Heurich Building. As one of Harry Wardman's master architects, he designed several apartment

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buildings in Washington's northwest which bear witness to White's grasp of the essentials of apartment design and his versatility in a wide range of styles. White designed Wardman Court (Clifton Terrace) in 1914 at 1312 and 1350 Clifton Street, N.W. in the Colonial Revival style. The Lealan, also built in 1914, at 1830 16th Street, N.W. was dressed in Mediterranean Revival garb. In his designs for the Northbrook Courts- North and South (1917, 3420-26 16th Street, N.W.), White employed the Classical Revival vocabulary.

White's amicable separation from Harry Wardman occurred around 1917 and he began to work with other developers around the Washington, D.C. area. At this stage of his career, White designed the Chateau Theirry (20th and S Streets, N.W.), The Tiffany (1925 16th Street, N.W.), and Schuyler Arms (1954 Columbia Road, N.W.). After a failed project in 1926 and the onslaught of the Depression, White had few commissions and was financially crippled. White died on October 24, 1961.

A.M. Schneider, another of Wardman's architects, was responsible for the erection of numerous apartment buildings in Washington, as well as a few dwellings. Examples of Schneider's early work include his 1905 3 Street, NE building for JT and JF Ferry, a dwelling on Kalorama Road in 1908, a three-story 1909 apartment building on U Street, a four-story apartment on T Street in 1915, and the seven-story Brittany on 14th Street in 1916. In 1916, Schneider joined the firm of Harry Wardman, where he was, in addition to continuing work on Clifton Terrace, responsible for a number of apartment buildings, including: a four-story apartment building on 17th Street, a four-story apartment on California Street, NW, a three-story apartment on T Street, an apartment/dwelling on 16th Street, a seven-story apartment on both K and M Streets, as well as two dwellings on Connecticut Avenue.

CONCLUSION

The Clifton Terrace complex's significance lies in its exterior appearance, its use as an apartment building, and its apt illustration of typical apartment luxury building design in Washington during the early 20th century. Frank Russell White and A.M. Schneider, under the direction of prominent architect Harry Wardman, designed buildings that exemplified an era of building in Washington and the growing popularity of the apartment building as a suitable choice for living accommodations by upper-middle and upper class Washingtonians.

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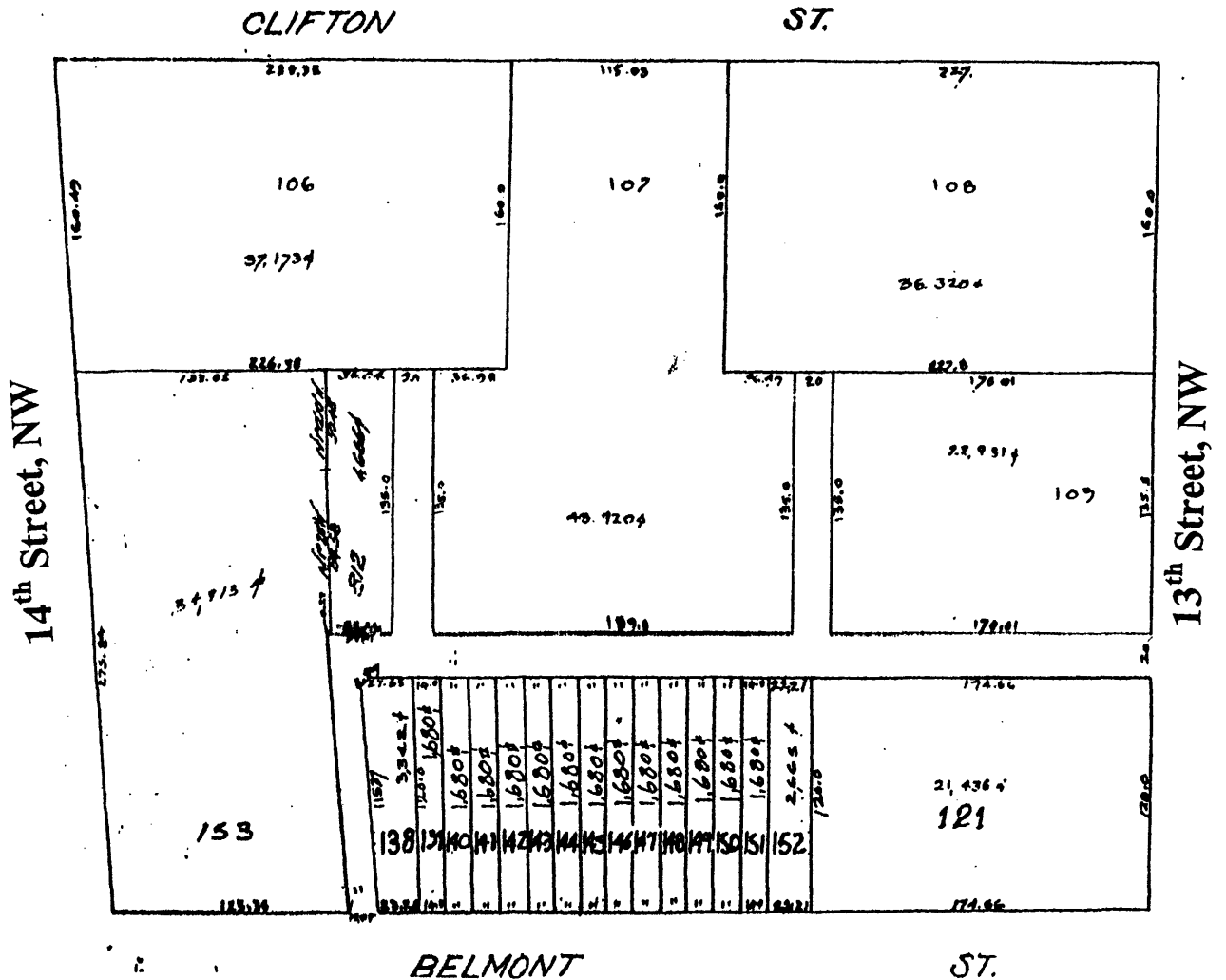
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City Directories
Map Collection
Photographs Collection

