



**US Army Corps
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Engineer Research and
Development Center

Naval District Washington — Anacostia Annex Building Survey

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Final Report

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Abstract: This study undertook an architectural survey of Anacostia Annex, which is part of Naval District Washington, to determine if Anacostia Annex is eligible for the National Register of Historic Places (NRHP) as a historic district, and also to determine if any buildings are individually eligible for the NRHP. This work determined that only Buildings 168 and 169 are individually eligible for the NRHP. The removal of the former Naval Air Station runways, removal of the World War I era former Bolling Army Air Corps buildings, and integrity changes to the control tower (Building 92) have made Anacostia Annex ineligible as a historic district to the NRHP. Except for Buildings 168 and 169, the buildings comprising the Anacostia Annex are not significant enough in their own right to be individually eligible to the NRHP. This study also determined that no buildings meet the requirements for Cold War exceptional importance under criteria consideration “g.” This survey satisfies Section 110 of the National Historic Preservation Act of 1966 as amended, and was used to determine the eligibility of these buildings for inclusion on the NRHP.

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Preface

This study was conducted for Naval District Washington (NDW), Washington Navy Yard, District of Columbia, under project number 152846, “89th RRC Section 110 Survey.” Funding was provided by Military Interdepartmental Purchase Request 21/2020/220/MIPRN0017107PO001KO, dated 13 September 2007. The NDW technical monitor was James Dolph, Historian.

The work was performed by the Land and Heritage Conservation Branch (CN-C) of the Installations Division (CN), Construction Engineering Research Laboratory (CERL). Adam Smith was the CERL Project Manager and lead architectural historian, and Sunny Stone was the lead architectural historian. Special acknowledgement is given to those who assisted with the formation of this report: Jim Dolph, Historian; Gina Nichols, of the Naval Historical Center Port Hueneme; the archivists at the Naval Photo Library; and the many helpful archivists at the National Archives in College Park. Dr. Christopher White is Chief, CN-C, and Dr. John Bandy is Chief, CN. The Deputy Director of CERL is Dr. Kirankumar V. Topudurti. The Director of CERL is Dr. Ilker R. Adiguzel.

CERL is an element of the U.S. Army Engineer Research and Development Center (ERDC), U.S. Army Corps of Engineers. The Commander and Executive Director of ERDC is COL Richard B. Jenkins, and the Director of ERDC is Dr. James R. Houston.

Unit Conversion Factors

Multiply	By	To Obtain
acres	4,046.873	square meters
feet	0.3048	meters
inches	0.0254	meters
miles (U.S. statute)	1.609347	kilometers
square feet	0.09290304	square meters

1 Introduction

Background

Through the years, the U.S. Congress has enacted laws to preserve our national cultural heritage. The first major Federal preservation legislation was the Antiquities Act of 1906. This Act was instrumental in securing protection for archeological resources on Federal property. The benefits derived from this Act and subsequent legislation precipitated an expanded and broader need for the preservation of historic cultural resources. With this growing awareness, the Congress codified the National Historic Preservation Act of 1966 (NHPA), the most sweeping cultural resources legislation to date.

The Congress created the NHPA to provide guidelines and requirements aimed at preserving tangible elements of our past primarily through the creation of the National Register of Historic Places (NRHP). Contained within this piece of legislation (Sections 110 and 106) are requirements for Federal agencies to address their cultural resources, defined as any prehistoric or historic district, site, building, structure, or object. Section 110 requires Federal agencies to inventory and evaluate their cultural resources. Section 106 requires the determination of effect of Federal undertakings on properties deemed eligible or potentially eligible for the NRHP.

The Anacostia Annex is located on the south bank of the Anacostia River across from Hains Point and Fort McNair (Figure 1). Anacostia Annex is part of Naval District Washington (NDW). NDW expressed a desire to reassess Anacostia Annex for historic resources eligible to the NRHP. For a property to qualify for the NRHP, it must meet at least one of the National Register Criteria for Evaluation, must be significantly associated with an important historic context, and must retain sufficient integrity to convey its significance.

There are 109 buildings and structures currently at Anacostia Annex. (Table 1) Fifteen buildings were selected by Naval District Washington for reevaluation (listed in Table 2, located in Figure 2). Also, 26 buildings and structures were evaluated to determine Cold War exceptional importance (Table 3).

Table 1. List of buildings at Anacostia Annex.

Building Number	Year Built	Facility Name	Building Number	Year Built	Facility Name
29	1920	USMC Motor Pool	381	1980	Storm Water Pumping Station
47	1923	Ceremonial Honor Guard	385	1984	T-28 Airplane
57	1924	Fire Inspect Off/Thrift Shop	387	1978	Storage
72	1942	Enterprise Hall	390	1982	Ball Field
73	1942	Heating Plant No 1-Substa	392	2002	Security Fence
84	1938	Boat Crew Maint Shop	393	1989	Floating Dock Marina
86	1938	Storage/Garage Mwr	394	1942	Pier 394
91	1942	Whitehouse Comm. Training	396	2002	Ready Service Locker
92	1942	Personnel Support Detachment	397	1989	Armory
93	1942	Bachelor Officers Qtrs	398	1991	Hmx-1 Hangar
94	1942	District Post Office	399	1991	White Hse Communication Fac.
97	1927	Seabees CBU422	399A	2006	Shelter Across From Whca
105	1949	Stand By Generator Bldg	400	1991	Pwd Transportation Building
106	1951	Seabees CBU422	400BS	1996	Bus Stop Shelter
107	1955	Boat Crew BKS	407	1991	Guard House For Building 399
108	1938	Pier 108	408	1991	White Hse Comm Fac Power Hse
109	1942	Pier 109 (North)	409	1995	Recycling Facility
110	1940	Pumping Sta No 1	413	1995	Child Development Center
111	1939	Pumping Station No 2	414	1995	Family Housing Welcome Ctr.
113	1939	Pump Sta No 4	414A	2006	Picnic Shelter At Bldg 414
117	1946	Bulkhead For Flood Control	415	1996	Salt Storage Facility
119	1956	Tetrahedron	416	1992	PW Storage Shed
120	1938	Flood Gate	417	1998	New Barracks
121	1998	PWC Office Building	418	1998	Dinning Hall
122	1942	Flag Pole	419	1998	New Gym
161	1941	Sub-Station	420	2004	Storm Water Pumping Station
163	1941	Transformers Yard 13 2/4 Kv	421	1998	PWC Warehouse
165	1988	Water Pumping Station #2	422	1998	Mech Bldg 417/Cool Twr/CW Pum
168	1943	Naval Media Center	423	1942	Mech Bldg Supporting #72
169	1943	Heating Plant No 2	424	2002	General Warehouse
171	1949	MWR-Recreation Information	424A	2003	Picnic Shelter at 424
338	1972	Navy Media Storage	424B	2003	Picnic Shelter at Bldg 424
350	1976	DC National Guard	425	2004	Warehouse
351	1976	Reserve Training Center	425A	2003	Picnic Shelter at 425
352	1978	Vehicle Maintenance Shop	425B	2003	Picnic Shelter at 425
353	1978	Org Maint Shop #3	427	1942	The Gun
354	1978	Org Maint Shop #2	428	1978	Prkng. Armed Forces Res. Ctr
355	1978	Org Maint Shop #1	429	1998	Brick Dumpster Enclosure
356	1978	Combined Supp Maint Shop	430	1996	Bus Stop Shelter
357	1978	Parking Building A	431	1995	Child Dev Center Shed
358	1978	Parking Building B	432	1995	Child Dev Center Shed
359	1990	DC National Guard Storage	433	1995	Child Dev Center Shed
365	1977	Filling Station	434	1995	Child Dev Center Shed
377	1983	Sentry House 1st Str'l'g Gate	435	1995	Child Dev Center Shed
379	1980	Storm Water Pumping Station	438	1996	Fmly. Hous. Ctr. Storag Shed
380	1980	Storm Water Pumping Station	445	1995	CBU Storage Covered Area

Building Number	Year Built	Facility Name
446	1996	Outdoor Monument/Memorial
471	1951	Seabees CBU 422
474	1942	Stor Area At Bldg 91 Compound
475	2006	Bus Shelter (Rec Area)
476	2006	Bus Shelter (Boundary Road)
477	2006	Bus Shelter (Thomas Road)
478	2006	Guard House
479	2006	Restroom Building
480	2004	Baseball Field

Building Number	Year Built	Facility Name
481	2005	Volleyball Court
481A	2006	Shelter at Volleyball Court
481B	2006	Shelter at Volleyball Court
482	2005	Basketball Court
482A	2006	Picnic Shelter at B-Ball Ct
483	2005	Tennis Court
484	2003	Field House (Shed)
744	1943	BT-20 Boiler Hse 4 Oil Strg

Table 2. List of buildings to survey at Anacostia Annex.

Building Number	Year Built	Original Use	Current Use
29	1920	Hangar	USMC Motor Pool
47	1923	Hangar	Hangar (Ceremonial Honor Guard Practice Hall/offices)
57	1924	Operation Shop Store	Fire Department/Thrift Shop
72	1932	Administration/Barracks	Administration (Enterprise Hall)
73	1932	Boiler Plant	Heating Plant #1
84	1938	Flood Gate Storage Building	MWR Storage (Facilities/Waterfront Office/Storage)
91	1942	Hangar	White House Communications Training Facility
92	1942	Operations Building	Personnel Support Detachment
93	1942	Bachelor Officers' Quarters	Bachelor Officers' Quarters
94	1943	Supply Building	Consolidated Postal Distribution Center
97	1927	Transportation Garage	Seabees Workshop (Garage)
105	1949	Generator House	Standby Generator House
168	1943	Naval Photographic Center Building	Naval Media Center
169	1943	Heating Plant	Heating Plant #2
171	1949	CPO Club	Vacant

Table 3. List of buildings constructed during the Cold War.

Building No.	Year Built	Facility Name
106	1951	Seabees CBU422
107	1955	Boat Crew BKS
119	1956	Tetrahedron
165	1988	Water Pumping Station #2
338	1972	Navy Media Storage
350	1976	DC National Guard
351	1976	Reserve Training Center
352	1978	Vehicle Maintenance Shop
353	1978	Org Maint Shop #3
354	1978	Org Maint Shop #2
355	1978	Org Maint Shop #1
356	1978	Combined Supp Maint Shop
357	1978	Parking Building A
358	1978	Parking Building B
365	1977	Filling Station
377	1983	Sentry House 1st Str'l'g Gate
379	1980	Storm Water Pumping Station
380	1980	Storm Water Pumping Station
381	1980	Storm Water Pumping Station
385	1984	T-28 Airplane
387	1978	Storage
390	1982	Ballfield
393	1989	Floating Dock Marina
397	1989	Armory
428	1978	Prkng. Armed Forces Res. Ctr
471	1951	Seabees CBU 422

Per Section 110 of the NHPA, NDW must evaluate all of its buildings and structures 50 years of age and older. The Engineer Research and Development Center, Construction Engineering Research Laboratory (ERDC/CERL) was tasked with completing an inventory and a Determination of Eligibility (DOE) for certain NDW – Anacostia Annex properties constructed between 1920 and 1949.

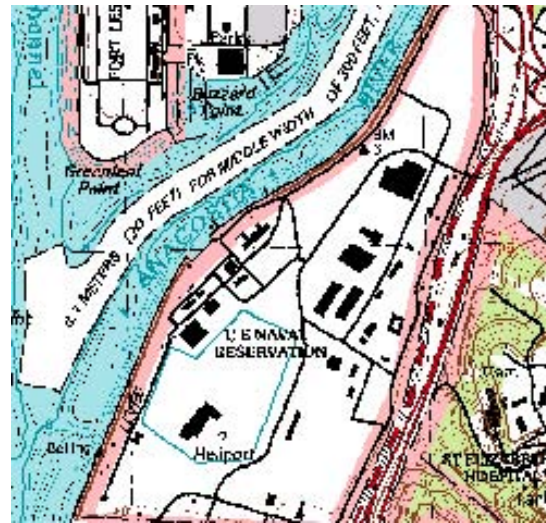


Figure 1. Location of Anacostia Annex (USGS).

Objectives

The objectives of this study were to:

1. Reassess the 1995 Goodwin report
2. Research the history of the buildings at Anacostia over 50 years of age
3. Assess Anacostia for a potential historic district
4. Assess the eligibility of the buildings at Anacostia that are over 50 years of age according to NRHP guidelines.

Approach

Archival research

Archival research involves several tasks. The first task is the initial literature review. The second is to identify and locate primary research materials.

Literature review

The research team used secondary literature to determine the general history of the NDW – Anacostia Annex. This involved reading published and unpublished material found throughout various sources. Items looked at and reviewed for the NDW – Anacostia Annex included the *Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC*, September 1995 and the Integrated Cultural Resources Management Plan, 2004.

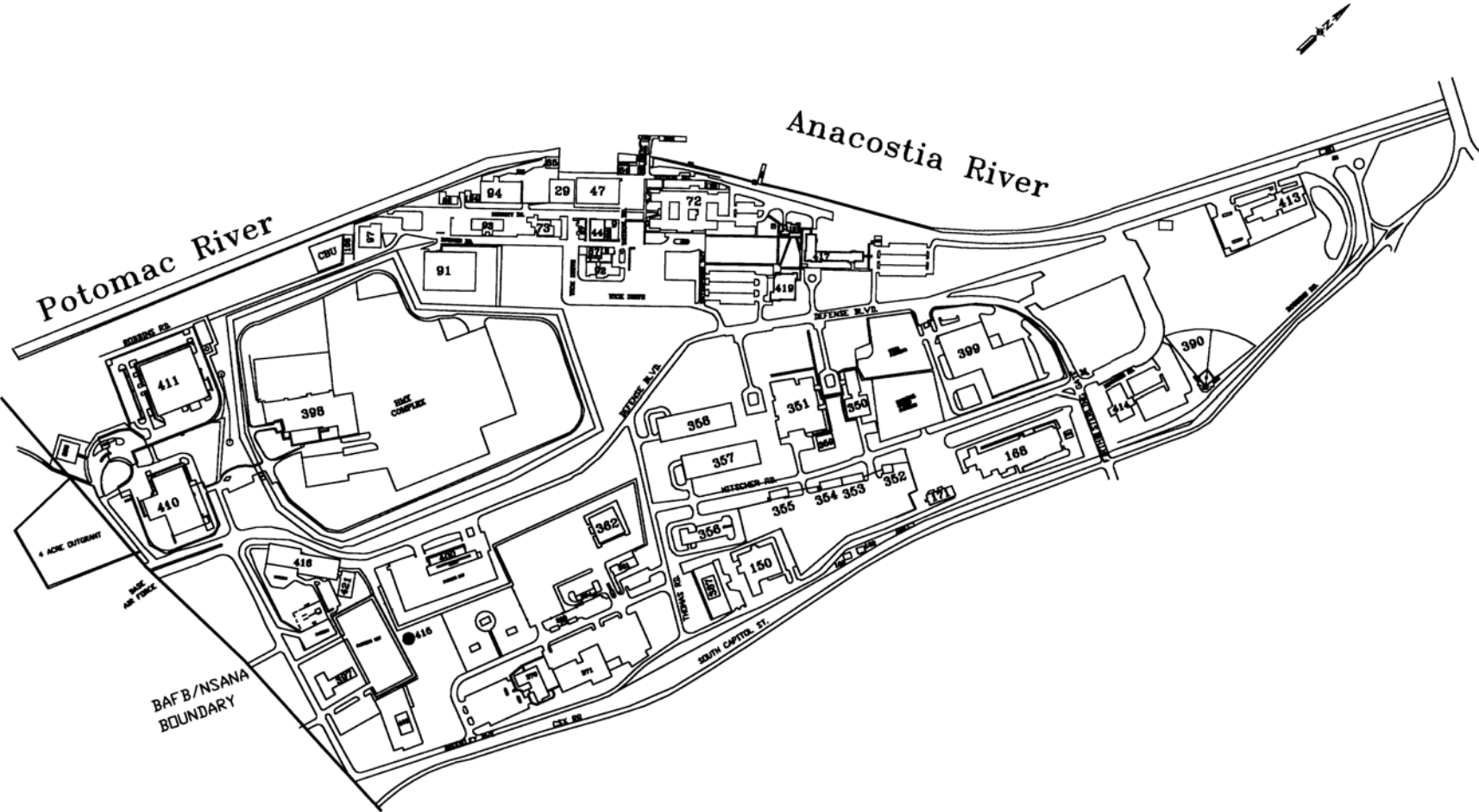


Figure 2. Anacostia Annex Building Map (NDW).Research material

The research team then located primary research materials and additional secondary materials to establish a strategy to best use these resources. Two members of the research team conducted a visit to the National Archives at College Park, Maryland in April 2008. In addition, research material for the buildings was gathered during the site visits to Naval District Washington that were part of the survey. One other research trip to the Naval Photo Library located at the Washington Navy Yard occurred in November 2008.

Site visits

Members of the research team conducted three site visits to survey the Anacostia-Annex buildings and conduct research. The site visits occurred in February 2008, for the initial meeting with the NDW historian, April 2008, and in June 2008. During the site visits, researchers collected archival information such as maps and historic photographs from the historian and made preliminary determinations of historic significance. Researchers conducted site reconnaissance on foot using photography, sketches, and note taking to help in getting an overall feeling for Anacostia Annex as a whole and for the individual buildings.

Analysis

After the initial research was complete, the team analyzed the gathered information and resources. Historic maps and photographs were examined and compared to current day conditions. From those resources with significance based on the historic context and themes, a determination of integrity was made.

Evaluation

The evaluation of structures and landscapes follows the guidelines in the *National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation*, and *National Register Bulletin #16, How to Complete the National Register Registration Form*. In addition, the survey followed the Army's guidance for "Documenting and Evaluating Historic Military Landscapes: An Integrated Landscape Approach."

This report has several parts. Chapter 2 describes the historic context for evaluating the buildings. Chapter 3 gives the inventory and evaluation re-

sults. Chapter 4 includes the historic property inventory forms for all evaluated buildings and structures.

Mode of Technology Transfer

This report will be made accessible through the World Wide Web (WWW) at URL: <http://www.cecet.army.mil>

2 Historic Context

Development of the Anacostia Portion of Washington, DC

In 1663, Thomas Dent, an emissary of Governor Charles Calvert, received a patent for an 850-acre tract of land called Gisborough on the eastern bank of the Anacostia River. In 1790, this area was ceded from the state of Maryland to form the new seat of the Federal government, the District of Columbia. Gisborough remained agricultural and was never part of the L'Enfant planned city of Washington.

During the Civil War, portions of the Gisborough land was used by the Army for use as a supply depot. After the Civil War, Anacostia remained agricultural. The only connection to the city of Washington north of the Anacostia River was via a ferry at 11th Street.

After 1900, Anacostia became increasingly residential, a suburb of Washington with improved transportation such as streetcars and the construction of the 11th Street Bridge. At the beginning of World War I, the Federal government purchased much of the flats that fronted on the Potomac and Anacostia Rivers below the bluffs where much of the residential development occurred. The Department of the Navy constructed a naval air station on the Anacostia River opposite Washington Barracks (Fort McNair) to house its new seaplanes, while the Department of War constructed a new Army airfield directly to the east of the naval air station.

World War I*

At the request of the Secretary of the Navy, on 25 September 1917 the Chief of Army Engineers directed the Chief Signal Officer of the Army to authorize the Navy “to occupy and use as an airplane landing site during the period November 1, 1917, and ending six months after the termination of the war, the area of Anacostia Flats in the District of Columbia” (Figure 3).

* The World War I, Interwar, World War II, and Cold War sections were taken from a history of NAS Anacostia on file at Naval District Washington. This history was vetted against four full histories and the historic context in the original Goodwin report.



Figure 3. Future site of the Seaplane Hangar (Building 47) 22 October 1917 (NARA College Park RG71-CA box 14).

On 12 October, Secretary of War Newton D. Baker notified Secretary of the Navy Josephus Daniels that he could use the drained-off swamp at the fork of the Potomac and Anacostia rivers for “the erection and maintenance of a seaplane hangar; it being understood that the Army may have joint use of such land and waterfront at any time.” On 1 January 1918, Admiral William S. Benson, the Chief of Naval Operations, had outlined the purpose of the air station as follows:

1) a base from which to make short test flights, 2) provide a suitable place for gassing and minor repairs for seaplanes which will be flown from the Naval Air Station Hampton Roads and from Langley Field, Va., and 3) afford the opportunity for the various bureaus concerned to send representatives to examine new types of seaplanes in order to study questions of improvements and to become thoroughly familiar with the construction of seaplanes.

The station was commissioned on 19 January 1918. From an initial allocation of \$500, an airfield, a wooden hangar (a wooden supply shack, and a sentry shack)* were built by the Navy (Figures 4 and 5).

* The information provided in parenthesis was taken from History of U.S. Naval Air Station Anacostia, DC 1917-1944 on file at Naval District Washington no date.

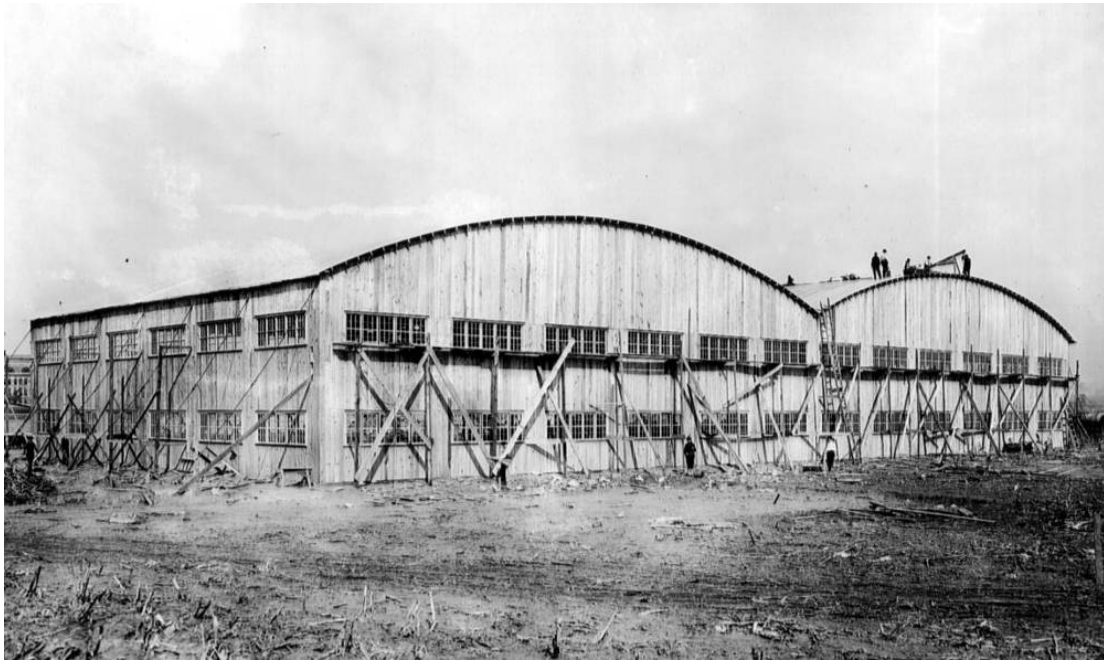


Figure 4. Rear of Seaplane Hangar under construction (Building 47) 9 November 1917 (NARA College Park RG71-CA box 14).



Figure 5. Seaplane ramp and hangar 1 October 1918 (NARA College Park RG71-CA box 14).