National Archives and Records Service
District of Columbia Building Permits

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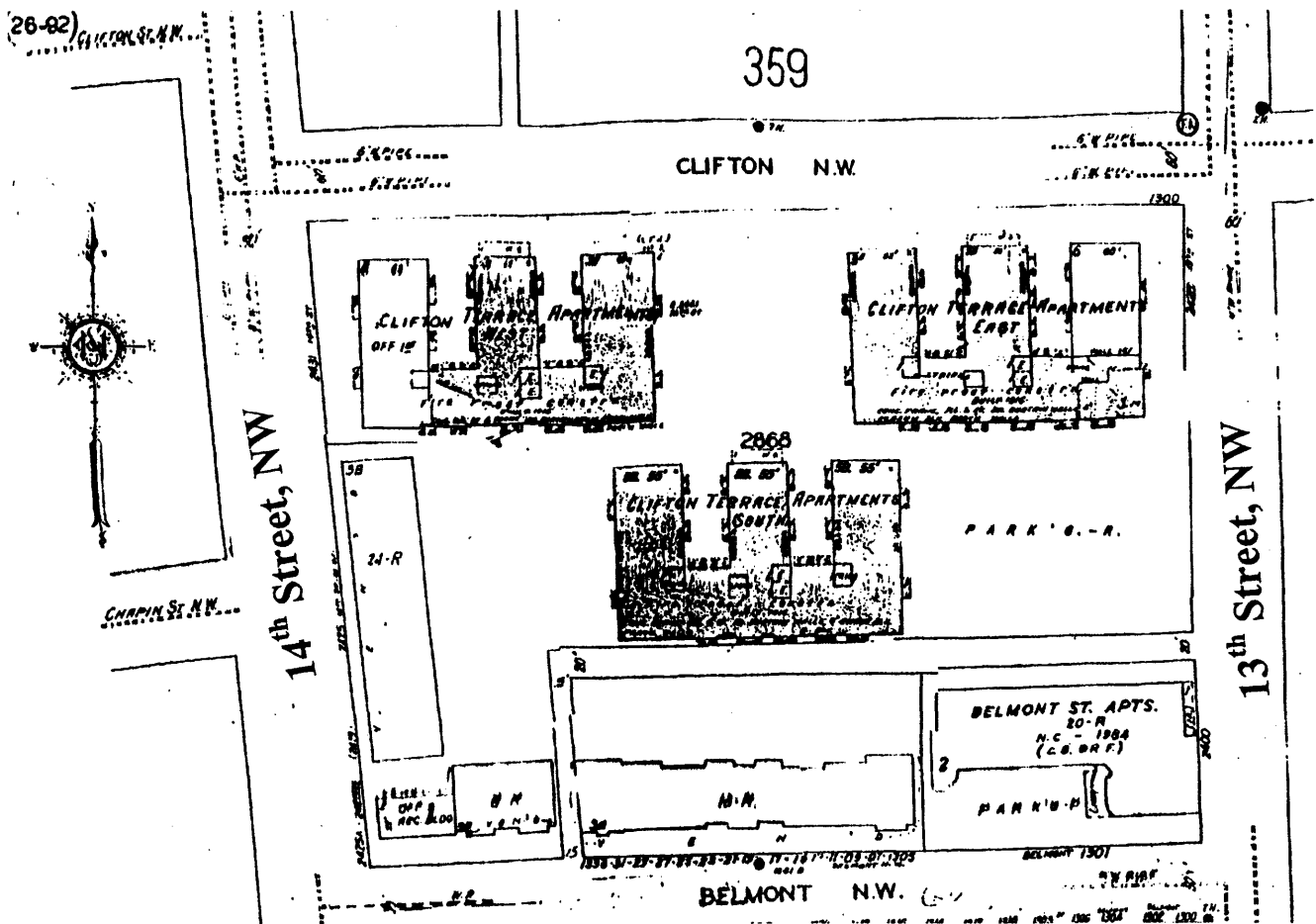


MAP 1: 1998 Sanborn Map



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MAP 2: 1998 Sanborn Map

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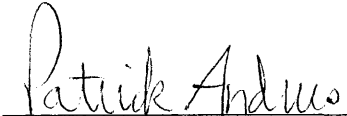
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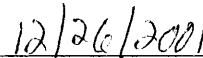
Property Name: Clifton Terrace County: State: DC

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper



Date of Action

=====

Amended Items in Nomination:

This SLR makes two technical corrections to the form. The buildings are nominated under the Area of Significance of Architecture, and Criteria A and C are checked. The form does not provide an Area of Significance for Criterion A, so it is deleted and the buildings are listed only under Criterion C. Also, in Section 3 of the form no Level of Significance is checked, so Local has been selected.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)