The first officer selected for command was Lieutenant W. E. Doherty, U.S. Naval Reserve Force. The latter served under the commander of the Navy Yard, Washington DC until 16 October 1918, when all administration was transferred to the commanding officer of the Air Station. The Navy Yard was to continue to exercise full military authority over the Naval Air Station and was only in a general way responsible for the technical work carried out at the Air station, but was kept informed of the progress of the work from time to time.

On 8 February 1918, a grant of \$30,000 permitted the construction of two hangars, two runways, a small office building, and a barracks large enough to house and feed 100 men (Figures 6 and 7). Two months later there was an authorization for a shell and bomb shelter to be constructed. In addition, boat service was provided between the station and the capital. Construction was largely completed by 9 September 1918.

The Naval Air Station was commissioned as a full-fledged Naval Air Station on 1 January 1919, even though construction work was not complete. Test operations in flight and ordnances had been well on their way since middle of 1918.



Figure 6. Aerial of the recently completed naval air station 5 February 1919 (NARA College Park RG71-CA box 14).

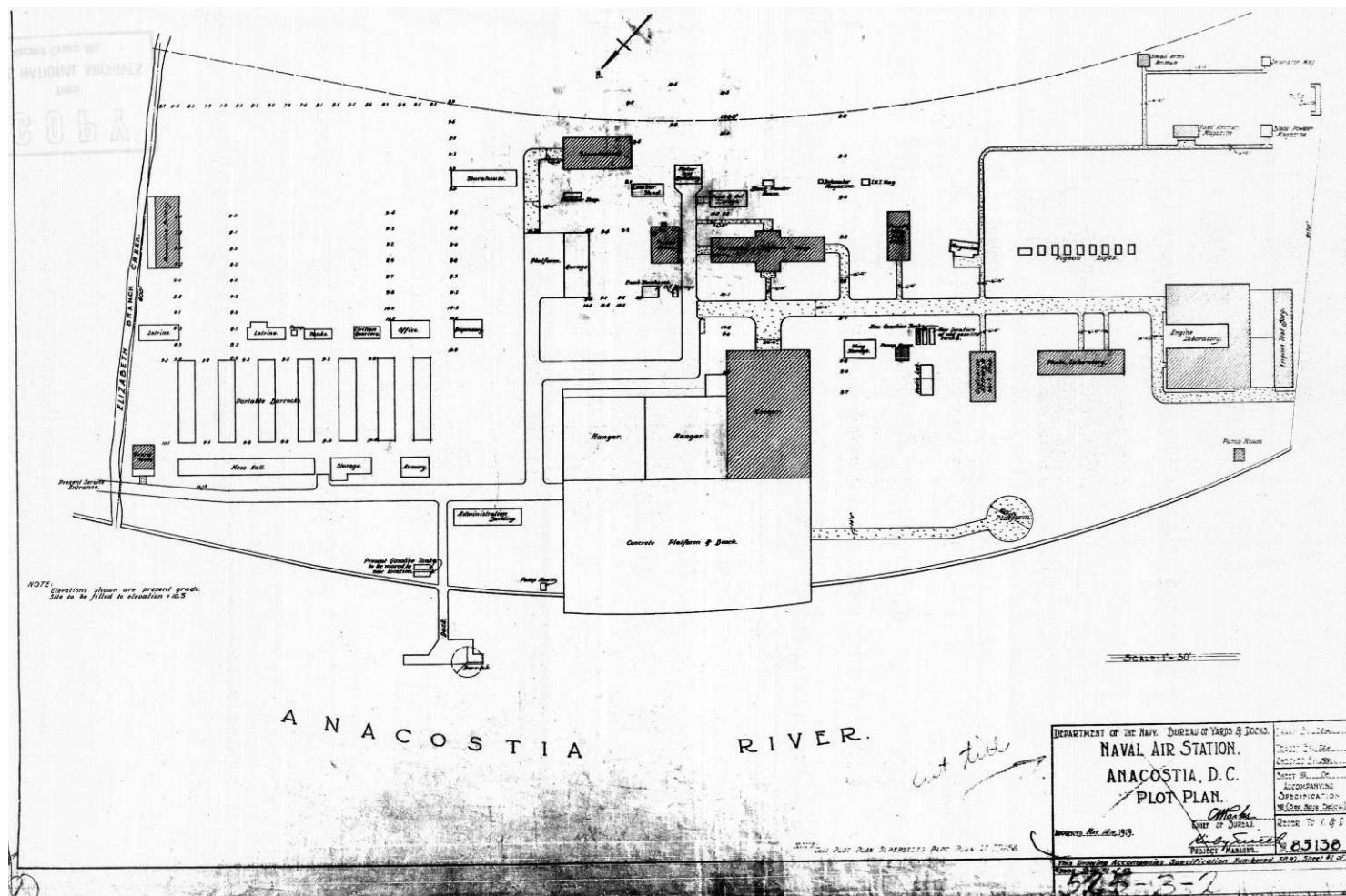


Figure 7. Map of the Naval Air Station Anacostia 14 April 1919 (NARA College Park RG71 525-3).

Initially, nine seaplanes were attached to Anacostia. Soon after their arrival, various facilities were added to the station. Included were an Aircraft Radio Laboratory, ordnance and photography departments (Figures 8 and 9), and a school to train men to handle pigeons used for air-to-ground communications.



Figure 8. Naval Photo Lab 13 November 1923 (NARA College Park RG71-CA box 14).



Figure 9. Navy Photo Students and Cameras 11 February 1921 (NARA College Park RG80-G box 938 458271).

The pigeon school, under the communications department, began with 19 men and 516 pigeons. The pigeons at the Naval Air Station represented the best breeds from Europe and the school soon became the pigeon breeding center of all the Naval Air Arm units. The men who graduated from the school were given the rating Quartermaster (P). Numerous races and experiment in pigeon training, handling, and breeding were carried out in and around Anacostia.

The Aircraft Radio Laboratory was moved to Anacostia in August of 1919. The Aircraft Radio Laboratory later became the Naval Research Laboratory at Bellevue. While the laboratory was at Anacostia five inventions in the field of radio engineering had been perfected. All new radio devices that were invented or developed in or outside the Navy were sent to Anacostia for rigid testing.

Although a hangar fire in 1921 destroyed many records, surviving documents show that Lieutenant Commander George D. Murray reported as the new commanding officer in December 1919 and that Lieutenant A. H. Taylor was detached on 1 June 1922 to serve as the commanding officer of the Aircraft Radio Laboratory when it was moved to nearby Bellevue. Meanwhile Anacostia naval radio recorded a first by broadcasting music. From June to November 1922, Lieutenant Commander Marc Mitscher served as commanding officer of Anacostia.

Interwar

Several attachments to the station followed during the 1920s. In 1923 came an aerology department and school for enlisted men. A new seaplane hangar (Building 47) was constructed in 1923 to replace the one from 1917 (Figures 10 and 11).

On 25 November 1924, with President Calvin Coolidge, the Secretary of the Navy, the honorable Curtis D. Wilbur, Admiral Edward W. Elberle, Chief of Naval Operations, and many other dignitaries attending, the rigid airship ZR-3, *Los Angeles*, departed for Lakehurst, NJ. Special stands were constructed to watch Mrs. Calvin Coolidge christen the *Los Angeles*. A new multi-purpose hangar (Building 29, Figures 12–14) was constructed in 1924.



Figure 10. New Seaplane Hangar (Building 47) March 1923 (NARA College Park RG71-CA box 14).

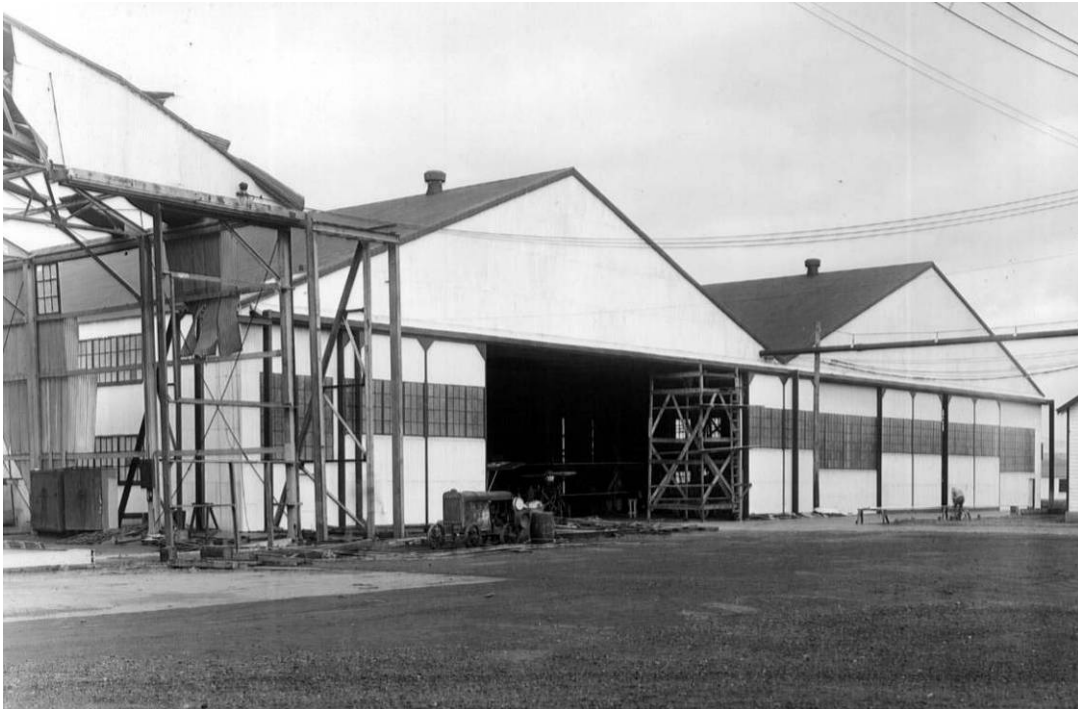


Figure 11. Seaplane Hangar (Building 47) November 1927 (NARA College Park RG71-CA box 14).



Figure 12. Multi-purpose hangar (Building 29) 1 February 1924 (NARA College Park RG71-CA box 14).

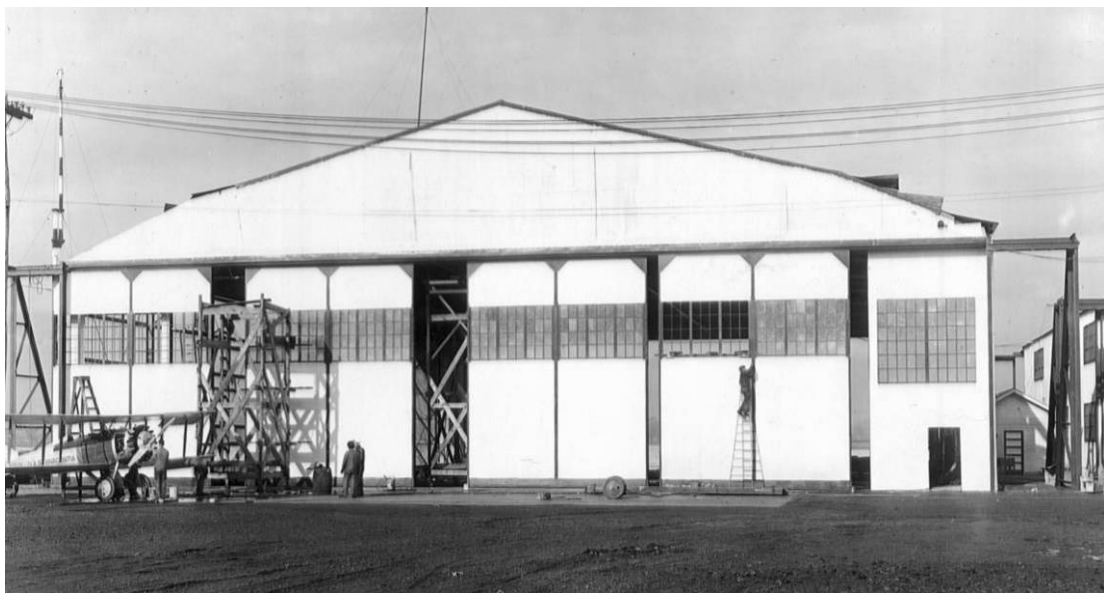


Figure 13. Multi-purpose hangar (Building 29) 6 January 1928 (NARA College Park RG71-CA box 14).



Figure 14. Multi-purpose hangar (Building 29) 27 FEB 1928 (NARA College Park RG71-CA box 14).

In September 1926, E. W. Rounds proposed to the Chief of the Bureau of Aeronautics, Admiral William A. Moffett, that a Flight Test Section be established. This worked closely with the Bureau of Aeronautics, the Bureau of Engineering, and also with leading naval aircraft manufacturers in testing and monitoring aircraft and their components. The Flight Test Section was established by January 1927. Shortly after the flight test section had been formed, it was found that it was necessary to create another section of flight test and cosign its work with the development of radio installations and equipment on aircraft because of the growing importance of radio in aviation. This section of the flight test grew so rapidly that it was necessary to make it an entirely separate section. Anacostia was so restricted geographically that it could not provide the facilities necessary for the type of work being carried on by the Flight Test, Radio Test, and A.E.D.S.) These test facilities were moved to Naval Air Station, Patuxent River, MD in 1943.

An Operations Department was established in January 1927. The operations department specialized in transporting high-ranking Navy Department officials (Figures 15–18), a function still carried on by the “VIP Detachment” at the Andrews Air Force Base Naval Air Facility, Washington, DC. In Figures 16 and 17, Bolling Army Airfield is in the upper left of the historic photograph.



Figure 15. Anacostia aerial 14 July 1931 (NARA College Park RG71-CA box 14).



Figure 16. Anacostia aerial 28 July 1931 (NARA College Park RG71-CA box 14).

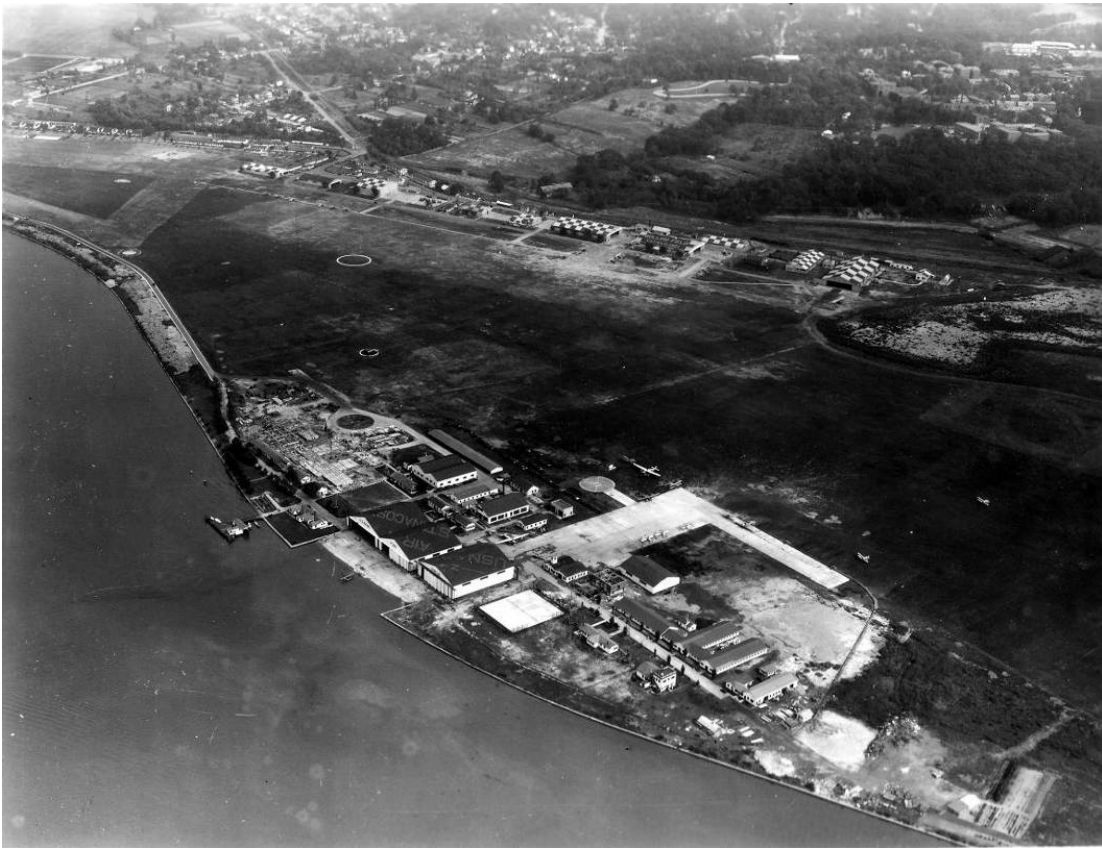


Figure 17. Anacostia aerial 2 OCT 1931 (NARA College Park RG71-CA box 14).



Figure 18. Anacostia aerial 22 October 1932 (NARA College Park RG80-G box 1938 458224).

The Operations Department occupied Hangar number 29, a small frame wooden building located just east of one of the oldest hangars on the Air Station being building in 1920. Shortly after the department was established, it grew rapidly. Two tri-motor Ford airplanes were stationed here for the use of high ranking officials, and about 10 service type planes were also stationed here for the use of pilots attached to the Bureau.

Two new records were set by Anacostia in 1927. First, on 14 April Lieutenant George R. Henderson broke the altitude record for Class C-2 seaplanes by climbing to 22,178 ft. On 23 April, Lieutenant Steven W. Calloway, flying the same *Corsair*, set a new 100-km speed record by flying at 147.263 miles per hour.

In June 1927, Charles Lindbergh's *Spirit of St. Louis* was offloaded from the USS *Memphis*. On his return from Paris, Lindbergh, attended by the commanding officer of Anacostia and others, flew to New York City, where he was given a hero's welcome.

In 1929, the aerology school and the pigeon school were moved to Naval Air Station (NAS) Lakehurst, NJ due to overcrowding. During the 1930s, when there were fewer than 300 persons on board Anacostia, Ernie Pyle almost daily picked up some news for the aviation column he wrote in *The Washington Daily News*. Among other tidbits, he wrote about what was the earliest military flight demonstration team, three naval aviators who called themselves "The Flying Fish." Flying Curtiss *Hawks*, they executed aerial maneuvers with their wingtips connected by short lengths of cord.

Other outstanding events of the 1930s included the completion of a new administration and barracks building in 1932 (Figures 19–30); a new altitude record by Lieutenant Apollo Soucek (43,116 ft) in a Wright *Apache* F3W-1; the christening of the first Pan American Airways Clipper by Mrs. Franklin D. Roosevelt; the landing by Lieutenant Thomas G. W. Settle of the first glider released from a dirigible; and two disastrous floods in 1936 and 1937.

The building of a series of retaining walls along the Anacostia River put an end to the last problem (Figures 31 and 32). Special gates were constructed that would allow seaplane operations to proceed during normal weather. The Power House was also built during this time period.



Figure 19. Anacostia (aerial photo), undated but likely early 1930s (NARA College Park RG71-CA box 14).



Figure 20. Administration and Barracks Building 72 (aerial photo) 3 March 1932 (NARA College Park RG71-CA box 14).



Figure 21. Administration and Barracks Building 72 (front from the Anacostia River)
4 October 1932 (NARA College Park RG71-CA box 14).



Figure 22. Administration and Barracks Building 72 (southwest oblique) 4 October 1932
(NARA College Park RG71-CA box 14).



Figure 23. Administration and Barracks Building 72 (porch detail) 7 October 1932 (NARA College Park RG71-CA box 14).



Figure 24. Administration and Barracks Building 72 (center entrance detail) 5 December 1932 (NARA College Park RG71-CA box 14).



Figure 25. Administration and Barracks Building 72 (front end entrance detail) 4 October 1932 (NARA College Park RG71-CA box 14).



Figure 26. Administration and Barracks Building 72 (mess hall interior) 17 June 1932 (NARA College Park RG71-CA box 14).



Figure 27. Administration and Barracks Building 72 (rear view) 4 October 1932 (NARA College Park RG71-CA box 14).



Figure 28. Administration and Barracks Building 72 (south end) 4 October 1932 (NARA College Park RG71-CA box 14).



Figure 29. Heating Plant Bldg 73 3 NOV 1932 (NARA College Park RG71-CA box 14).

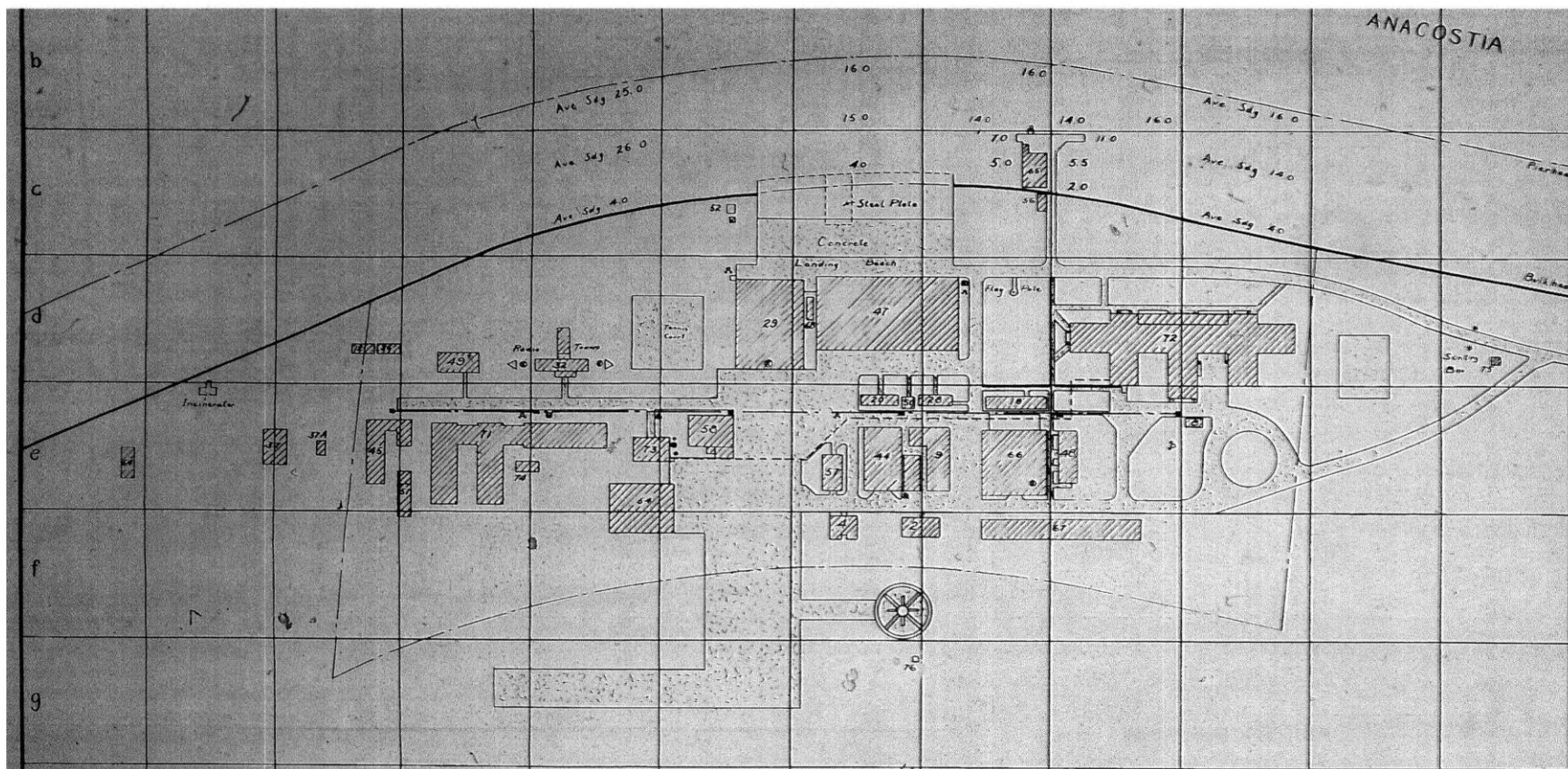


Figure 30. Naval Air Station Anacostia, DC 30 June 1932 (NARA College Park RG71 525-3).

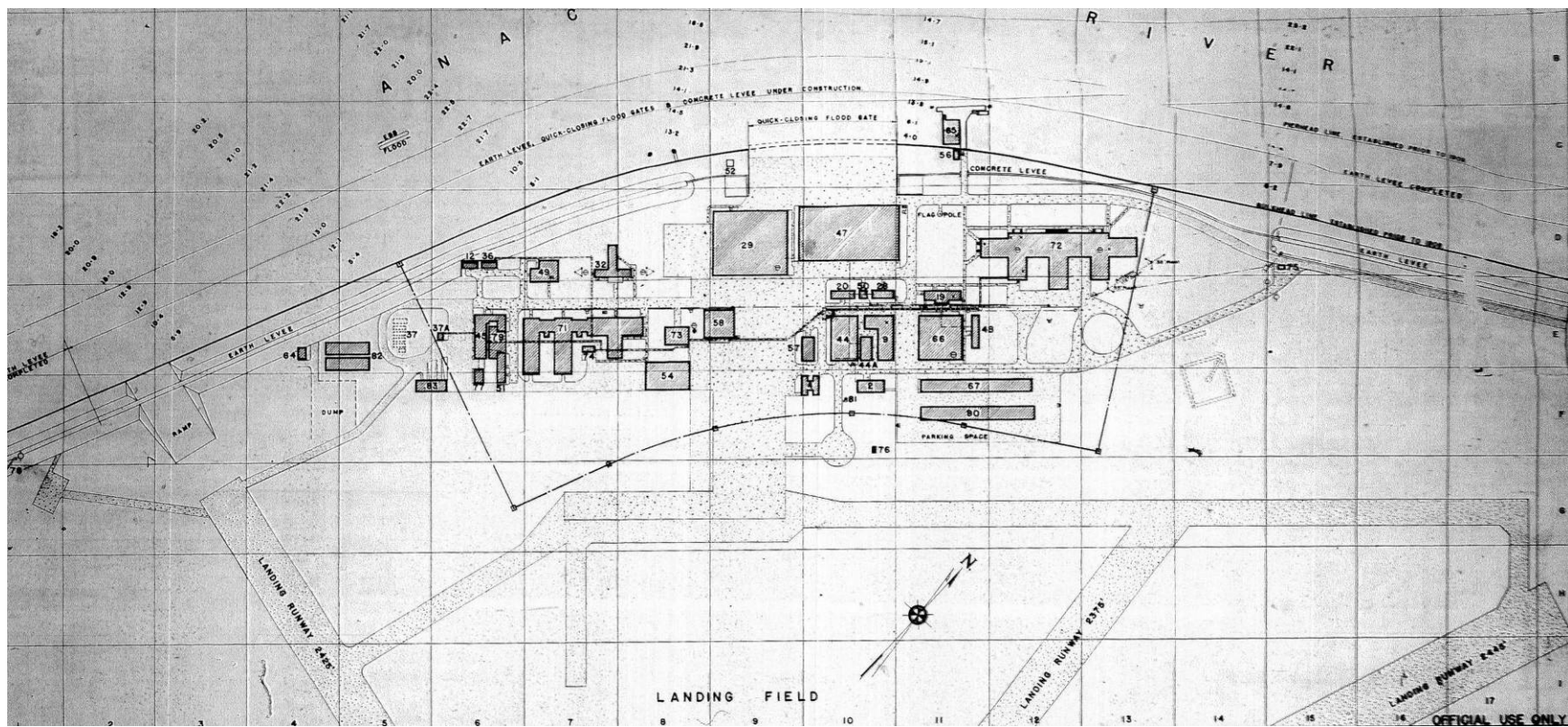


Figure 31. Naval Air Station Anacostia, DC 30 June 1937 (NARA College Park RG71 525-3).



Figure 32. Anacostia aerial showing Bolling acquisition 10 April 1939 (NARA College Park RG71-CA box 16).

The problem of ownership, meanwhile, had been finally settled when President Franklin D. Roosevelt gave the land on which the station was located to Anacostia, whereupon the Army moved southward to Bolling Field. In 1938, a control tower was added to the roof of Building 72 to afford better views of the entire naval air station now that it had acquired the old Bolling Army Airfield portion (Figures 33 and 34).



Figure 33. Administration and Barracks Building 72 (with control tower addition) 1940 (NARA College Park RG71-CA box 16).



Figure 34. Administration and Barracks Building 72 (close-up of control tower addition) 1940 (NARA College Park RG71-CA box 16).

World War II

On 23 January 1941, \$1,625,000 was allocated for building, and construction began on supply (Figure 35), operations (Figures 36–40), and hangar (Figure 41). A recreation building south of the old photographic laboratory was constructed in 1940 (Figure 42).



Figure 35. Building 94 Storehouse 26 April 1943 (NARA College Park RG71-CB box 3).



Figure 36. Building 92 Operations Building construction site, 20 August 1941 (NARA College Park RG71- CA Box 16).



Figure 37. Building 92 Operations Building (east elevation) 26 March 1942 (NARA College Park RG71- CA Box 16).



Figure 38. Building 92 Operations Building (southeast oblique) 26 MAR 1942 (NARA College Park RG71- CA Box 16).



Figure 39. Building 92 Operations Building (east elevation) 14 May 1942 (NARA College Park RG71- CB box 3).



Figure 40. Building 92 Operations Building (southeast oblique) 14 May 1942 (NARA College Park RG71- CB box 3).



Figure 41. Building 91 Hangar (southeast oblique) 26 March 1942 (NARA College Park RG71- CA box 16).



Figure 42. Building 86 Recreation Building (oblique) 10 April 1940 (NARA College Park RG71-CA box 16).

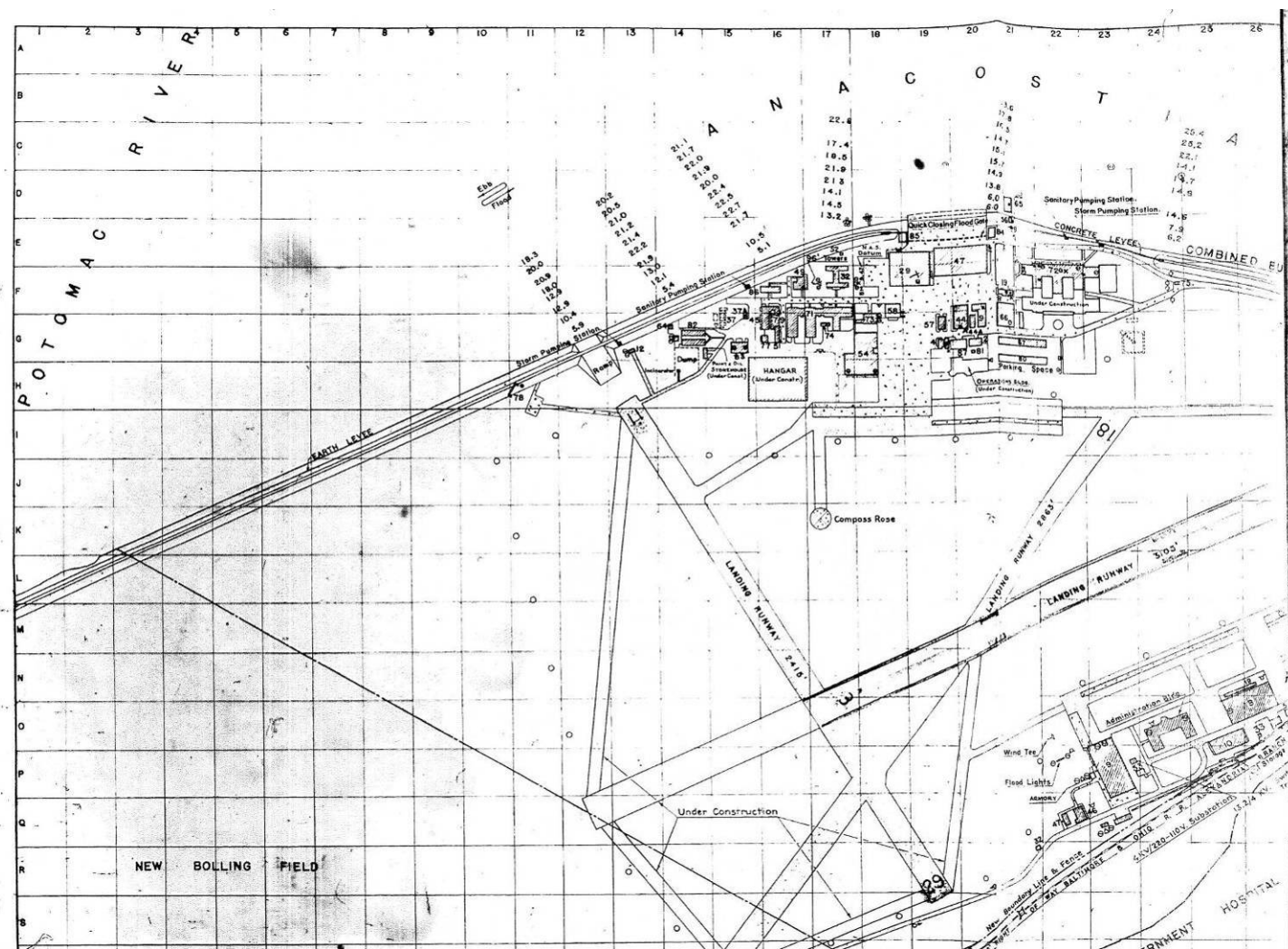


Figure 43. Naval Air Station Anacostia, DC 30 June 1941 (portion) (NARA College Park RG71 525-3).

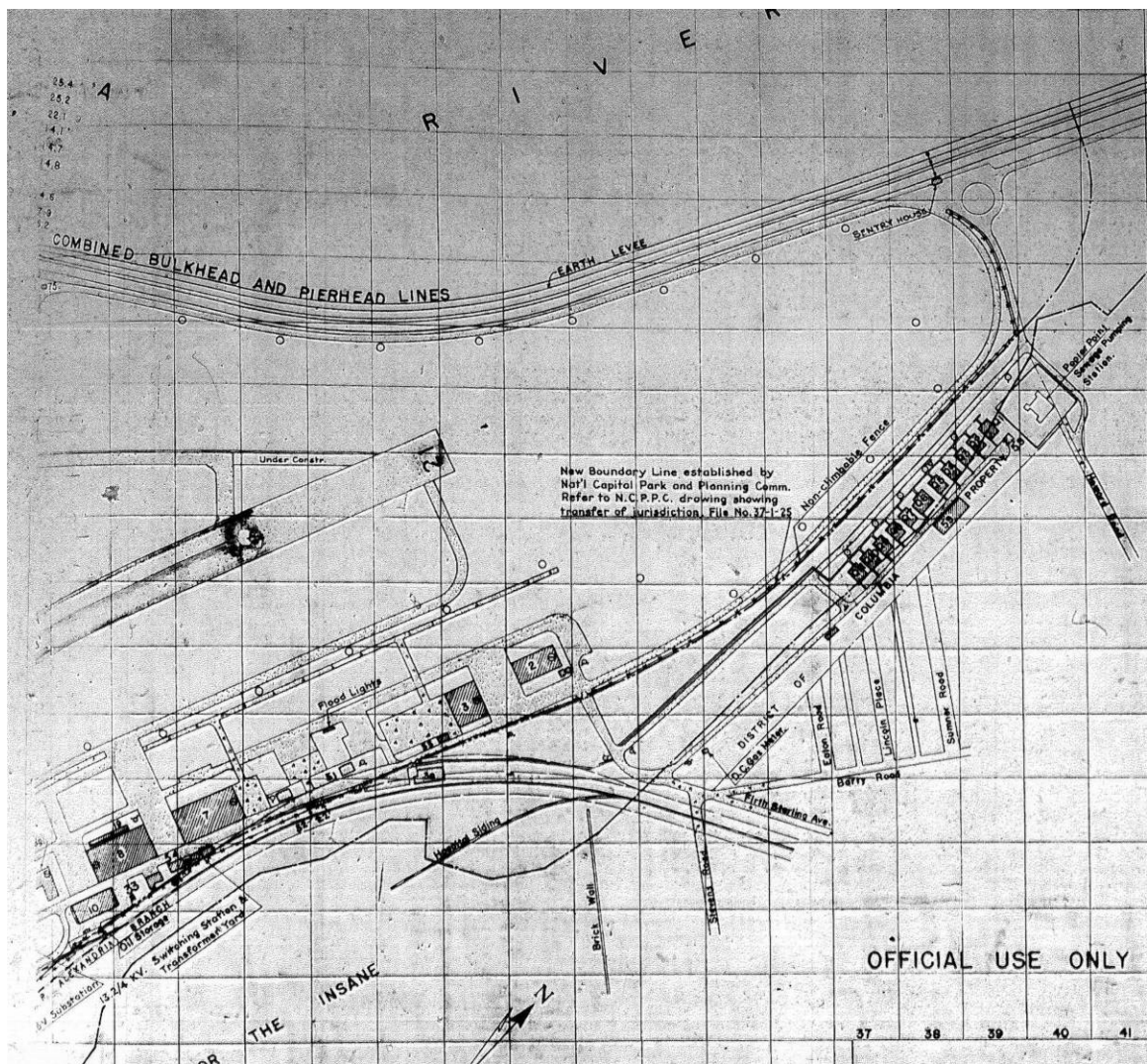


Figure 44. Naval Air Station Anacostia, DC 30 June 1941 (portion) (NARA College Park RG71 525-3).



Figure 45. Naval Air Station Anacostia, DC 3 July 1940 (Naval Photo Library).



Figure 46. Anacostia aerial (extension to Building 72 can be seen in upper left) 10 July 1944 (NARA College Park RG80-G Box 446 147386).

A wing was added to the administration building (Building 72) to house ships service (Figure 46). In 1942, the Photographic Science Laboratory (now the Naval Photographic Center, see separate section below, p 41) moved into new quarters. A new \$4,000,000 building was constructed for the Photographic Laboratory on the east side of the field. The laboratory developed new equipment and photographic process including those needed for motion pictures. New methods in the development of color photography can be directly traced to this laboratory. Also established in 1942 was an Aircraft Experiment and Development Squadron that sought to devise the most effective tactics to destroy enemy aircraft. The Aircraft Experiment and Development Squadron (aka, the "A.E.D.S.") later moved to Patuxent in 1943.

A Printers School was established on 11 August 1944 as a function of the Photographic Science Laboratory; it was disestablished on 31 March 1946. Also busy until it moved to Philadelphia in 1943 was the Tactical Air Intelligence Center, a gathering of Navy, Army Air Corps, and Royal Air Force personnel who catalogued, overhauled, rebuilt, and evaluated captured Japanese equipment.

With the removal of the Flight Test Department, Radio Test Department, and Aircraft Experiment and Development Squadron to NAS Patuxent, all testing functions were now concentrated at the NAS Patuxent; Anacostia obtained a new mission: to provide aircraft and equipment for the Proficiency Flying Program – flight time for desk-bound pilots at the Pentagon and other installations. Also, in 1944, Anacostia conducted Project North – the flight testing with 22 aircraft of airborne electronic equipment developed by the Naval Research Laboratory nearby – until this function was also moved to NAS Patuxent.

The first WAVES came on board in 1943. At this time, the work at Anacostia involved studying such Japanese planes as those obtained during the Okinawa campaign as a *Zeke*, *Tony*, *Oscar*, and *Kate*, a Baka Bomb, and Japanese balloons. More than 1500 naval aviation cadets received their primary flight training at Anacostia during World War II. On 9 December 1941, there were 571 men onboard; on 1 October 1944, 994 personnel, including 222 WAVES. Following the war, on 1 November 1945, a Naval Air Reserve Training Command was established with headquarters at NAS Glenview, IL. Anacostia hosted one of the first Naval Air Reserve Training Units (NARTU) – the others being at Jacksonville, FL; Lakehurst, NJ; Norfolk, VA; and Seattle, WA. For Reserve use, a new 5005-ft runway was built by March 1945, and \$1.3 million was spent to resurface other runways. With only two officers and a handful of enlisted men instead of the allowed complement of 316 enlisted stationkeepers, 346 pilots and ground officers, and 1086 enlisted ratings, NARTU pilots were soon flying F4U *Corsairs*, F6F *Hellcats*, F8F *Bearcats*, TBF *Avengers*, PBV-1 *Catalinas*, SNJ *Texans*, SNB *Navigators*, R4D-6 *Skytrains*, and PB-2 *Harpoons*. During the spring of 1945, there were 115 planes on board, 65 officers, and 387 men. By May 1949, the personnel had grown to about 325 officers and 1200 men, or to 98 percent of allowed complement for stationkeepers, 97 percent of Organized Reserve pilots, and 93 percent of enlisted personnel.

Cold War

One of the two Reserve patrol squadrons recalled to active duty during the Korean War came from NARTU Anacostia. Since then, various units have taken their annual 2-week training duty by flying to Key West, FL; Iceland; Rota, Spain; or one of many other overseas naval bases. Among their latest first-line planes were the A-4 *Skyhawk*, P-3 *Orion*, and C-118 *Liftmaster*.

New accessions to Anacostia in the 1950s were an Aircraft Maintenance Department, parachute packing and survival equipment agency, a number of Convair R-4Y planes to ferry the Secretary of the Navy and other VIPs and, in 1957, the first jet aircraft, a TV- trainer. However, aerial congestion over Washington, with the National Airport and Bolling Field in addition to Anacostia, dictated that Anacostia be closed and its flight operations moved to Bolling and to nearby Andrews Air Force Base. The move, directed in 1958, was completed to Naval Air Facility, Andrews AFB, in 1961.

Naval Photographic Science Center

Building 168 was completed in 1943 as a Photographic Science Laboratory. The photographic laboratory was built to experiment with and further develop photographic technology as well as to provide space for all aspects of photography from directing, editing, and shooting of motion pictures.

The concept of the U.S. Naval Photographic Science Laboratory arose from the Navy's recognition of photography, in many of its aspects, as an indispensable tool of modern warfare. As the Navy grew in size and the scope of its operations expanded, an increasing need for all of these applications of photography became apparent. Various activities within the Navy made shift to solve their photographic problems as they occurred, but no central facility for this purpose existed. In July 1941, the Bureau of Aeronautics was directed to expand its photographic facilities and to erect a laboratory of the most modern and efficient design in the Washington area to provide photographic services for the needs of Public Relations, Education and Training, Microfilming, and in the development of experimental equipment.

Construction of the Laboratory was begun at the Naval Air Station in February 1942 (Figures 47 and 48). The Bureau of Yards and Docks supervised the planning and construction of the building, while the Eastman Kodak Company, Rochester, NY, provided architectural, engineering, and equipment-procurement services.



Figure 47. Building 168 Photographic Science Laboratory (southeast oblique) 25 August 1942 (NARA College Park RG71-CB box 3).



Figure 48. Building 169 Heater Plant and Building 168 Photographic Science Laboratory (northwest oblique) 25 August 1942 (NARA College Park RG71-CB box 3).

One of the Laboratory's greatest assets for the production of Naval motion pictures is its Film Library. The Laboratory was originally designated as the central repository and file for Navy negatives, and millions of feet of film have been collected and stored in the air-conditioned vaults. As a military activity within the Navy, the Laboratory possesses the equipment to make almost any known type of picture and to match the highest standards of quality existing in the commercial film industry.

The Laboratory was designed with still pictures equipment. The most valuable from the standpoint of research are the Laboratory's Kodatron Speedlamps, which can make synchronized exposures at 1/30,000th second. This exposure can arrest projectiles in flight and "freeze" high-speed mechanical movement.

Although the Laboratory was designed to be a production activity, its equipment and staff made it a natural facility for advanced training in certain aspects of Naval photography.

The Naval Training School (Motion Picture Camera) was established at the Laboratory, 1 March 1943, by direction of the Chief of Naval Personnel. "A class 'C' school under the Naval Technical Training Command, it was set up to replace training then being carried on by the Mark of Time and the Movietone News, companies of New York City" (excerpt from U.S. Naval Photographic Science Lab 1945).

This structure was constructed of a concrete foundation, brick walls, a flat roof, steel awning windows, steel doors, two loading docks, and a vertical stair/elevator tower that defined the main entry on the west elevation (Figures 49–52).



Figure 49. Building 168 Photographic Science Laboratory 29 September 1943 (NARA College Park RG80-G box 447 153403).



Figure 50. Building 168 Photographic Science Laboratory (small loading dock on east side) 28 December 1943 (NARA College Park RG 80-G box 451 161543).



Figure 51. Building 168 Photographic Science Laboratory (van out to deliver film) March 1944 (NARA College Park RG80-G box 432 107074).



Figure 52. Building 168 Photographic Science Laboratory (sailors at entrance) March 1944 (NARA College Park RG80-G box 432 107073).

This facility quickly became an efficient, swift-moving operation, producing hundreds of training aids covering every conceivable subject from battlefield surgery to flying fighter planes from carrier decks. Still and motion picture photography was rushed to the Laboratory from around the world to be processed and edited (Figure 53).



Figure 53. Building 168 Photographic Science Laboratory (motion picture editing) 29 September 1943 (NARA College Park RG80-G box 446 151595).

The third floor became one of the most closely guarded, top secret areas in Washington DC. Navy personnel worked there around the clock producing photo mosaics of Normandy beaches for the impending invasion of France (Figure 54).



Figure 54. Building 168 Photographic Science Laboratory (producing aerial photo mosaics) September 1943 (NARA College Park RG80-G box 446 150497).

An auditorium to screen movies was just on the other side of the lobby (Figures 55 and 56).



Figure 55. Building 168 Photographic Science Laboratory (view of the theater from the front)
29 September 1943 (NARA College Park RG80-G box 447 154023).



Figure 56. Building 168 Photographic Science Laboratory (view of the theater from the back)
29 September 1943 (NARA College Park RG80-G box 447 154024).

After World War II, the command was redesignated the Naval Photographic Center to reflect its mission more accurately. The original mission was revised and new responsibilities were added. The building interior was changed as new photographic techniques and related equipment were developed. During the 1960s, the center added television capabilities and the Navy took the lead in military applications of this new technique of educating and informing.

“Twice after WWII, the center was called upon to meet peak demands for photographic products. During the Korean War, the demand was for a new generation of training films and more sophisticated reconnaissance support equipment. Later, the Vietnam War (Figure 57) placed increased demands on the center to meet new and advanced training requirements, serve as a central clearing house for strike photography, and support special programs documenting the aerial war over North and South Vietnam” (excerpt from 50th Anniversary, 1993).



Figure 57. Building 168 Photographic Science Laboratory (DOD News Vietnam Report) no date (Naval Photo Library).

3 Survey Results

Historically significant properties can be identified only by evaluating their position within the larger historic context. According to the NRHP, historic contexts are defined as “... the patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within prehistory or history is made clear.”* A historic property is determined significant or not significant based on the application of standardized National Register Criteria within the property’s historical context.

This report contains a survey of 15 buildings located at Anacostia Annex constructed by the Navy between 1923 and 1949. NDW provided a list of all buildings located at Anacostia Annex to the survey team (Table 1, p 2).

Criteria for Evaluation

The NRHP Criteria for Evaluation describe how properties and districts are significant for their association with important events or persons (Criterion A and Criterion B), for their importance in design or construction (Criterion C), or for their information potential (Criterion D). The following is a brief description of each of the four NRHP Criteria for Evaluation (excerpted from *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*):

A. Event—associated with events that have made a significant contribution to the broad patterns of our history; or

B. Person—associated with the lives of persons significant in our past; or

C. Design/Construction—embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Information Potential—yielded, or is likely to yield, information important in prehistory or history.

* Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1991), 7.

Significance

The findings of this report will be discussed under the two components of NRHP eligibility: Significance and Integrity. The construction dates of the 18 buildings surveyed were from 1920 to 1949. For Anacostia Annex, there are four periods of significance:

1. World War I
2. Interwar
3. World War II
4. Cold War.

A. Event—associated with events that have made a significant contribution to the broad patterns of our history.

It was determined by the researchers that Anacostia Annex was significant during all four periods.

B. Person—associated with the lives of persons significant in our past.

The available historical records provided no indication that the studied properties were in any way associated with the life of an individual significant in U.S. history.

C. Design/construction—embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.

Many of the buildings at Anacostia Annex lack architectural distinction and are not significant under Criterion C. Building 72 (Enterprise Hall), Building 92 (old operations building), Building 93 (Bachelor Officers' Quarters), and Building 168 (Naval Photographic Center) were looked at for significance under Criterion C.

Building 72 (Enterprise Hall) was designed by the Bureau of Yards and Docks in 1932 in the Georgian Revival style that was prevalent in military architecture at the time. The building was doubled in size in 1942, but in the same style.



Figure 58. The east side of Building 72 (Enterprise Hall) which was constructed in 1942.

Building 92 (old operations building) was designed by the Bureau of Yards and Docks in 1942 in the Government Deco (a variation of Art Deco) style that was prevalent in naval architecture at the time.



Figure 59. The east side of Building 92 (old operations building) which was constructed in 1942.

Building 93 (Bachelor Officers' Quarters) was designed by the Bureau of Yards and Docks in 1942 also in the Government Deco style.



Figure 60. The west side of Building 93 (Bachelors Officers' Quarters) which was constructed in 1942.

Buildings 168 and 169 (Naval Photographic Center) were specifically designed for the Navy by Eastman Kodak Corporation headquartered in Rochester, New York.



Figure 61. The west side of Building 168 (Naval Photographic Center) which was constructed in 1943.

Anacostia Annex was also assessed to evaluate its potential as a historic district per the guidelines in Criterion C. According to the NRHP, “Districts must be a unified entity and possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”* Anacostia Annex was constructed in various phases from 1917 up to the present-day. The original NAS Anacostia was located next to the Anacostia River so that the naval seaplanes would have access to the seaplane hangars on the riverfront. The Army Air Corps constructed Bolling Army Airfield further away from the riverfront and next to the bluffs that overlooked the Anacostia River in 1918. In the late 1930s, the Army Air Corps constructed a new Bolling south of NAS Anacostia, and the Navy took over all of the former Army land and buildings.

Today there are no buildings or military landscapes left from the World War I era, nor are there any runways extant. It was determined that, without the runways of the old naval air station, Anacostia Annex was not eligible in its entirety as a historic district. The buildings on the western portion of the old naval air station were also assessed for their potential as a smaller historic district; however, there were not enough buildings from any one of the periods of significance or a continuity of the periods of the significance to form the “significant concentration” as required under the NHPA.

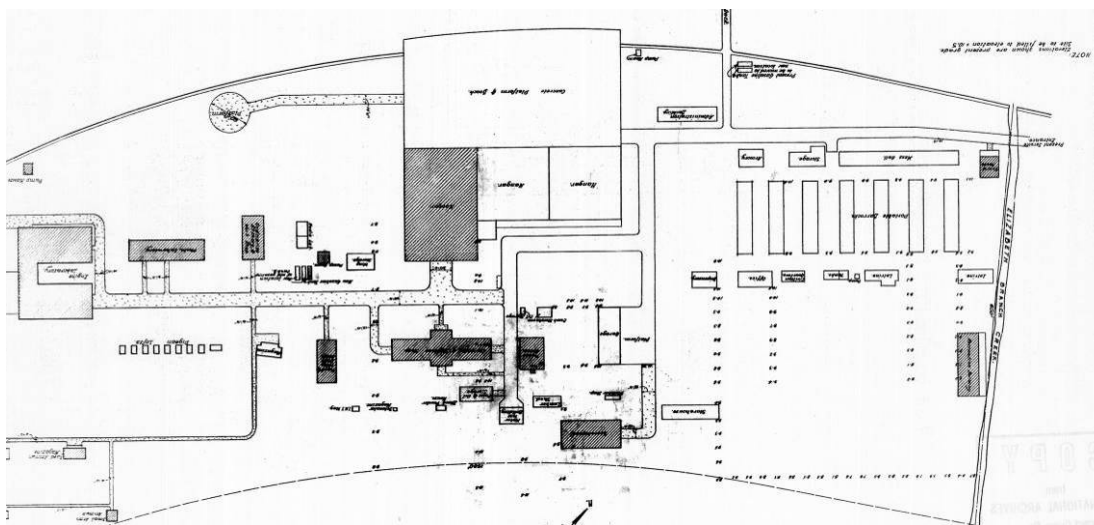


Figure 62. NAS Anacostia in 1919 (same-scale).

* Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1991), 17.

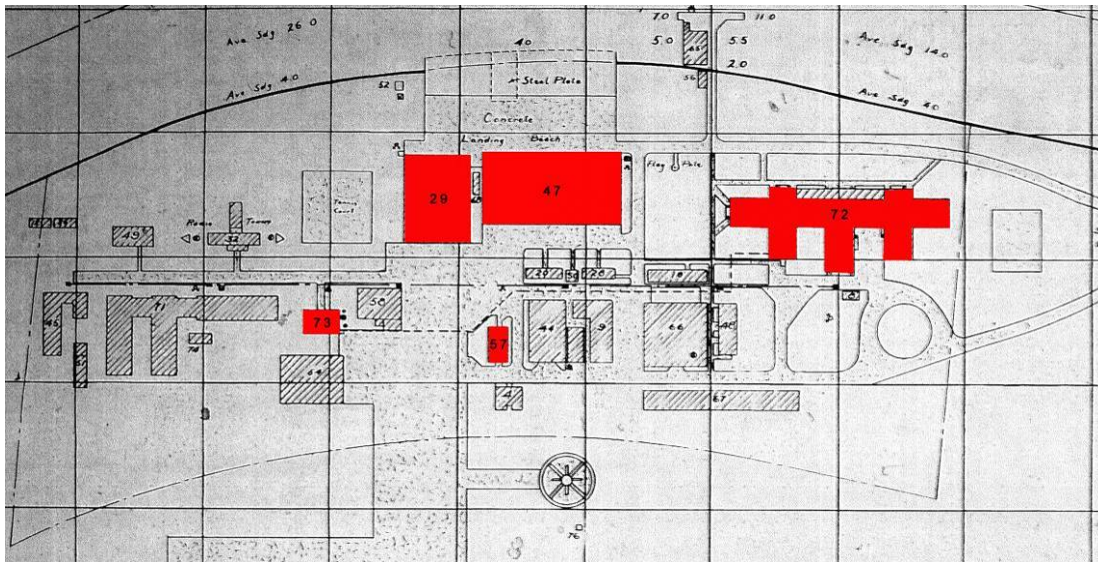


Figure 63. NAS Anacostia in 1932 (same-scale).

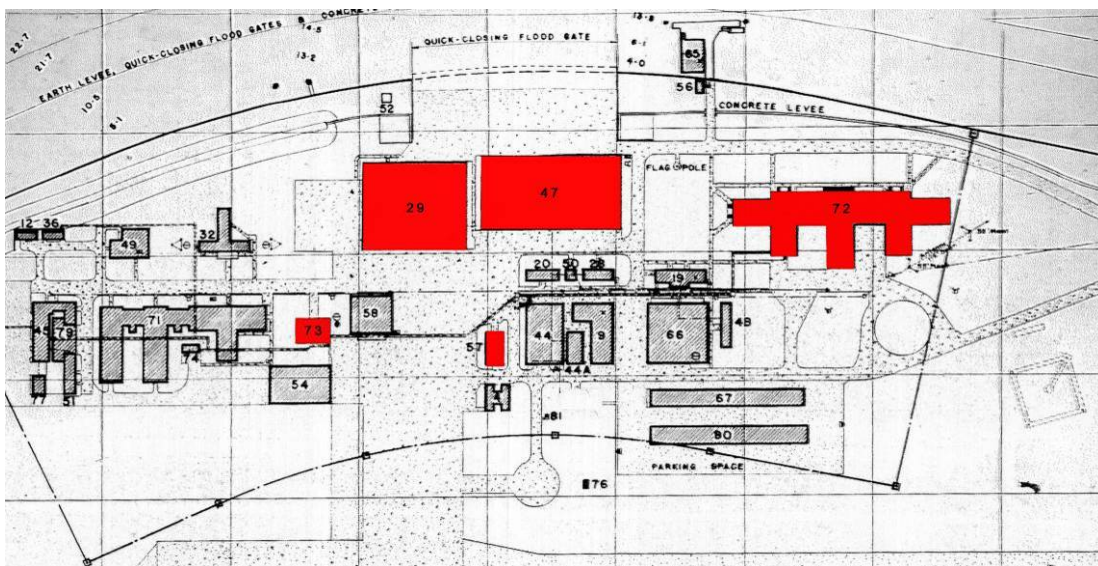


Figure 64. NAS Anacostia in 1937 (same-scale).

study were of types commissioned by the Bureau of Yards and Docks in Washington, DC and constructed on a nationwide scale (except for Buildings 168 and 169). The involvement of local architects, engineers, fabricators, and contractors to address site-specific conditions was standard practice at the time of construction and did not produce any variations or innovations of state or local significance.

The researchers, after looking at the Anacostia Annex historic context, determined what could be significant for NDW that have reached or were close to reaching the 50-year old mark for the NDW and for buildings that could be exceptionally important under criteria consideration “g.” The researchers determined that the 15 buildings at Anacostia Annex would be significant under Criterion A and that five of the 15 buildings also would be significant under Criterion C (Table 2).

Once the research team determined the buildings that were significant, they researched these buildings to see how they fit into their particular contexts and the integrity of each building using the guidelines specified in Criterion C.

Table 4. List of buildings at Anacostia Annex that are significant for the National Register.

Building #	Year Built	Original Use	Current Use
29	1920	Hangar	USMC Motor Pool
47	1923	Hangar	Hangar (Ceremonial Honor Guard Practice Hall/offices)
57	1924	Operation Shop Store	Fire Department/Thrift Shop
72	1932	Administration/Barracks	Administration and Enlisted Barracks (Enterprise Hall)
73	1932	Boiler Plant	Heating Plant #1
84	1938	Flood Gate Storage Building	MWR Storage (Facilities/Waterfront Office/Storage)
91	1942	Hangar	White House Communications Training Facility
92	1942	Operations Building	Operations Building
93	1942	Bachelor Officers' Quarters	Bachelor Officers' Quarters
94	1943	Supply Building	Supply/Storage (Consolidated Postal Distribution Center)
97	1927	Transportation Garage	Seabees Workshop (Garage)
105	1949	Generator House	Standby Generator House
168	1943	Naval Photographic Center Building	Naval Media Center
169	1943	Heating Plant	Heating Plant #2
171	1949	CPO Club	Vacant

Character defining features

The character defining features of a building depend on the associated NRHP Criteria and the associated property type.

Building 72 (Enterprise Hall)

- *Exterior.* Red brick, quoins, porch, divided-light windows, concrete window sills, porches, and dormer windows
- *Interior.* Large lobby space, open sleeping areas, mess hall, kitchen, and gymnasium

Building 92 (old operations building)

- *Exterior.* Concrete, large windows, glass block, curved entrances, and large glass control tower
- *Interior.* Large lobby space, ready room, and control room

Building 93 (Bachelor Officers' Quarters)

- *Exterior.* Red brick, concrete water table, and concrete door surround
- *Interior.* Lobby space, hallway, and individual quarters

Buildings 168 and 169 (Naval Photographic Center)

- *Exterior.* Red brick, concrete window surrounds, stair tower, and plate glass entrance doors
- *Interior.* Lobby space, movie theater, sound stage, and anti-static vitreous wall tiling

Aspects of integrity

In addition to possessing historical significance, a property must also retain sufficient physical integrity of the features that convey its significance to be eligible to the NRHP.*

Historic properties either retain integrity (that is, convey their significance) or they do not. Within the concept of integrity, the National Register Criteria recognize seven aspects or qualities that, in various combinations, define integrity.

* Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1991), 44-45.

To retain historic integrity, a property will always possess several and usually most of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.

Districts and individual resources are considered to be significant if they possess a majority of the following Seven Aspects of Integrity:*

1. *Location.*

Location is the place where the historic property was constructed or the place where the historic event occurred.

2. *Design.*

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

3. *Setting.*

Setting is the physical environment of a historic property. Setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.

4. *Materials.*

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

5. *Workmanship.*

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

6. *Feeling.*

Feeling is a property's expression of the aesthetic or historic sense of a particular time period.

7. *Association.*

Association is the direct link between an important historic event or person and a historic property.

* Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1991), 44-45.

Final Determinations of Eligibility

Of the 15 buildings surveyed, only Buildings 168 and 169 were found to have enough integrity to be individually eligible to the National Register. They are eligible under:

- *Criterion A: Event.* Building 168 (and its heater plant Building 169) were the primary photography lab for the Department of the Navy during World War II and the Cold War. The Navy assembled all photograph montages and photographs at this site.
- *Criterion C: Design/Construction.* Building 168 (and its heater plant Building 169) were designed by the Eastman Kodak Corporation for the Department of the Navy. Its design is a modified Government Deco with long horizontal lines only broken by a large stair tower at the entrance. The aspects of integrity are very high on this building. An addition was attached to the north at the former loading dock, the original windows were changed out, and the entrance was changed to allow for accessibility issues.

The four character defining elements on the interior are intact except for the lobby, which was changed when the front entrance was modified to allow for handicapped access to the building.



Figure 67. Building 168 west facade.



Figure 68. Building 168 interior of movie theater.



Figure 69. Building 168 movie theater detail.



Figure 70. Building 169 south facade.

Table 5. List of buildings surveyed and eligibility determination.

Building #	Year Built	Building Name	Eligible for the NR	Inventory Form Page Number
29	1920	Hangar	No	71
47	1923	Hangar	No	81
57	1924	Operation Shop Store	No	91
72	1932	Administration/Barracks	No	97
73	1932	Boiler Plant	No	121
84	1938	Flood Gate Storage Building	No	131
91	1942	Hangar	No	137
92	1942	Operations Building	No	143
93	1942	Bachelor Officers' Quarters	No	161
94	1943	Supply Building	No	171
97	1927	Transportation Garage	No	179
105	1949	Generator House	No	183
168	1943	Naval Photographic Center Building	Yes	187
169	1943	Heating Plant	Yes	211
171	1949	CPO Club	No	217

References

- Bureau of Yards and Docks General Correspondence Shore Establishments 1918-1925*, RG 71, box 4, National Archives at College Park, MD.
- Bureau of Yards and Docks General Correspondence Shore Establishments 1925-1942*, RG 71, box 1047, National Archives at College Park, MD.
- Cannan, Deborah K., Leo Hirrel, Katherine E. Grandine, Kathryn M. Kuranda, Bethany M. Usher, Hugh B. McAloon, and Martha R. Williams. 1995. *National Historic Context for Department Of Defense Installations, 1790 – 1940, Volumes I to IV*. R. Christopher Goodwin and Associates, Inc., Frederick, MD, August 1995.
- District of Columbia, Anacostia Naval Air Station 1918-1961*. On file at Naval District Washington, 1961.
- General Records of the Department of the Navy, 1798-1947—Still Pictures RG80-G*, National Archives at College Park, MD.
- History of U.S. Naval Air Station Anacostia, DC 1917-1944*. On file at Naval District Washington, no date.
- Investigation of Waste Disposal Practices at Federal Installations, Washington Navy Yard, Anacostia Annex*. On file at Naval District Washington, 13 April 1967.
- Melhuish, Geoffrey and Deborah Cannan. *Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC*. R. Christopher Goodwin and Associates, Inc., Frederick, MD, September 1995.
- Naval Air Station Anacostia—Future Unlimited*. On file at Naval District Washington, 1950.
- Records of the Bureau of Yards and Docks—Still Pictures*. RG71-CA, National Archives at College Park, MD.
- Records of the Bureau of Yards and Docks—Still Pictures*. RG71-CB, National Archives at College Park, MD.
- Rowdybush, Charles. *The History of Bolling Field Anacostia, DC 1917-1948*. Masters (Thesis on file at Naval District Washington), 1957

Appendix A: Building Inventory Forms

Building 29

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM				
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> MWR Outdoor Gear Issue/Hangar (USMC Motor Pool)/Building 29		<u>STATUS</u> Occupied
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1920 <u>DATE OF ALTERATIONS</u> Unknown – replacement siding and metal panels on walls Unknown – hangar doors on west elevation removed and filled in Unknown – east elevation modification; hangar doors removed and new inset entry and exterior wall constructed	<u>NO. OF STORIES</u> 1	<u>FOOTPRINT</u> Rectangular
<u>ROOF FORM</u> Gambrel	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Metal	<u>ROOF</u> Crimped metal panels	
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Hangar		<u>NOTABLE FEATURES</u> Crimped metal panels Replacement siding and metal panels on exterior walls and gable ends Door openings on west elevation have been filled in Modification on east elevation; removed metal track doors and constructed inset entry under the roof		
<u>CURRENT USE</u> Storage				
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 47 (hangar) located to the north, Building 85 (flood gate) to the west, Building 73 to the east, and Building 49 to the south				
				
Building 29 – east elevation				

Building 29

Building 29 – south elevation



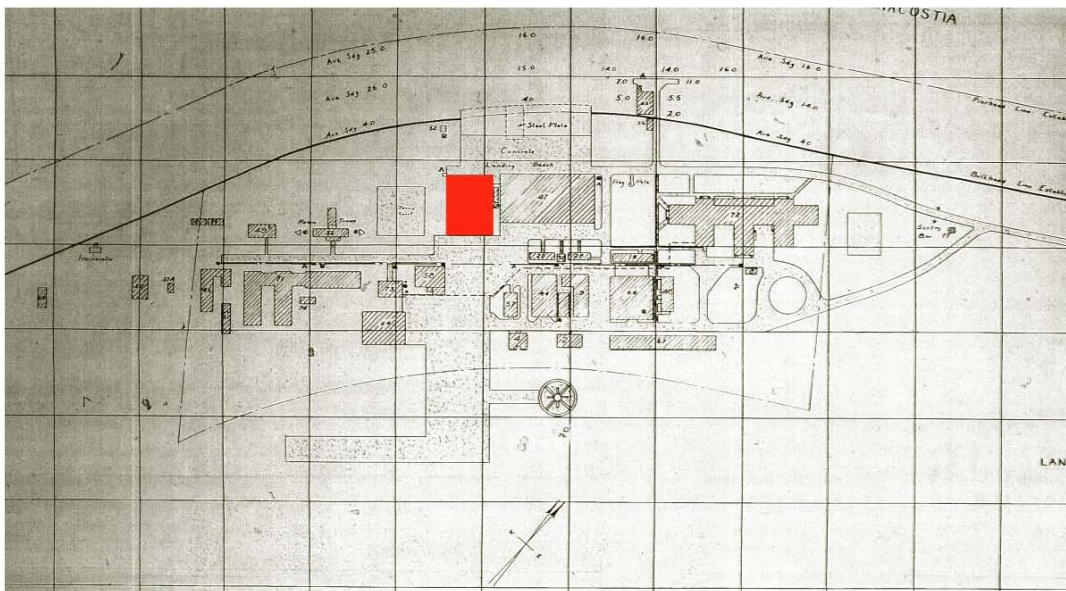
Building 29 – west elevation

Building 29COORDINATES

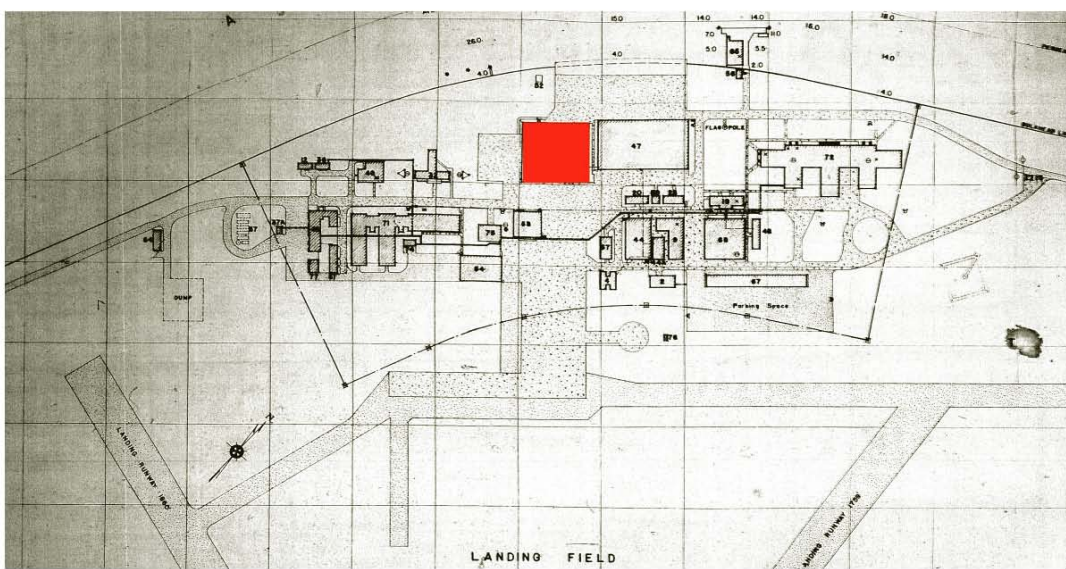
UTM 18
4302913N
325316E

USGS QUAD

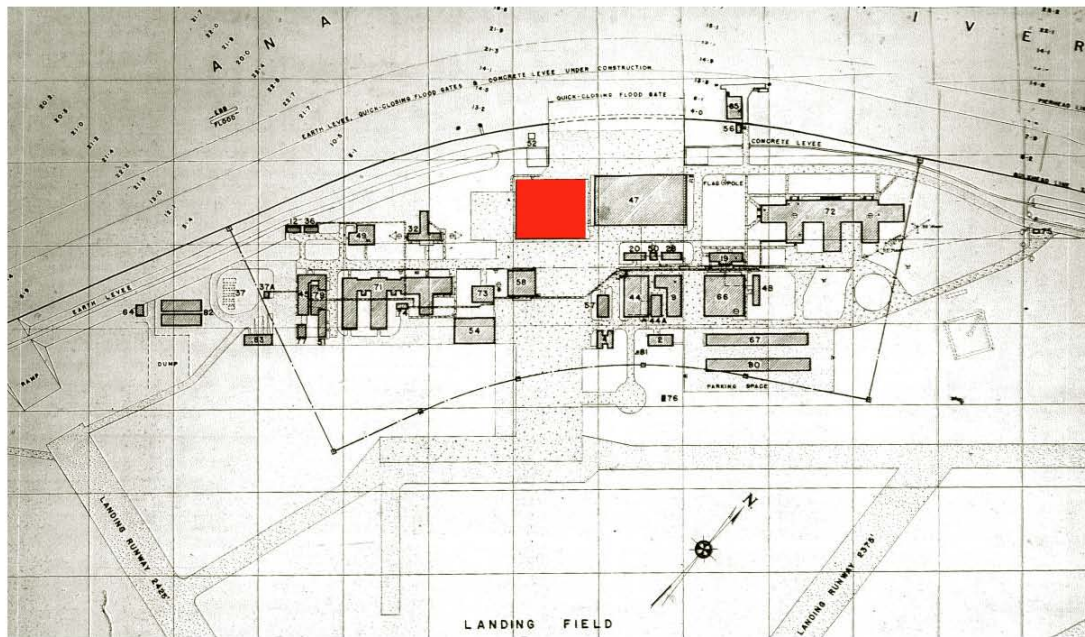
Alexandria



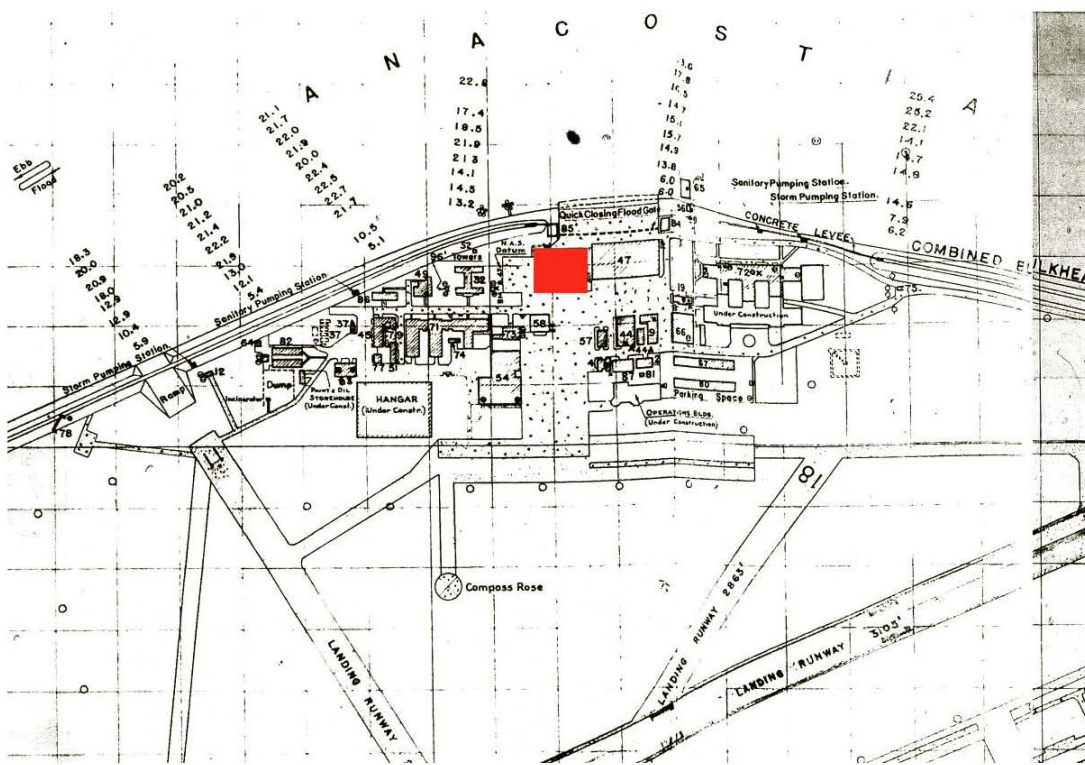
U.S. Naval Station, Anacostia, DC in 30 JUNE 1932, Building 29 in red



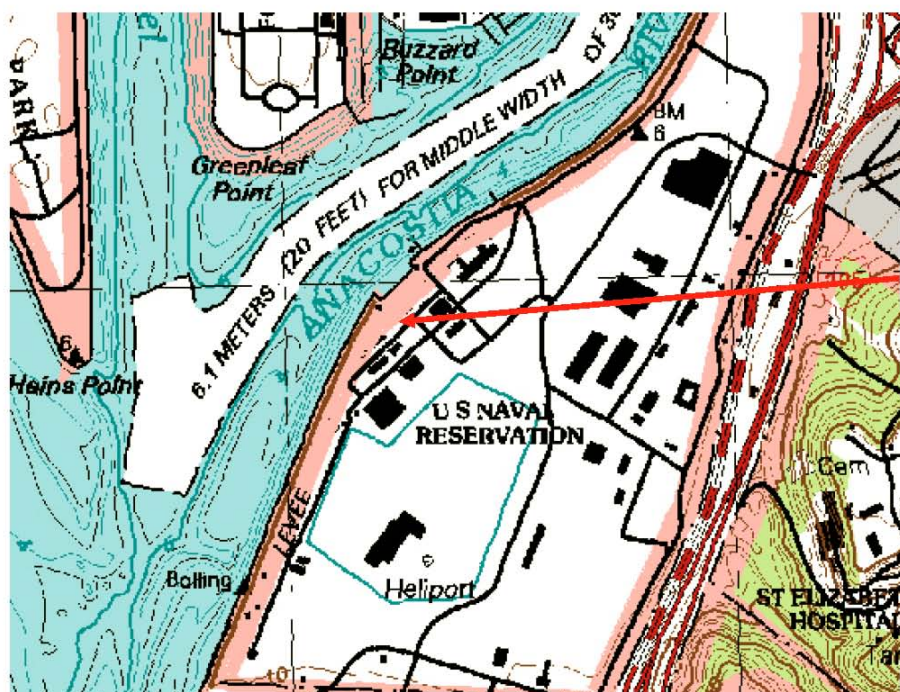
U.S. Naval Station, Anacostia, DC in 30 JUNE 1935, Building 29 in red

Building 29

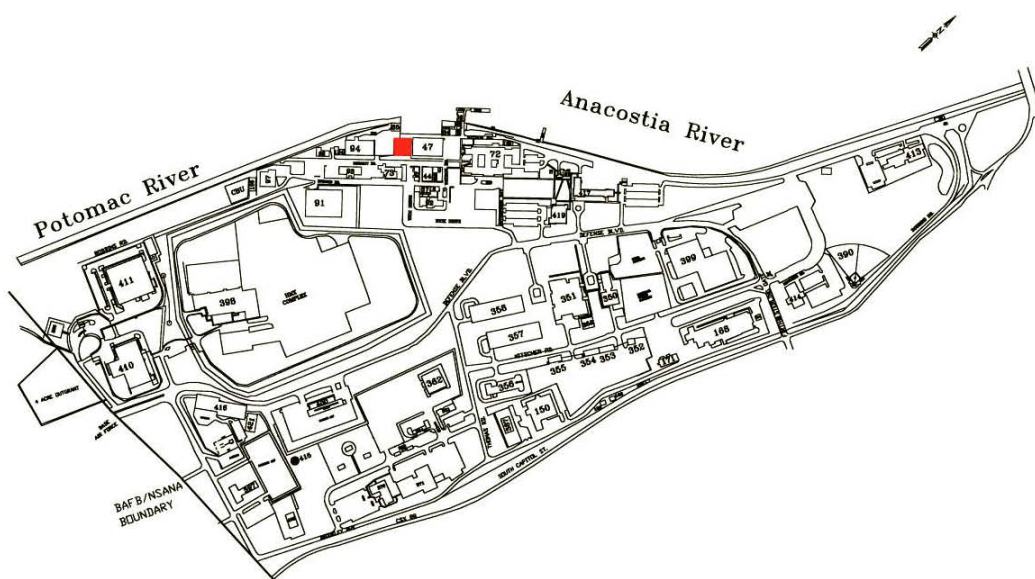
U.S. Naval Station, Anacostia, DC in 30 JUNE 1937, Building 29 in red



U.S. Naval Station, Anacostia, DC in 30 JUNE 1940, Building 29 in red

Building 29

1997 USGS map, approximate location of Building 29 indicated by the red arrow



2002 Naval Station Anacostia map, Building 29 in red

Building 29

<u>PRESENT OWNER</u> US Naval District Washington	<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001												
<u>GENERAL CONDITION OF PROPERTY</u> <table> <tr> <td>EXCELLENT</td> <td>GOOD</td> <td>POOR</td> </tr> <tr> <td>☐</td> <td>☒</td> <td>☐</td> </tr> </table>	EXCELLENT	GOOD	POOR	☐	☒	☐	<u>ADDITIONS/ALTERATIONS</u> <table> <tr> <td>☒</td> <td>☐</td> <td>IF YES, SEE DESCRIPTION</td> </tr> <tr> <td>YES</td> <td>NO</td> <td></td> </tr> </table>	☒	☐	IF YES, SEE DESCRIPTION	YES	NO	
EXCELLENT	GOOD	POOR											
☐	☒	☐											
☒	☐	IF YES, SEE DESCRIPTION											
YES	NO												
<u>BIBLIOGRAPHIC SOURCES</u> September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.													
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> <table> <tr> <td>ELIGIBLE/CONTRIBUTING</td> <td>NOT ELIGIBLE</td> </tr> <tr> <td>☐</td> <td>☒</td> </tr> </table>	ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE	☐	☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008								
ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE												
☐	☒												
<u>DESCRIPTION</u> Building 29 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. Building 47 (hangar) is on the north, Building 44 is on the east, Building 94 (mess hall) is on the south, and the Anacostia River is on the west. It is currently used as MWR outdoor gear issue building. Building 29 is a large one-story structure. This building has a rectangular floor plan, exterior walls clad with metal siding, a gambrel roof covered with crimped metal panels, inset main entry, replacement metal overhead roll-up doors, replacement metal doors, and modified door openings on the west elevation (waterfront side). The primary elevation, east elevation, faces a paved parking lot. This elevation is defined by an inset entrance under the gambrel roof. There are two metal overhead roll-up garage doors on this elevation, a set of double plate glass and metal entry doors, a large single-pane replacement window, and a group of three single-pane replacement windows. This elevation is covered with replacement siding. This elevation has been modified the most since the original construction. All of the metal track doors have been removed and a new inset entry and exterior wall were constructed. The north elevation was not accessible. The west elevation faces the river and the original seaplane ramp. This elevation has been modified. The original metal track hangar doors with multi-pane steel industrial windows have been removed and the openings have been filled in with vertical metal panels. The metal tracks and guides are intact. The south elevation is covered with replacement metal panels. The left side is a solid wall, while the right side is where the inset entry is located. Three open bays divided by concrete columns define the inset entry.													
<u>HISTORY</u> Building 29 was originally constructed in 1920 as a hangar. This structure was constructed of concrete walls clad with crimped metal siding, a gambrel roof covered with crimped metal panels, metal track hangar doors, metal roll-up doors, and an inset entry. At an unknown date(s), the original metal siding was replaced with a mixture of newer synthetic siding and metal siding, the original metal track doors on the west elevation was removed and the openings were filled in with metal panels, the original entry doors were replaced, the original bands of multi-pane steel industrial windows were removed, and the original metal track doors on the east elevation were removed and a new inset entry and exterior wall were constructed.													

Building 29**INTEGRITY**

Building 29 is in good condition; however, the key architectural elements of the hangar have been modified. The original metal track hangar doors with multi-pane steel industrial windows on the west elevation have been removed and the openings have been filled in with metal panels. The original metal tracks and guides used to operate the doors on the west elevation are intact. The original metal track doors on the east elevation have been removed and a new inset entry and exterior wall have been constructed. The original bands of multi-pane steel industrial windows on the north and south elevations have been removed and the openings have been covered with newer metal siding.

The original crimped metal roof, rectangular footprint, and massing are intact. The majority of the original metal siding has been replaced.

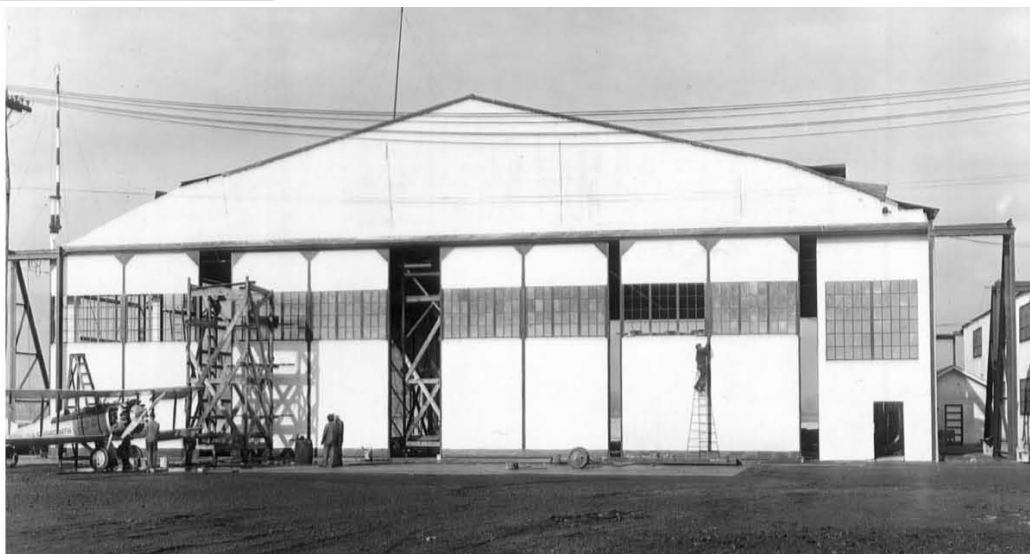
Exterior:*Original Architectural Features**Replacement Features*

multi-pane steel industrial windows on the north and south elevations	removed and openings covered with newer metal siding
metal entry doors	newer metal doors
crimped metal panels on exterior walls	newer metal panels and synthetic siding
crimped metal roofing	----
metal track doors with multi-pane steel industrial windows on west elevation	removed doors openings filled with metal panels
metal track doors with multi-pane steel industrial windows on east elevation	removed and new inset entry and exterior wall constructed
metal door tracks and guides	----

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 29 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 29 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

HISTORIC PHOTOGRAPHS

Building 29 – east elevation, 6 JANUARY 1928 (NARA 71-CA, box 14)

Building 29

Building 29 – west elevation with the doors open showing the double-height interior space, 27 FEBRUARY 1928 (NARA RG 71-CA, box 14)



Aerial view of the seaplane hangars (Buildings 29 and 47), 28 JULY 1931 (NARA RG 71-CA, box 14)

Building 29

Aerial view of the seaplane hangars (Buildings 29 and 47) 28 JULY 1931 (NARA RG 71-CA, box 14)

Building 47

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Hangar (Ceremonial Honor Guard Practice Hall/offices)/Building 47	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1923 <u>DATE OF ALTERATIONS</u> Unknown – replacement metal panel roofing Unknown – windows removed on north elevation	<u>NO. OF STORIES</u> 1
<u>STATUS</u> Occupied		<u>FOOTPRINT</u> Rectangular	
<u>ROOF FORM</u> Paired gable roofs	<u>FOUNDATION</u> Raised concrete	<u>WALLS</u> Metal panels	<u>ROOF</u> standing metal panels
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> <u>CURRENT USE</u>		<u>NOTABLE FEATURES</u>	
Hangar		Hangar/Administration	
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 72 (Administration/Barracks) on the north, Building 44 on the east, Building 29 (hangar) on the south, and the flood gate for the Anacostia/Potomac Rivers on the west		Paired gable roofs covered with standing metal panels Original window openings covered with crimped on the right side of the north elevation Some original windows on the north elevation have been removed and openings filled in Metal track and guide west elevation Original metal track doors have been removed on the west elevations and openings have been filled with metal panels Raised concrete foundation	
			
Building 47 – north elevation			

Building 47

Building 47

Building 47

**Building 47 – west elevation****Building 47 – west elevation looking at remnants of seaplane ramp 1**

Building 47

Building 47 – west elevation looking at remnants of seaplane ramp 2



Building 47 – west elevation with original retractable door mechanisms

Building 47

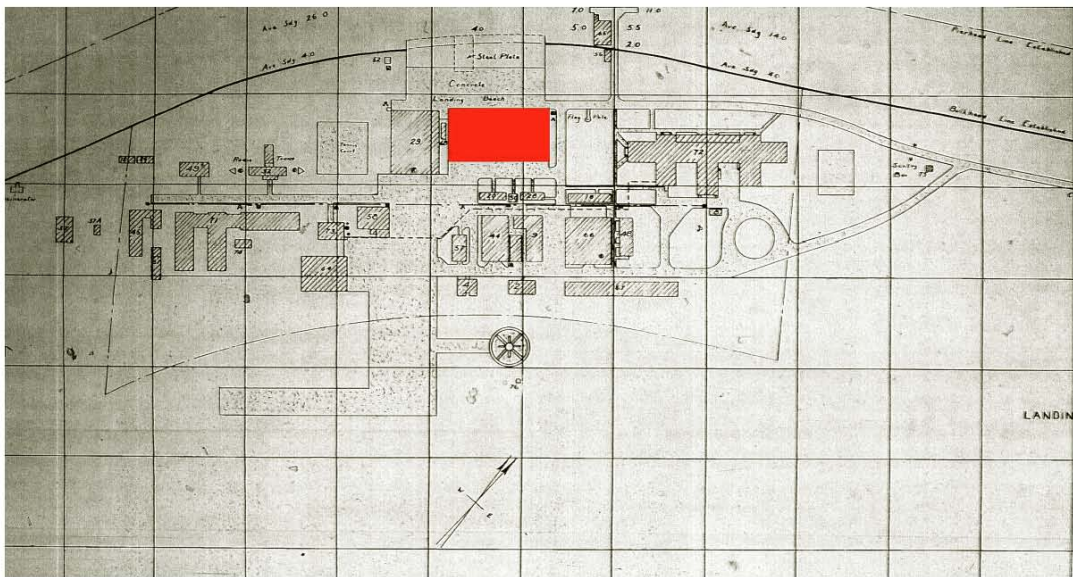
Building 47COORDINATES

UTM 18
4302943N
325342E

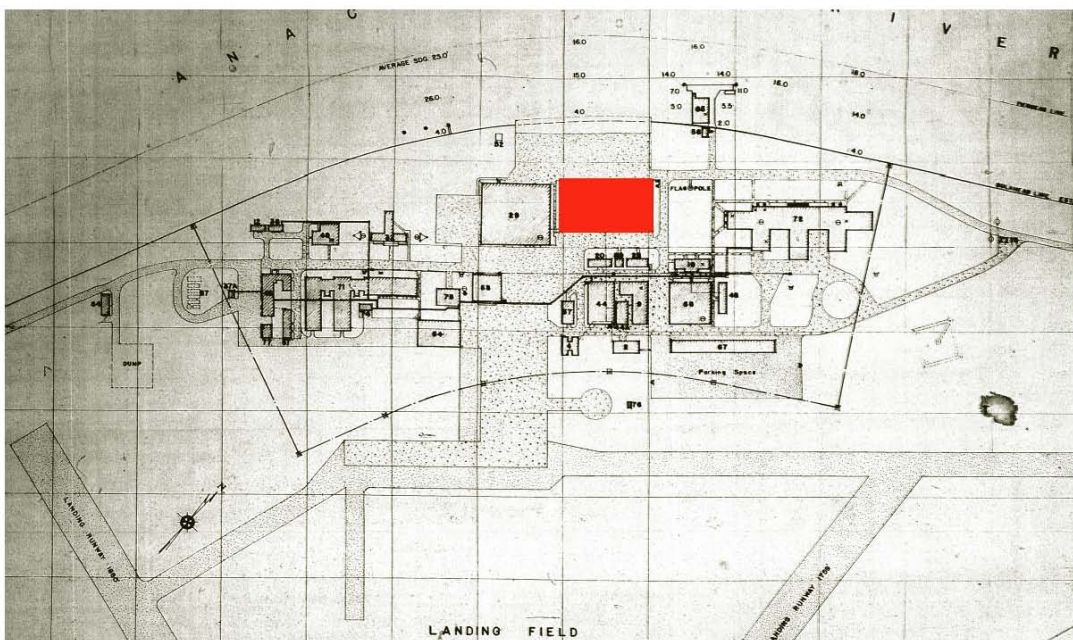
USGS QUAD

Alexandria

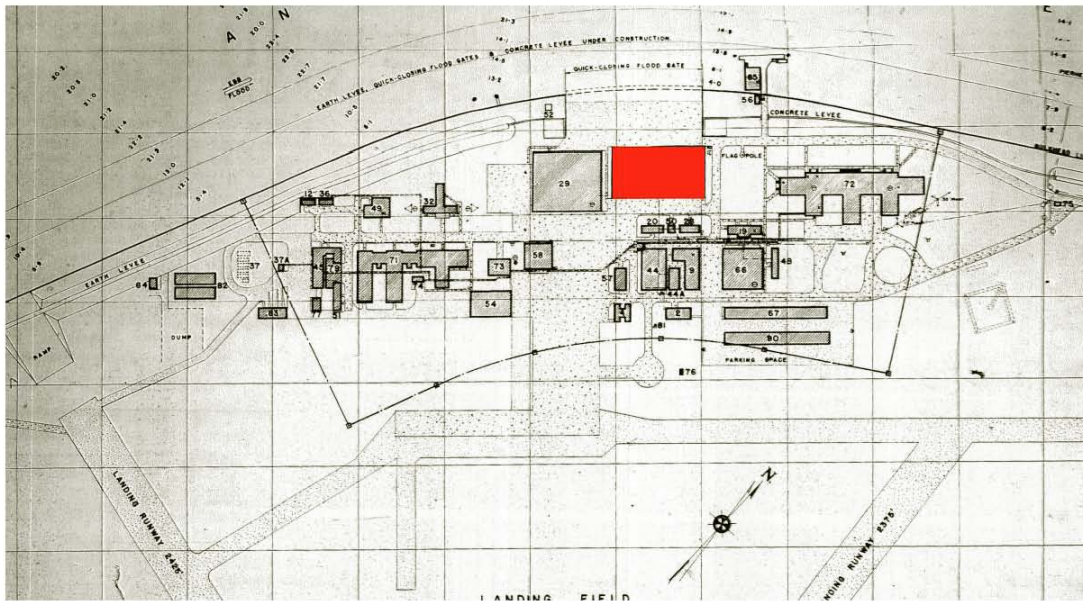
Building 47



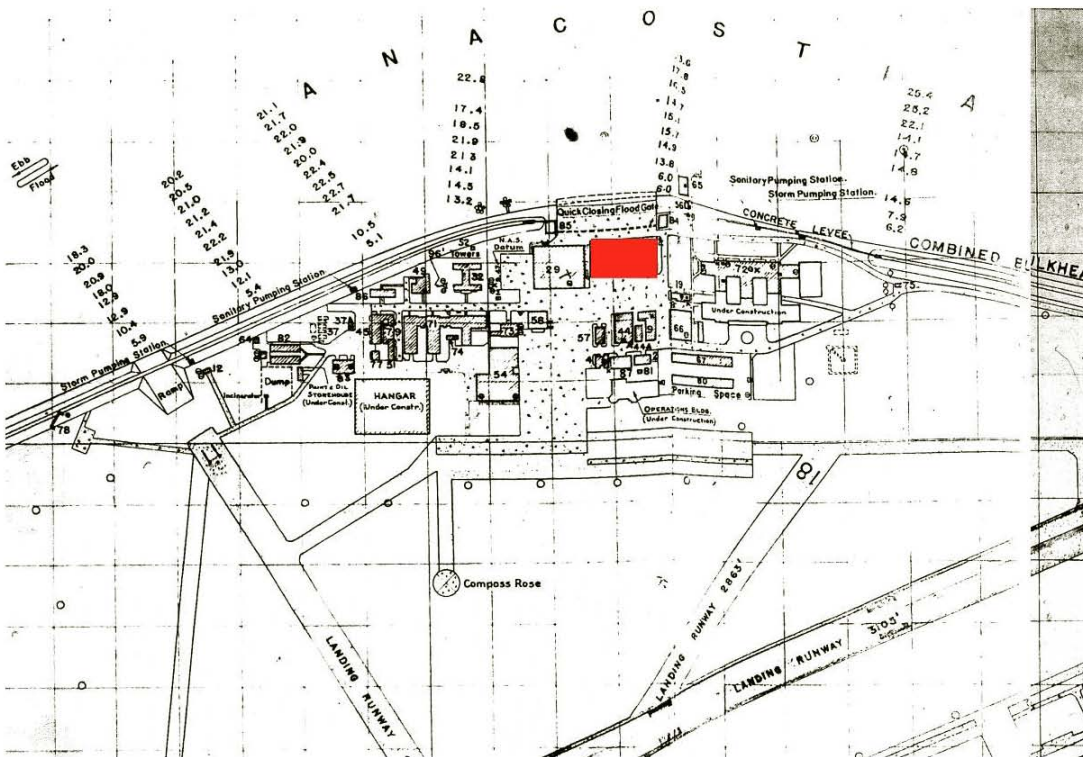
U.S. Naval Station, Anacostia, DC in 30 JUNE 1932, Building 47 in red



U.S. Naval Station, Anacostia, DC in 30 JUNE 1935, Building 47 in red

Building 47

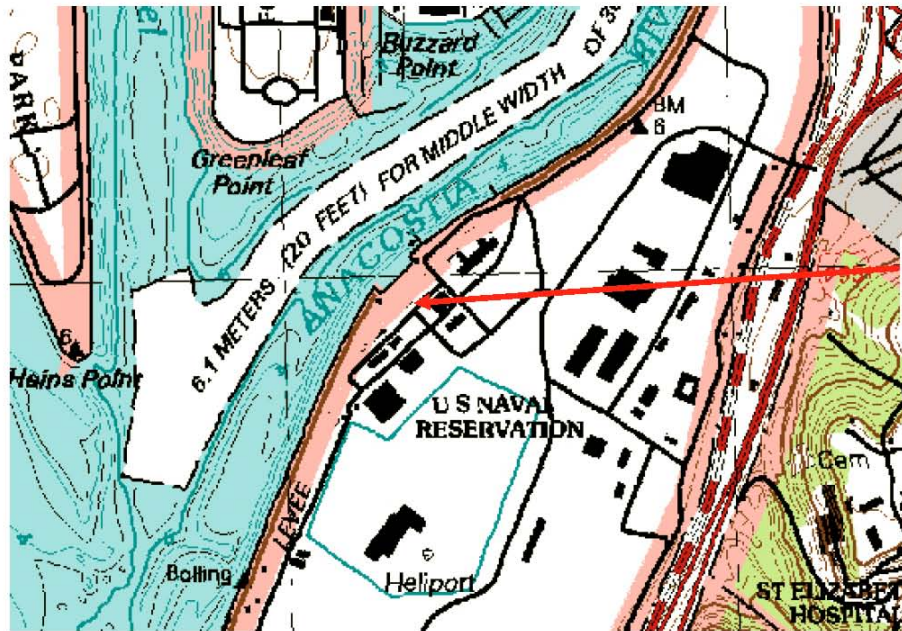
U.S. Naval Station, Anacostia, DC in 30 JUNE 1937, Building 47 in red



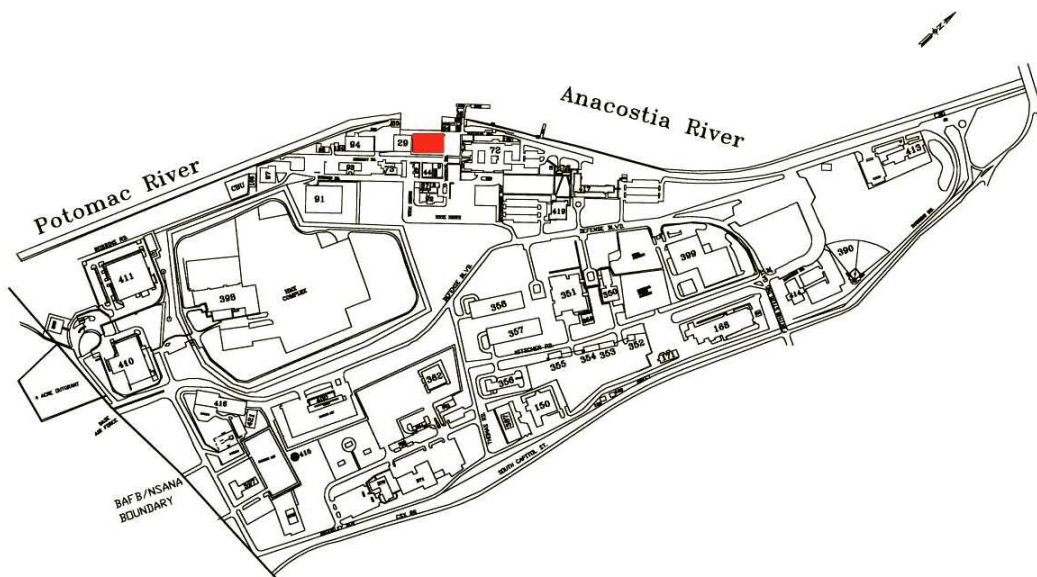
U.S. Naval Station, Anacostia, DC in 30 JUNE 1941, Building 47 in red

Building 47

Building 47



1997 USGS map, Building 47 indicated by the red arrow



2002 Naval Station Anacostia map, Building 47 in red

Building 47

<u>PRESENT OWNER</u> US Naval District Washington			<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001	
<u>GENERAL CONDITION OF PROPERTY</u>			<u>ADDITIONS/ALTERATIONS</u>	
EXCELLENT ☐	GOOD ☒	POOR ☐	☒ YES	☐ NO
			IF YES, SEE DESCRIPTION	
<u>BIBLIOGRAPHIC SOURCES</u> Real Property Records on file at the Real Property Office at Port Hueneme, California. September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.				
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u>			<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822	
ELIGIBLE/CONTRIBUTING ☐			NOT ELIGIBLE ☒	
			DATE: AUGUST 2008	
<u>DESCRIPTION</u> Building 47 is located west of Defense Boulevard and sits just east of the old flood gate/seaplane ramp on the Anacostia River at Naval Station Anacostia, DC. Building 72 (administration/barracks) is on the north, Building 44 is on the east, Building 29 (hangar) is on the south, and the Anacostia River is on the west. It is currently used as hangar and administration building. Building 47 is a one-story structure. This building has a rectangular floor plan, wood-frame clad with metal panels and synthetic siding, a raised concrete foundation, paired gable roofs covered with standing metal panels, metal roof ventilators, metal track doors, metal tracks and guides, modified window openings, and replacement metal entry doors. The building has an approximate square footage of 26,830 square feet. The east elevation faces a paved parking lot. This elevation consists of three overhead-track doors. The north elevation is covered with replacement metal panels. Originally, there were two horizontal bands of windows that stretched across this elevation. The windows on the upper left side of the elevation have been removed and the openings have been covered with the metal panel siding, while the lower left windows have been removed and the openings modified and filled in. The upper and lower right window bands are still visible but the windows have been removed and the band openings have been filled with crimped metal panels. The west elevation (waterfront) faces the river and the original seaplane ramp. This elevation has been modified. The original metal track doors with multi-pane steel industrial windows have been removed and the openings have been filled with vertical metal strips. The metal tracks and guides are intact. The south elevation was not accessible.				
<u>HISTORY</u> Building 47 was originally constructed in 1923 as a hangar at a cost of \$98,280. This structure was constructed of wood-frame clad with metal siding, paired gable roofs covered with crimped metal panels, metal track hangar doors with multi-pane steel industrial windows, bands of multi-pane steel industrial windows, and metal entry doors. In 1933, doors were erected on this double hangar, and sprinklers were installed in 1943. At an unknown date(s), the original metal siding was replaced with a mixture of newer synthetic siding or metal panel siding, the original metal track doors on the west elevation have been removed and the openings have been filled in with vertical metal panels, the original multi-pane steel industrial windows have been removed and the openings covered up or filled in, and the entry doors have been replaced.				

Building 47

Building 47

INTEGRITY

Building 47 is in good condition; however, the key architectural elements of the hangar have been modified. The original metal track hangar doors with multi-pane steel industrial windows have been removed and the openings have been filled in with metal panels, and the bands of multi-pane steel industrial windows have been removed and the openings have been filled in or covered over. The original metal tracks and guides used to operate the doors on the west elevation are intact.

The original crimped metal roof, rectangular footprint, and massing are intact. The majority of the original metal siding has been replaced, along with the entry doors, windows, and roll-up doors.

Exterior:

Original Architectural Features

Replacement Features

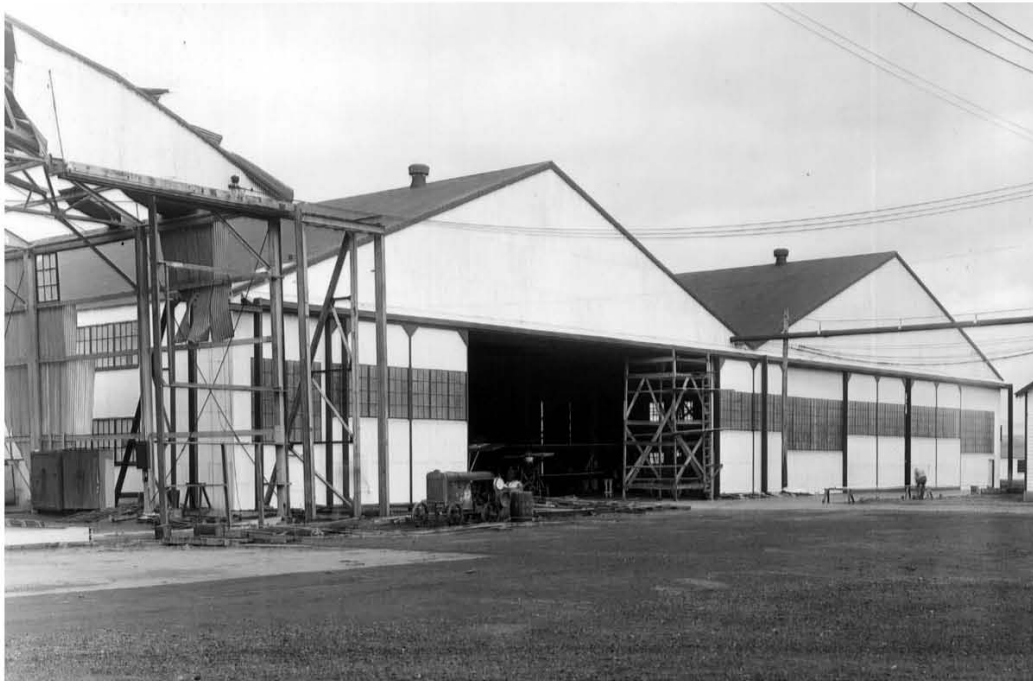
multi-pane steel industrial windows	single-pane windows
metal entry doors	newer metal doors
crimped metal panels on exterior walls	newer metal panels and synthetic siding
crimped metal roofing	newer standing metal panels
metal track doors with multi-pane steel industrial windows	removed doors openings filled with metal panels
metal door tracks and guides	----

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 47 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 47 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

HISTORIC PHOTOGRAPHS



Building 47 – east elevation, NOVEMBER 1927 (NARA 71-CA, box 14)

Building 47

Aerial view looking at seaplane hangars (Buildings 29 and 47), 13 JULY 1931 (NARA RG 71-CA, box 14)

Building 47

Building 57

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Fire Department/Thrift Shop/Motor Store Room/Garage No. 2/Operation Shop Store/Building 57	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1924 <u>DATE OF ALTERATIONS</u> Unknown – two vestibule additions on the south elevation Unknown – replacement windows and doors Unknown – installation of vertical wood siding	<u>NO. OF STORIES</u> 1
<u>STATUS</u> Occupied		<u>FOOTPRINT</u> Rectangular	
<u>ROOF FORM</u> Gable	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Wood frame clad with wood siding	<u>ROOF</u> Three-tab asphalt shingles
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> <u>CURRENT USE</u>		<u>NOTABLE FEATURES</u>	
Storage		Administration	
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 44 is on the north, Building 87 is on the east, Building 73 is on the south, and Building 47 (hangar) is on the west		Replacement slider windows Wood siding Two vestibule additions on the south elevation	
			
Building 57 – oblique view of the south (front) and east elevations			

Building 57

Building 57 – oblique view of the north (back) and east elevations

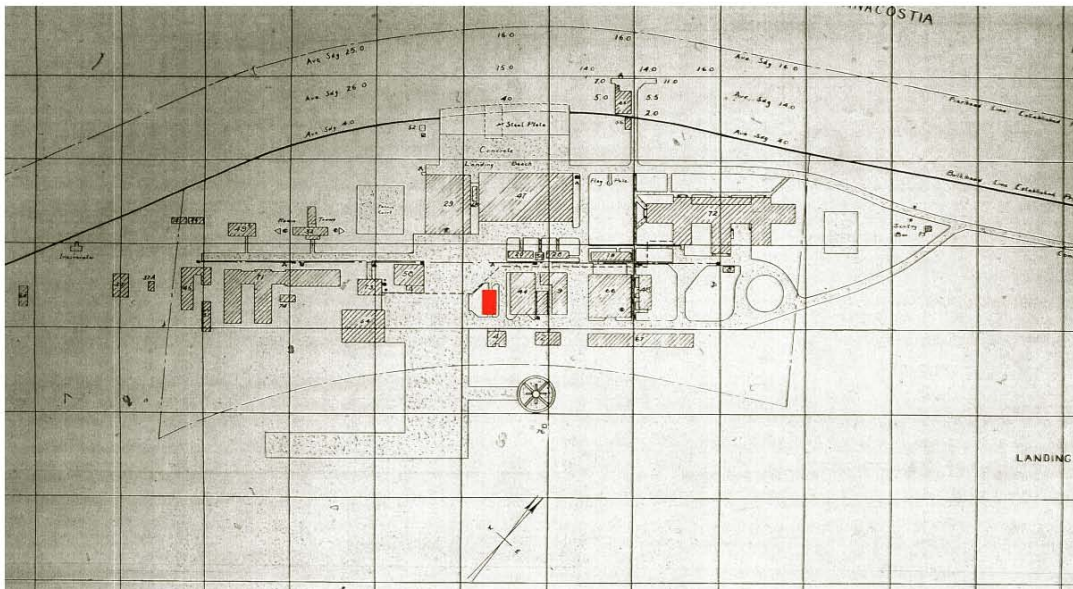
COORDINATES

UTM 18
4302910N
325369E

USGS QUAD

Alexandria

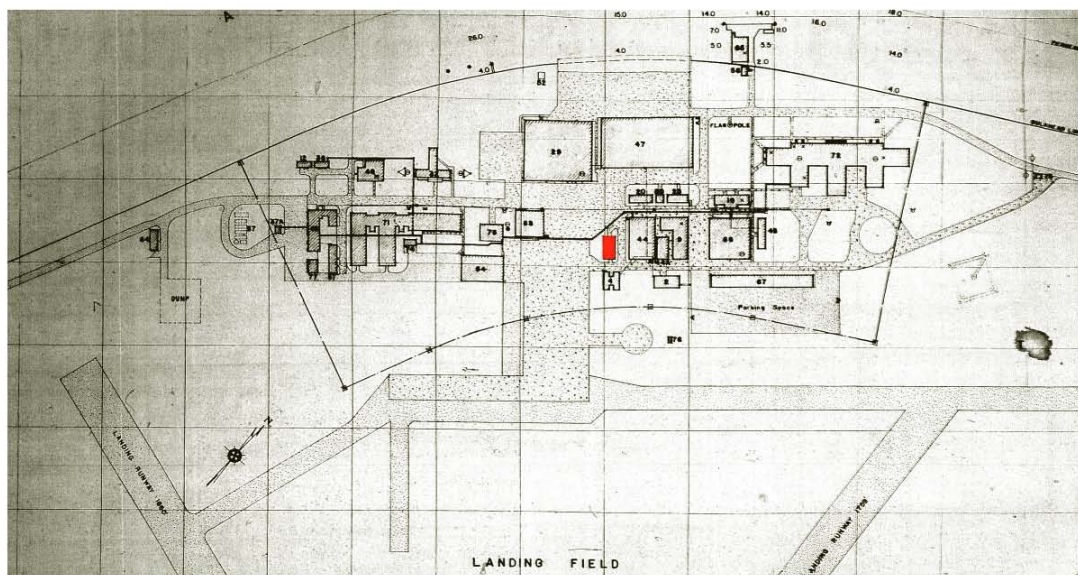
Building 57



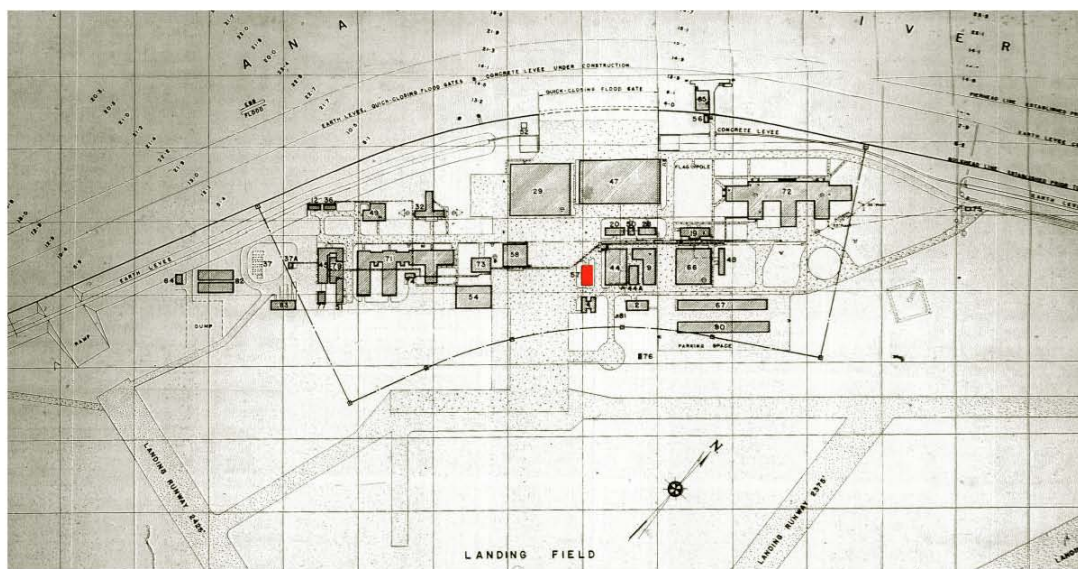
U.S. Naval Station, Anacostia, DC in 30 JUNE 1932, Building 57 in red

Building 57

Building 57

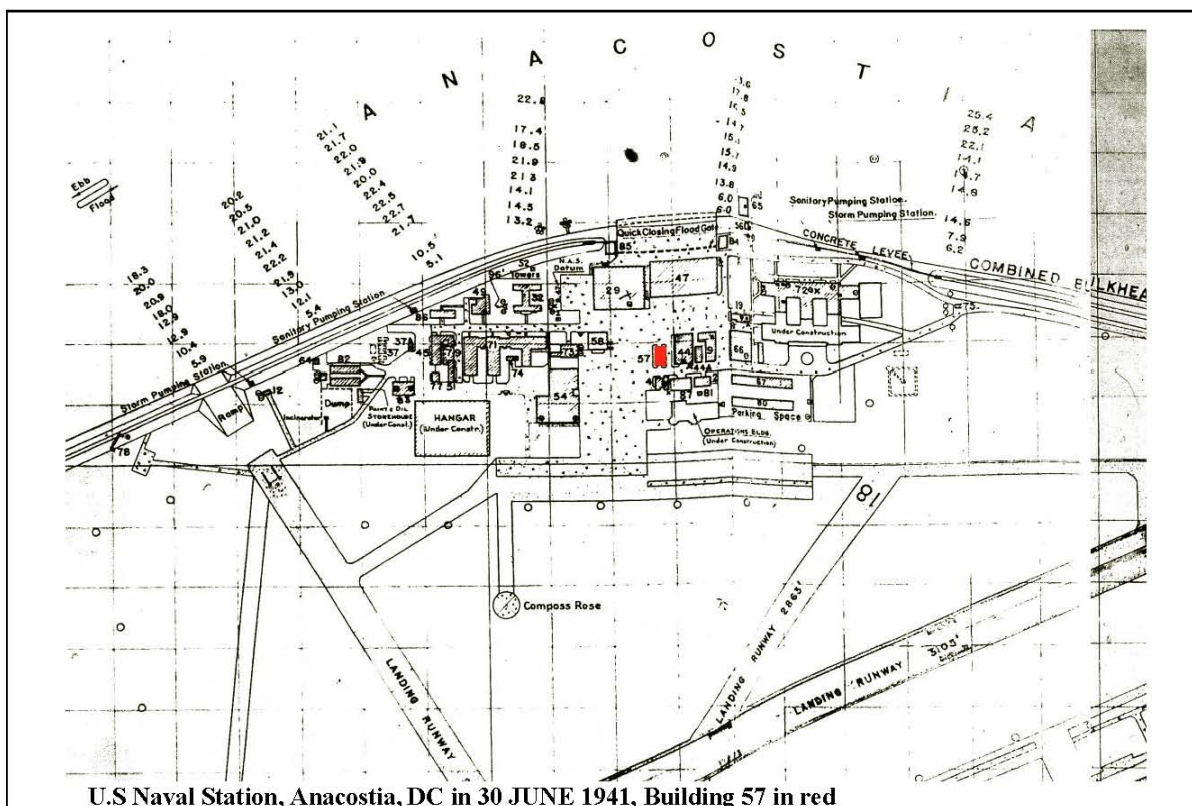


U.S. Naval Station, Anacostia, DC in 30 JUNE 1935, Building 57 in red

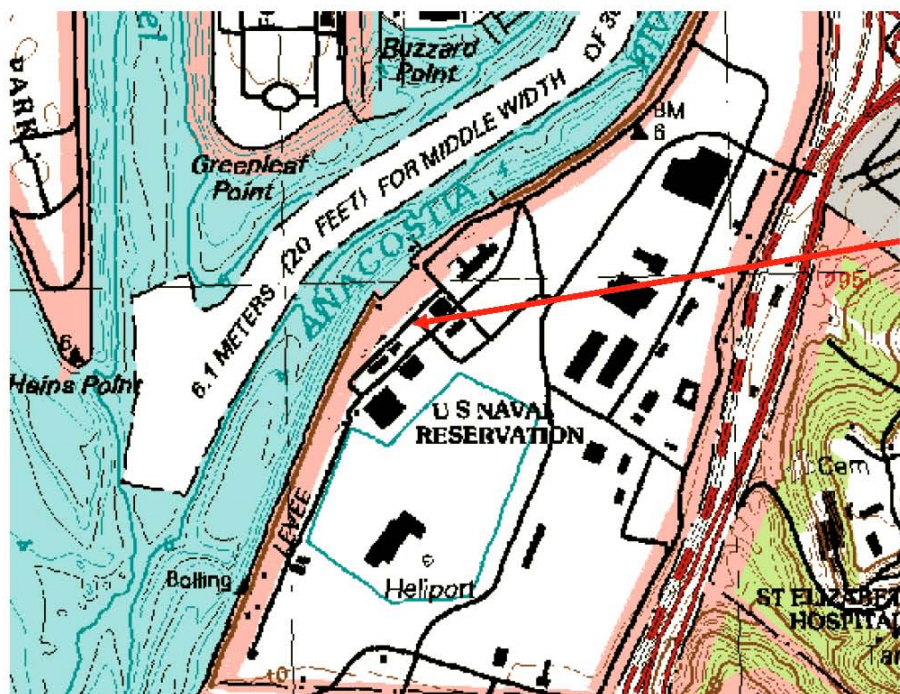


U.S. Naval Station, Anacostia, DC in 30 JUNE 1937, Building 57 in red

Building 57

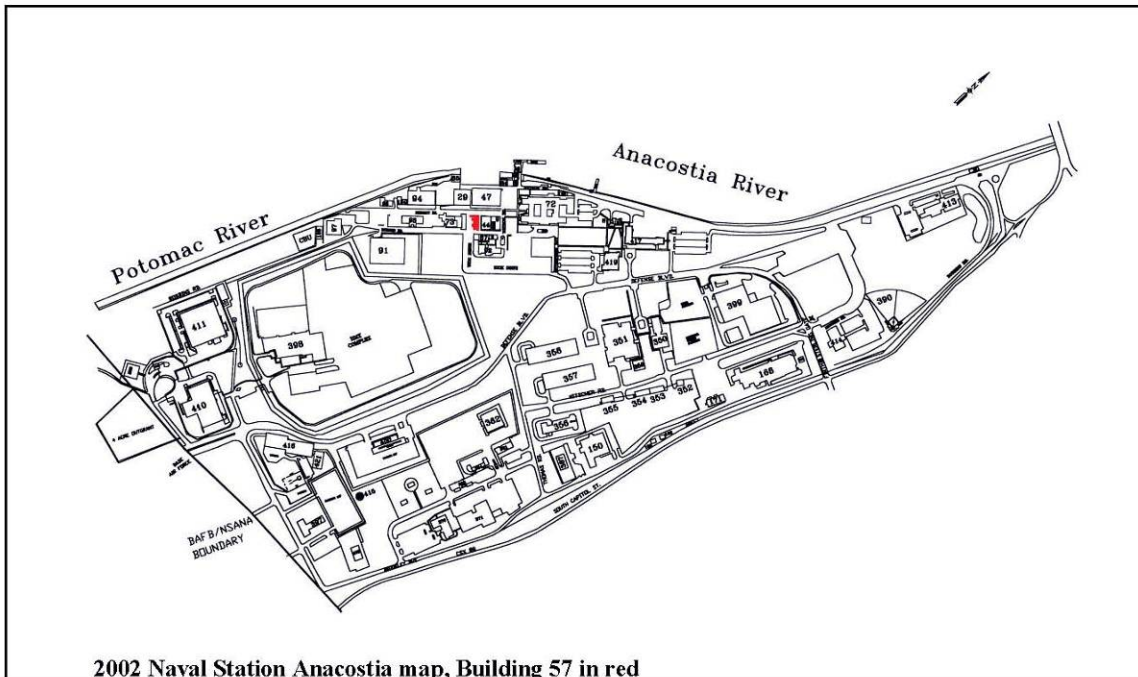


U.S Naval Station, Anacostia, DC in 30 JUNE 1941, Building 57 in red



1997 USGS map, approximate location of Building 57 indicated by the red arrow (building not on map)

Building 57

Building 57

2002 Naval Station Anacostia map, Building 57 in red

PRESENT OWNER

US Naval District Washington

OWNER ADDRESS

Department of the Navy
 Naval District Washington
 Washington Navy Yard
 Washington, DC 20374-5001

GENERAL CONDITION OF PROPERTY

EXCELLENT



GOOD



POOR

ADDITIONS/ALTERATIONS

YES



NO

IF YES, SEE
DESCRIPTIONBIBLIOGRAPHIC SOURCES

Real Property Records on file at the Real Property Office at Port Hueneme, California.

September 1995, *Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC*. Prepared for
 Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc.
 Frederick, Maryland.

PRELIMINARY NATIONAL REGISTER
DETERMINATION OF ELIGIBILITY

ELIGIBLE/CONTRIBUTING



NOT ELIGIBLE

FORM PREPARED BY:

Sunny Stone and Adam Smith
 Engineer Research and Development Center
 Construction Engineering Research Laboratory
 2902 Newmark Drive
 Champaign, IL 61822

DATE: AUGUST 2008

Building 57

DESCRIPTION

Building 57 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. Building 44 is on the north, Building 87 is on the east, Building 73 (heating plant) is on the south, and Buildings 29 and 47 (hangars) are on the west. It is currently used as a thrift shop.

Building 57 is a small one-story structure with a rectangular floor, wood frame walls clad with vertical wood siding, a side gable roof covered with three-tab asphalt shingles, replacement slider windows, replacement metal doors, and two vestibules on the south elevation. Building 57 has an approximate area of 1,680 square feet.

The south (front) elevation has two entrances sheltered by vestibule additions. The vestibules are constructed of metal and frame, and plate glass. There are replacement slider windows on this elevation.

The east elevation consists of two replacement slider windows.

The north (back) elevation consists of replacement slider windows and a set of metal service doors.

The west elevation was not accessible.

HISTORY

Building 57 was constructed in 1924 as a storage building at a cost of \$6,220. This structure was constructed of a concrete slab, metal siding, metal roofing, metal overhead garage doors, a metal entry door, and bright aluminum slider windows.

At unknown date(s), the roofing was replaced, vertical wood siding was installed, the original windows were replaced with slider windows, and two vestibule additions were constructed on the south elevation.

INTEGRITY

Building 57 is in good condition; however, all of the original architectural features and materials have been removed and replaced with newer materials. The original metal siding has been replaced with vertical wood siding. The original metal roofing has been replaced with three-tab asphalt shingles. The original windows have been replaced with metal slider windows. At some point, two vestibule additions were constructed on the south elevations over the entrances.

Exterior:

Original Architectural Features

Replacement Features

	metal doors
	vertical wood siding
	three-tab asphalt shingles
	metal slider windows
	metal and glass vestibule additions on south elevation

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 57 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 57 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

Building 72

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Administration and Enlisted Barracks (Enterprise Hall)/Administration/Barracks/Building 72	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1932 <u>DATE OF ALTERATIONS</u> 1938 – air control tower addition 1942 – large two-story addition on the east side and gymnasium addition on the north side Unknown – replacement windows	<u>NO. OF STORIES</u> 2 and half
<u>FOOTPRINT</u> Irregular (with two courtyards)			
<u>ROOF FORM</u> Intersecting gable	<u>FOUNDATION</u> Limestone – original building Concrete - additions	<u>WALLS</u> Brick	<u>ROOF</u> Tile
<u>PROPERTY FUNCTION</u>		<u>NOTABLE FEATURES</u>	
<u>HISTORIC USE(S)</u>	<u>CURRENT USE</u>	Two interior courtyards Large addition on east elevation (currently main elevation) Gymnasium addition on north side Limestone foundation on original building Two-story inset porch with wood columns and wrought iron railings on west elevation Limestone details on original building (windowsills, frames, quoins) Concrete details on the additions (windowsills, frames, quoins) Pedimented dormers Replacement six-over-nine metal double-hung windows Original lamp posts and lighting fixtures on the west elevation	
Administration/barracks	Administration/barracks		
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 92 (operations building) is located southeast, Building 44 (hangar) is located south, and the Anacostia River is directly west			

Building 72

Building 72

Building 72 – middle portion of the original building on the west elevation



Building 72 – close-up of original portico on the west elevation

Building 72

Building 72

Building 72



Building 72 – close-up of wood column and wrought iron railing on original portion of the building's west elevation



Building 72 – original wrought iron railing and light fixture on west elevation

Building 72

Building 72 – original door pediment on the west elevation



Building 72 – left side of the original building with original details such as stairs, quoins, door and window pediments, and wood cornice details

Building 72

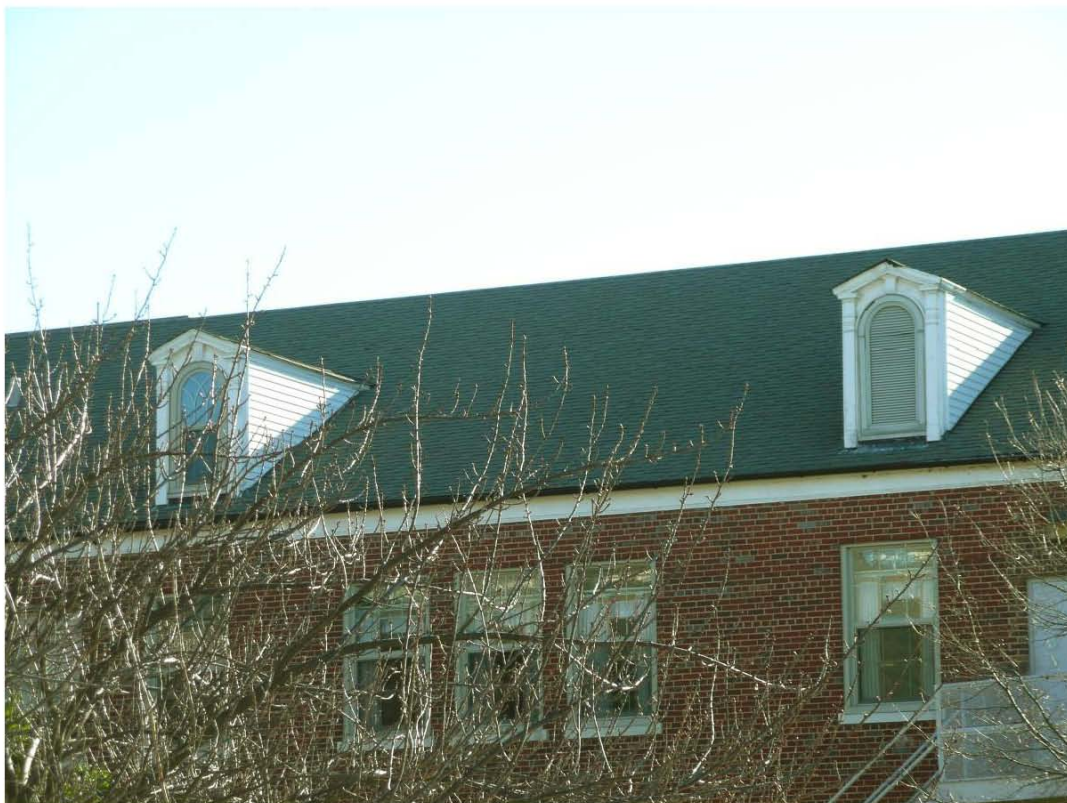
Building 72 – oblique view of the west and south elevations; original building on the left



Building 72 – south elevation of the original building

Building 72

Building 72 – south elevation with original building on the left, connector in the middle, and addition on the right



Building 72 – dormers on the east side of the addition

Building 72

Building 72 – east elevation addition



Building 72 – east elevation; left portion of the addition

Building 72

Building 72 – east elevation; middle portion of the addition



Building 72 – east elevation; right portion of the addition

Building 72

Building 72

Building 72 – close-up of door detail on the right side of the east elevation of the addition



Building 72 – close-up of door detail on the east elevation of the gymnasium addition

Building 72

Building 72 – north elevation of the gymnasium addition



Building 72 – attic dormer on gymnasium addition

Building 72

Building 72

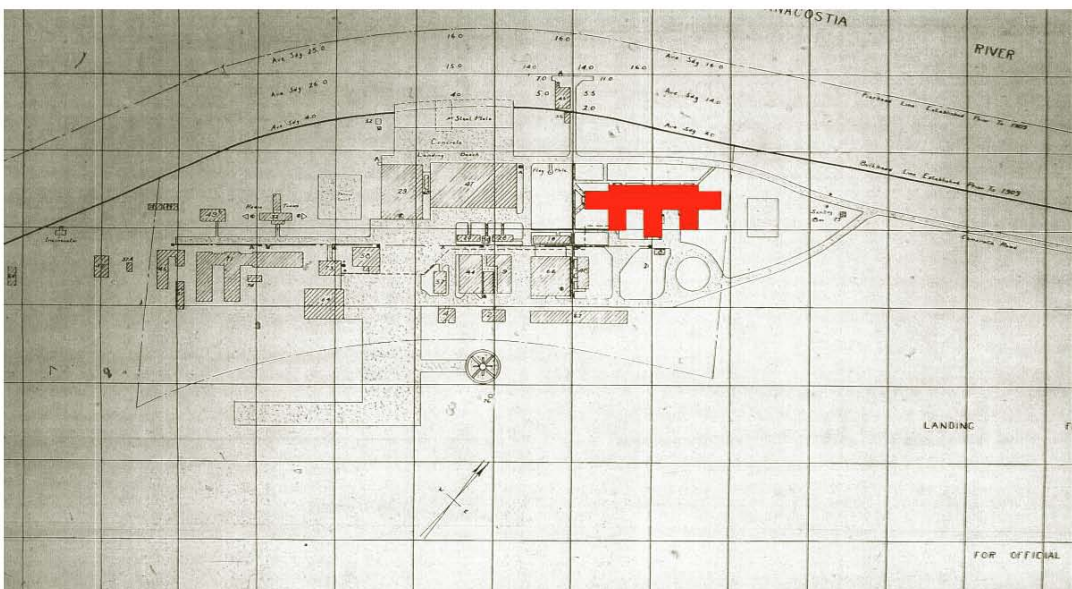
Building 72 – looking south showing the proximity of the seawall to the building

COORDINATES

UTM 18
4303040N
325435E

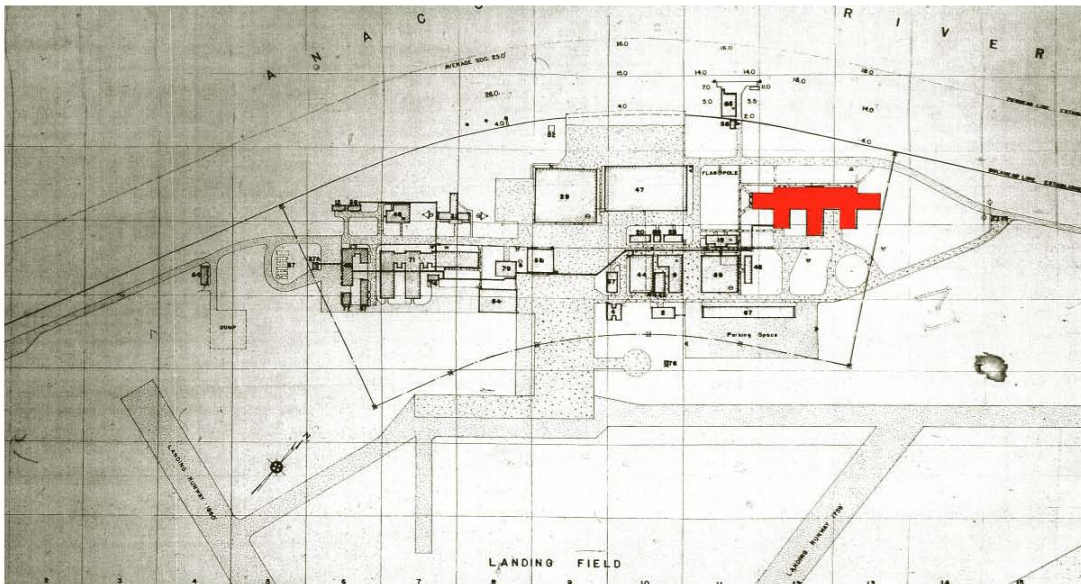
USGS QUAD

Alexandria

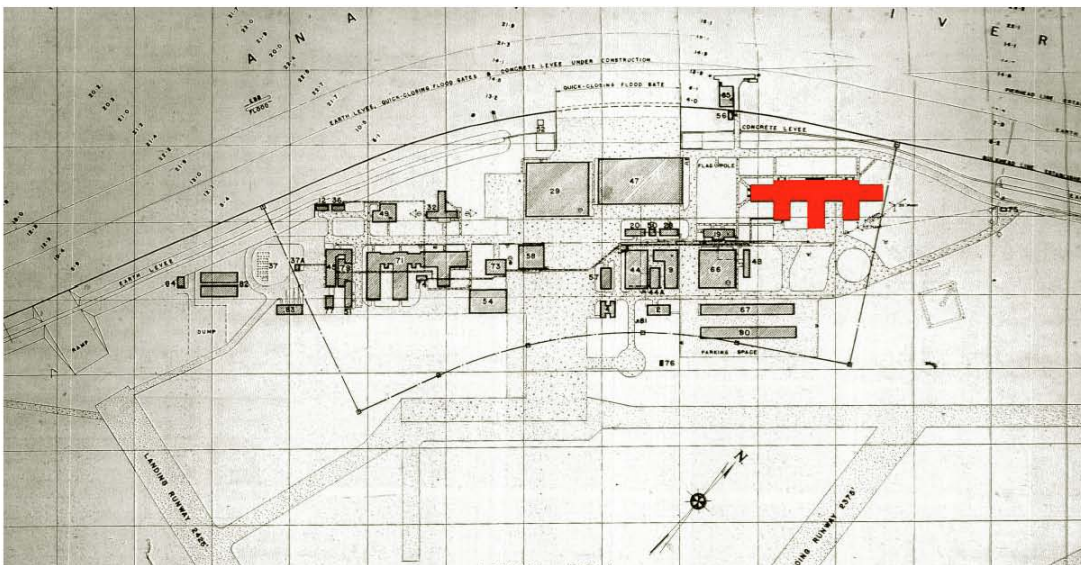


U.S. Naval Station, Anacostia, DC in 30 JUNE 1932, Building 72 in red

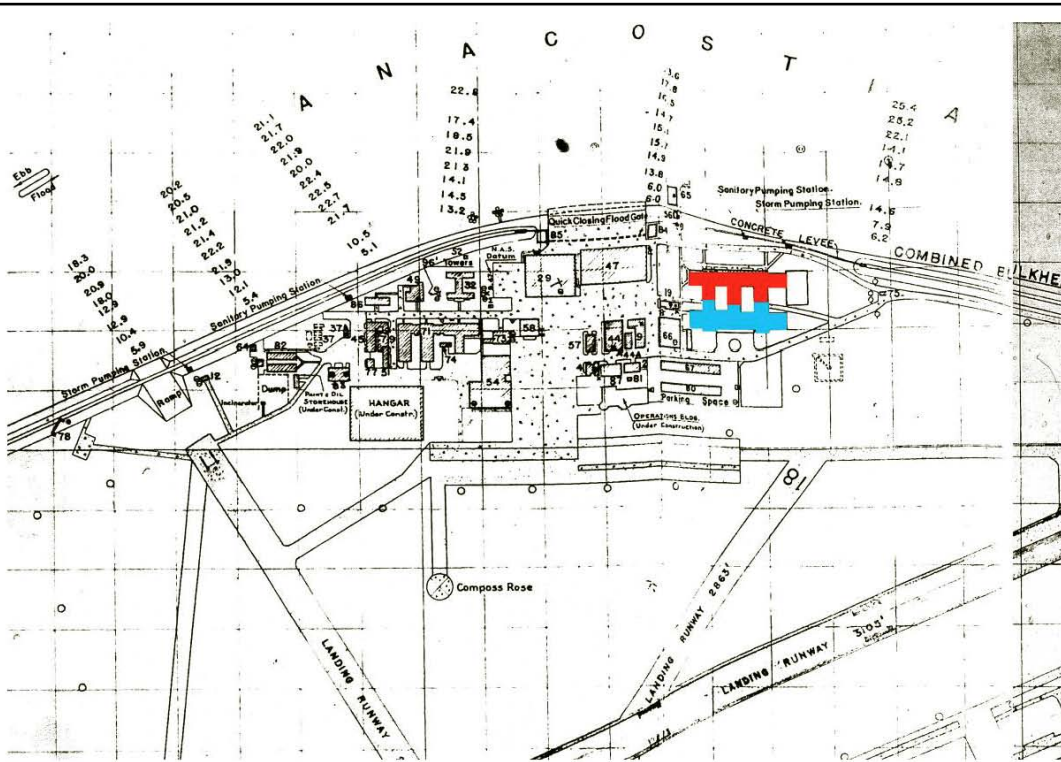
Building 72



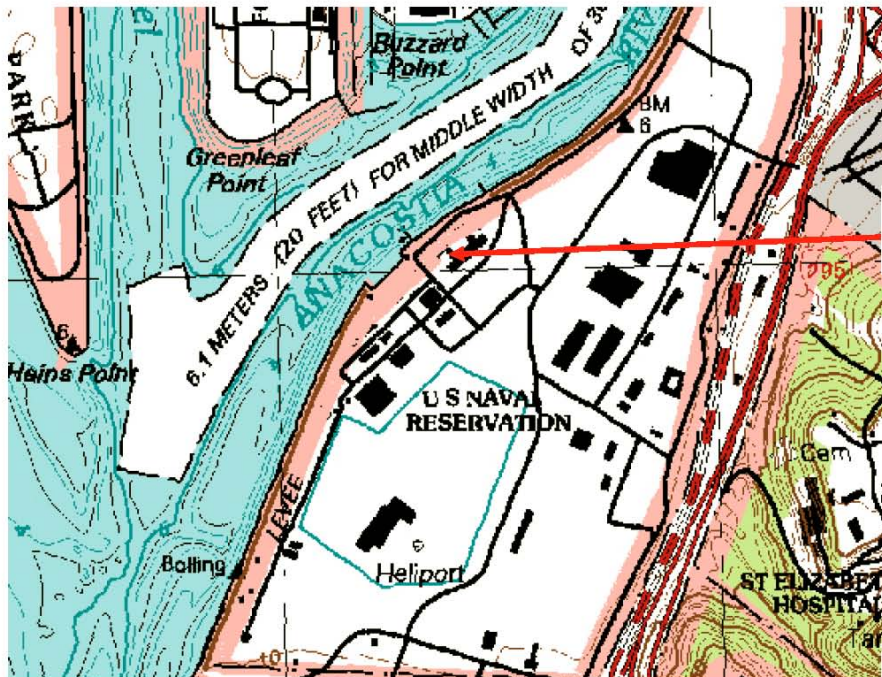
U.S. Naval Station, Anacostia, DC in 30 JUNE 1935, Building 72 in red



U.S. Naval Station, Anacostia, DC in 30 JUNE 1937, Building 72 in red

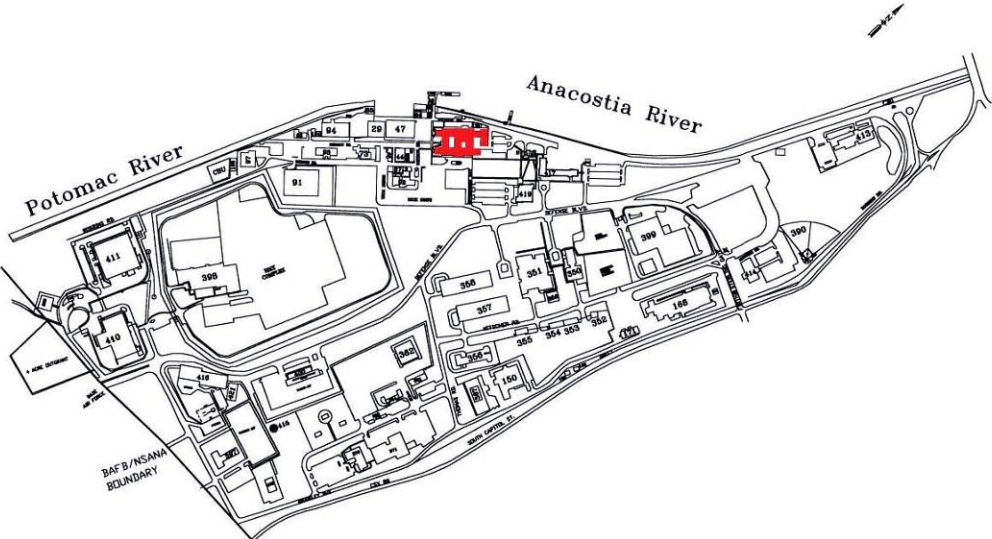
Building 72

U.S. Naval Station, Anacostia, DC in 30 JUNE 1941, original Building 72 in red and building addition under construction in 1941 in blue



1997 USGS map, Building 72 indicated by the red arrow

Building 72

 2002 Naval Station Anacostia map, Building 72 in red	
<u>PRESENT OWNER</u> US Naval District Washington	<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001
<u>GENERAL CONDITION OF PROPERTY</u> EXCELLENT GOOD POOR ☒ ☐ ☐	<u>ADDITIONS/ALTERATIONS</u> ☒ ☐ IF YES, SEE DESCRIPTION YES NO
<u>BIBLIOGRAPHIC SOURCES</u> September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.	
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> ELIGIBLE/CONTRIBUTING NOT ELIGIBLE ☐ ☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008

Building 72

Building 72

DESCRIPTION

Building 72 is located west of Defense Boulevard and just east of the Anacostia River at Naval Station Anacostia, DC. It is currently used as administration space (Enterprise Hall).

Building 72 is a large structure with an irregular footprint and two interior courtyards. This building sits on a rustic limestone foundation. The walls are laid in five-course American bond. The intersecting gable roof is sheathed with synthetic tiles and exhibits eight pedimented gable dormers on the east elevation and thirteen on the west elevation.

The original facade, the west elevation, is comprised of 42 bays. The principal entryway is centrally located and is composed of double wood doors with a limestone entablature. A two-story inset porch supported by wood columns protects the entrance. One secondary entry way with limestone details is located to each side of the porch. The replacement metal sash windows are double-hung six-over-nine light with molded limestone windowsills. Limestone quoins are exhibited on the corners of the building.

The east elevation was added to the building in 1942 and follows a similar layout to the original west elevation. However, unlike the west elevation, cast concrete was used for the door entablatures, windowsills, and architectural details. The centrally located entrance is composed of new paired glass doors with a decorative concrete surround. The windows are metal sash replacements with concrete windowsills.

A two-story, seven-bay addition is located on the north elevation. This addition is used as a gym and was added at the same time the building was expanded.

Interior investigations of the common areas of Building 72 were performed. The first and second story floor plans are divided into office spaces connected by central hallways. The original plan incorporated open dormitory space for the open barracks areas with a large mess and dining room. The interior additions and modifications to the building materials have altered the overall integrity of the Building 72 significantly.

HISTORY

Building 72 is the only administration building that survived from the Inter-war period (1920-1939). The administration/barracks was constructed in 1932 as a support facility for the increased activities at the installation. Building 72 is a two-and one-half-story, Georgian Revival brick building occupying an irregular footprint. At the time of construction, the primary building elevation faced the river. In 1942, the building was enlarged to its present plan. The primary elevation now faces the interior of the installation.

The original rectangular footprint with three wings off of the east side was a dominate feature on the riverfront landscape. The first floor of the original Building 72 was designated to office space, a kitchen, a mess hall, a gym, and dormitory space for the cooks. The second floor was left as an open space for a dormitory.

Building 72 encompasses two interior courtyards. One of the courtyards is paved and is used as a shipping and receiving area. The other remains a green space. Modifications to the exterior of the building include the 1942 addition, metal sash replacement windows, replacement doors, and metal fire escapes located on the east and west elevations.

Building 72

INTEGRITY

Building 72 is in excellent condition; however, the original size of the building, and the main elevation on the west side have been modified with the construction of a large addition on the east side and an addition on the north side that houses a gymnasium. The two additions are sensitive to the original architectural design and materials of the administrative/barracks building. With the construction of the large addition, the main elevation, which original faced the river on the west side, moved to the east elevation.

The original wood double-hung windows have been replaced with metal double-hung windows. These windows replaced in-kind with divided lights.

Exterior:

Original Architectural Features

Replacement Features

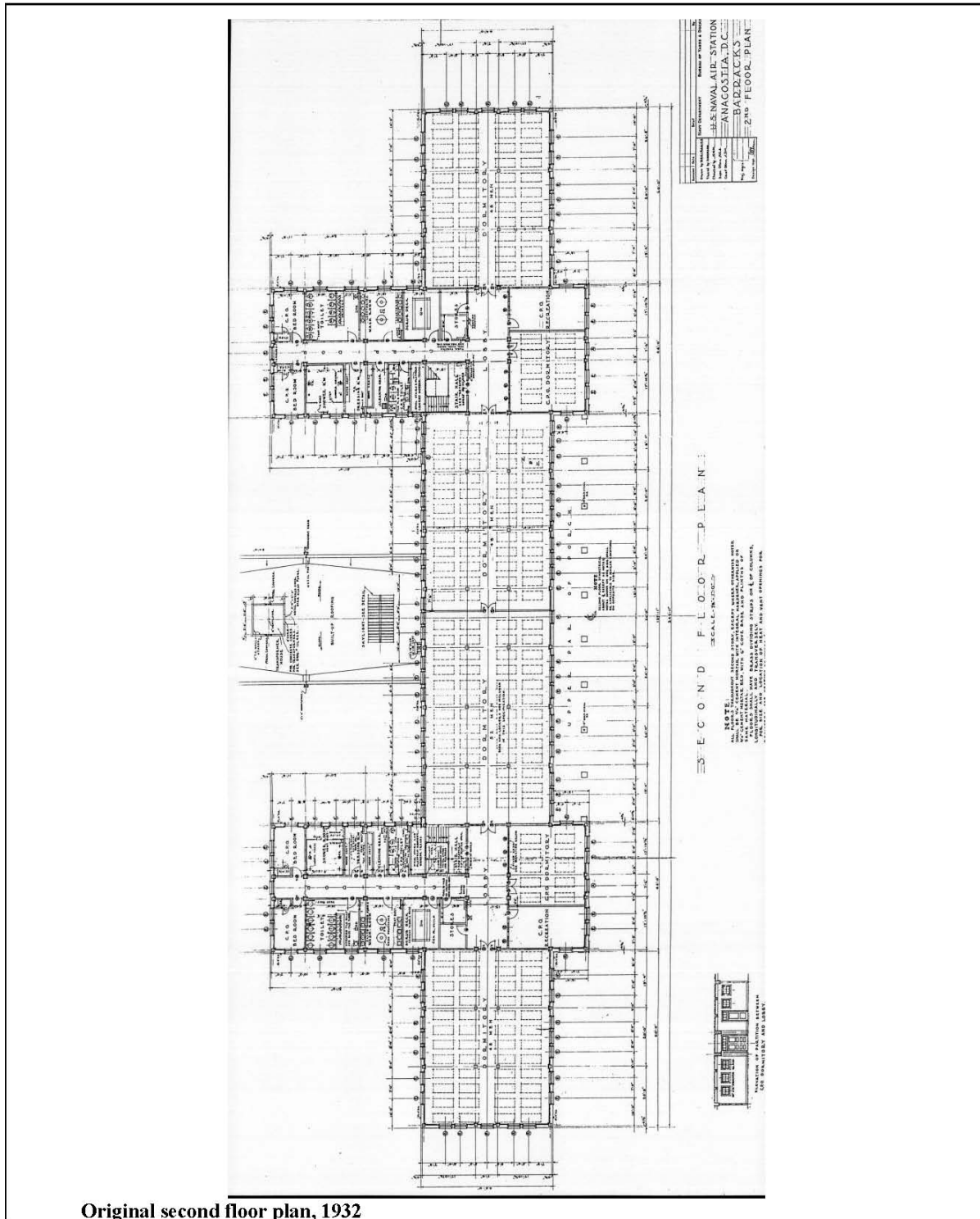
wood entry doors	
limestone details (frames, windowsills, quoins)	----
wood double-hung windows	Six-over-nine metal double-hung windows
wood dormers	----
two-story inset porch on west elevation with wood columns and metal railings	----
long rectangular footprint with three wings on east side	larger irregular footprint with two interior courtyards
	large addition on the east side; main entrance moved to this elevation
	addition on the north side houses large gymnasium
	additions have in-kind architectural details as original

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 72 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. As the primary barracks for the old naval air station (and one-time control tower), Building 72 is intimately tied to the history of Anacostia as a whole. Due to its architectural style, size, and role at the naval air station, the researchers deemed Building 72 significant enough by itself to be individually eligible to the NRHP; however, Building 72 retains no interior integrity as a barracks whatsoever and without it Building 72 cannot be individually eligible for the NRHP.

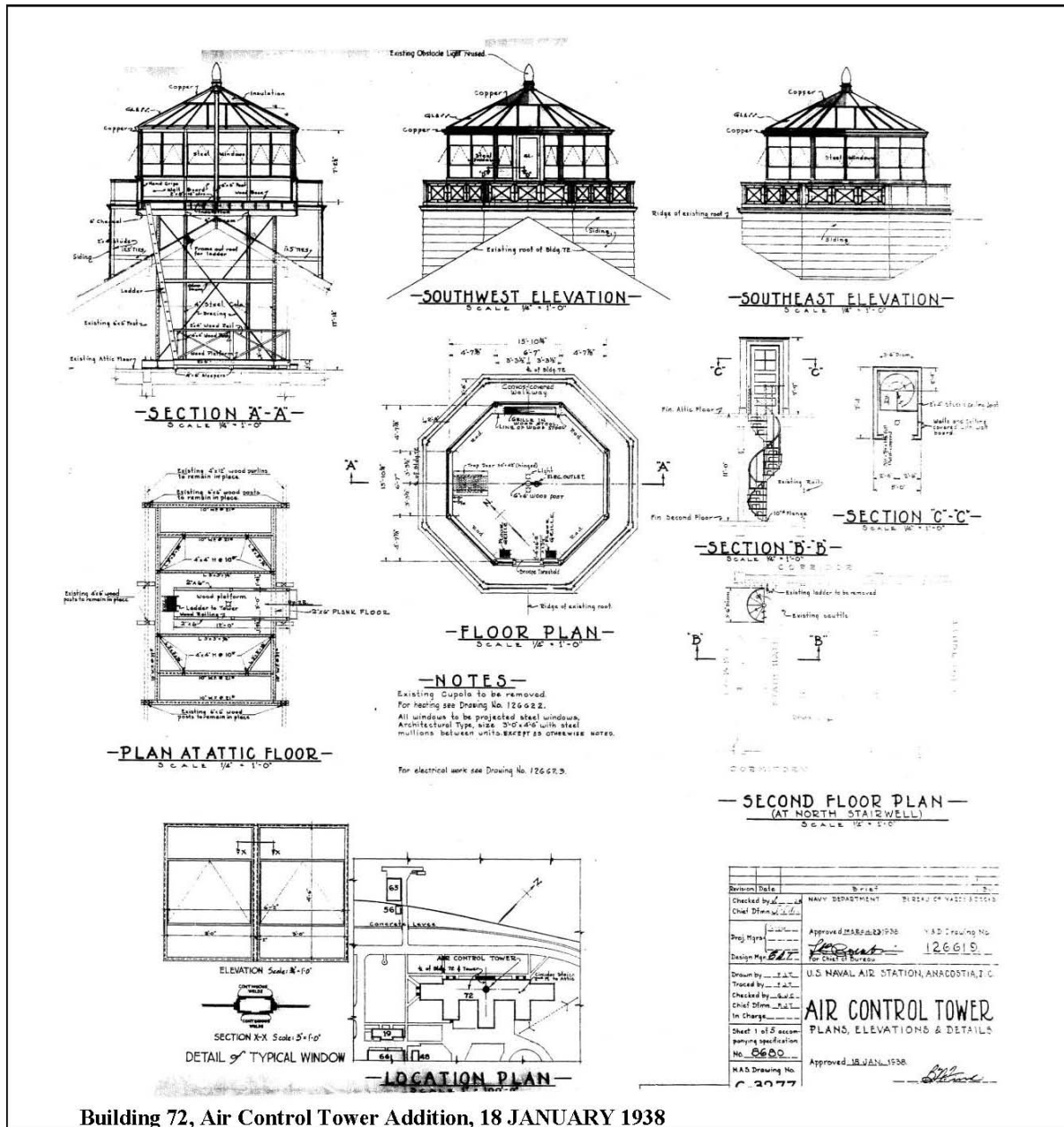
Building 72



Original second floor plan, 1932

Building 72

Building 72



Building 72

HISTORIC PHOTOGRAPHS

Building 72

Building 72 – front elevation, 4 OCTOBER 1932 (NARA 71-CA, box 14)



Building 72



Building 72 – porch on front elevation, 7 OCTOBER, 1932 (NARA 71-CA, box 14)

Building 72

Building 72 – close-up of front end entry on the west elevation, 4 OCTOBER, 1932 (NARA 71-CA, box 14)



Building 72 – original view of the east (back) elevation, 4 OCTOBER, 1932 (NARA 71-CA, box 14)

Building 72

Building 72

Building 72, oblique view of the south and west (front) elevations of the original building, 4 OCTOBER 1932 (NARA RG 71-CA, box 14)



Building 72, right after completion, 3 MARCH 1932 (NARA RG 71-CA, box 14)

Building 72

Building 72, south elevation of the original building, 4 OCTOBER 1932 (NARA RG 71-CA, box 14)



Completion of air control tower, 1938 (NARA RG 71-CA, box 14)

Building 72

Building 72, interior of mess hall on the first floor, 17, JUNE 1932 (NARA RG 71-CA, box 14)

Building 73

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Heating Plant #1/Boiler Plant/Building 73	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1932 <u>DATE OF ALTERATIONS</u> Unknown – metal clad addition on the east elevation Unknown – large brick addition on the south elevation	<u>NO. OF STORIES</u> 1 and half
<u>FOOTPRINT</u> rectangular			
<u>ROOF FORM</u> Flat	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Brick	<u>ROOF</u> Built-up
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> <u>CURRENT USE</u>		<u>NOTABLE FEATURES</u>	
Utility	Utility	Brick quoins Tall terra cotta chimney stack Metal addition on the east elevation Large brick addition on the south elevation Raised concrete foundation Original large industrial metal windows with arched window and keystone detail Limestone band around top of building Steel entry doors	
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 57 is on the north, Building 93 is on the south, and Building 29 (hangar) is on the west			



Building 73 – east elevation

Building 73

Building 73**Building 73 – east elevation**

Building 73

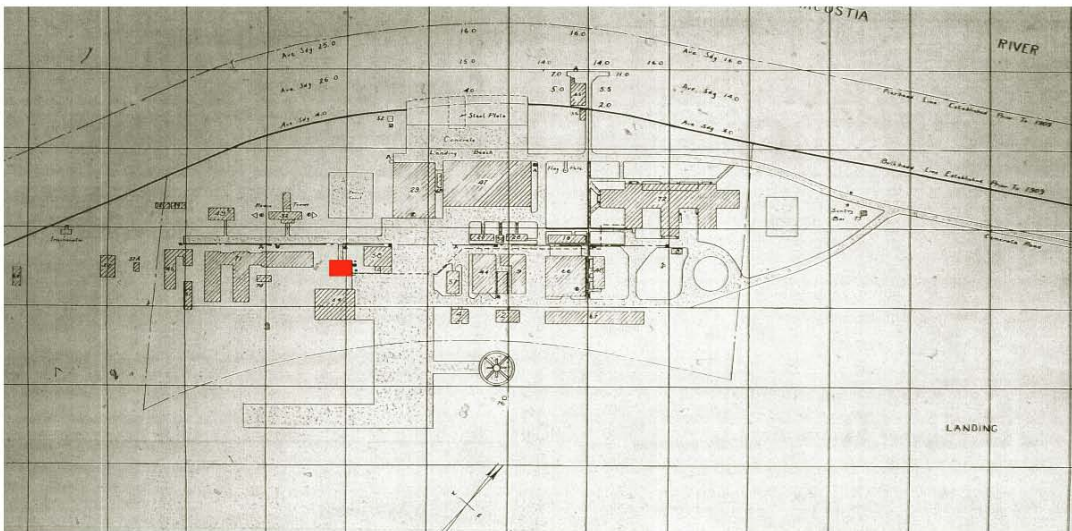
**Building 73 – west elevation**

Building 73**Building 73 – west elevation**COORDINATES

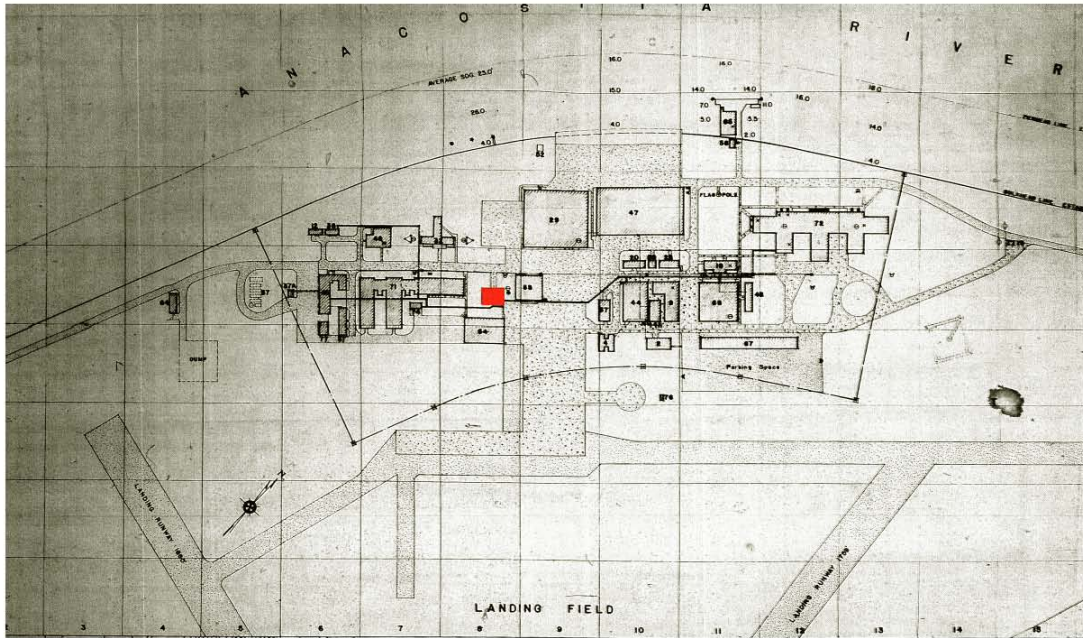
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325323E

USGS QUAD

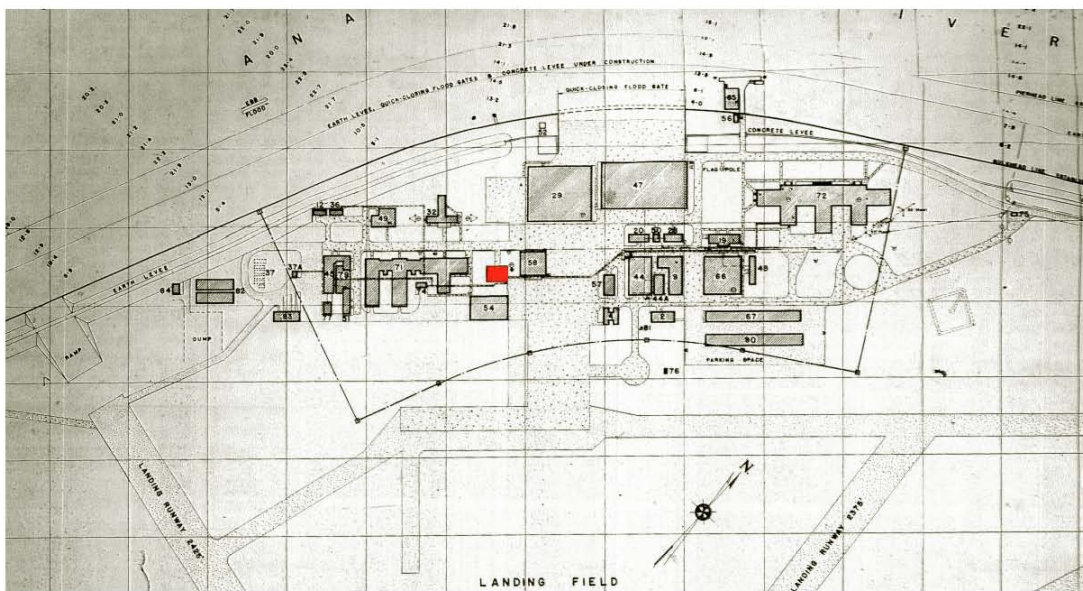
Alexandria

**U.S. Naval Station, Anacostia, DC in 30 JUNE 1932, Building 73 in red**

Building 73

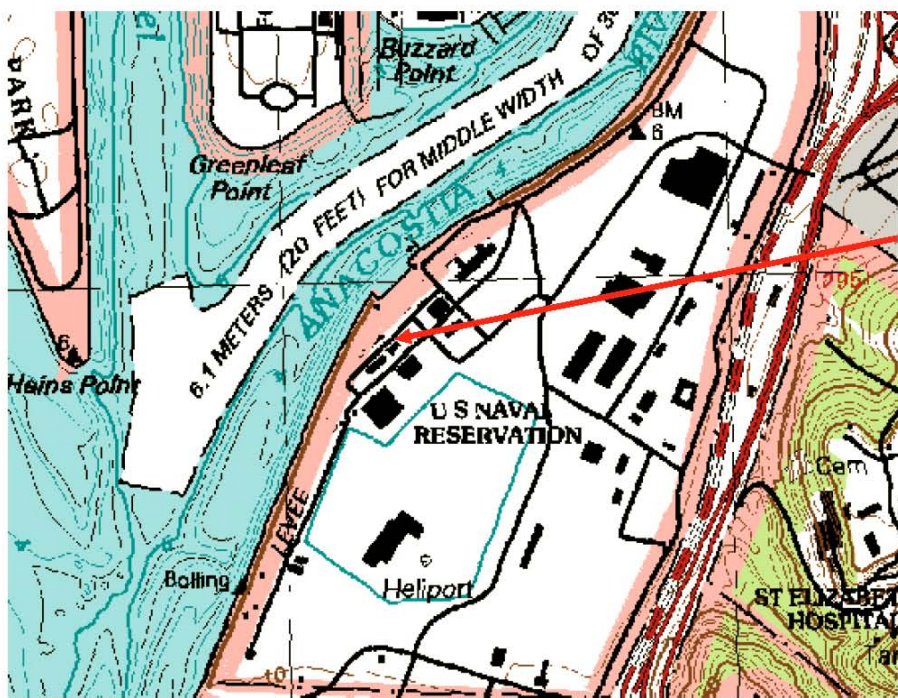
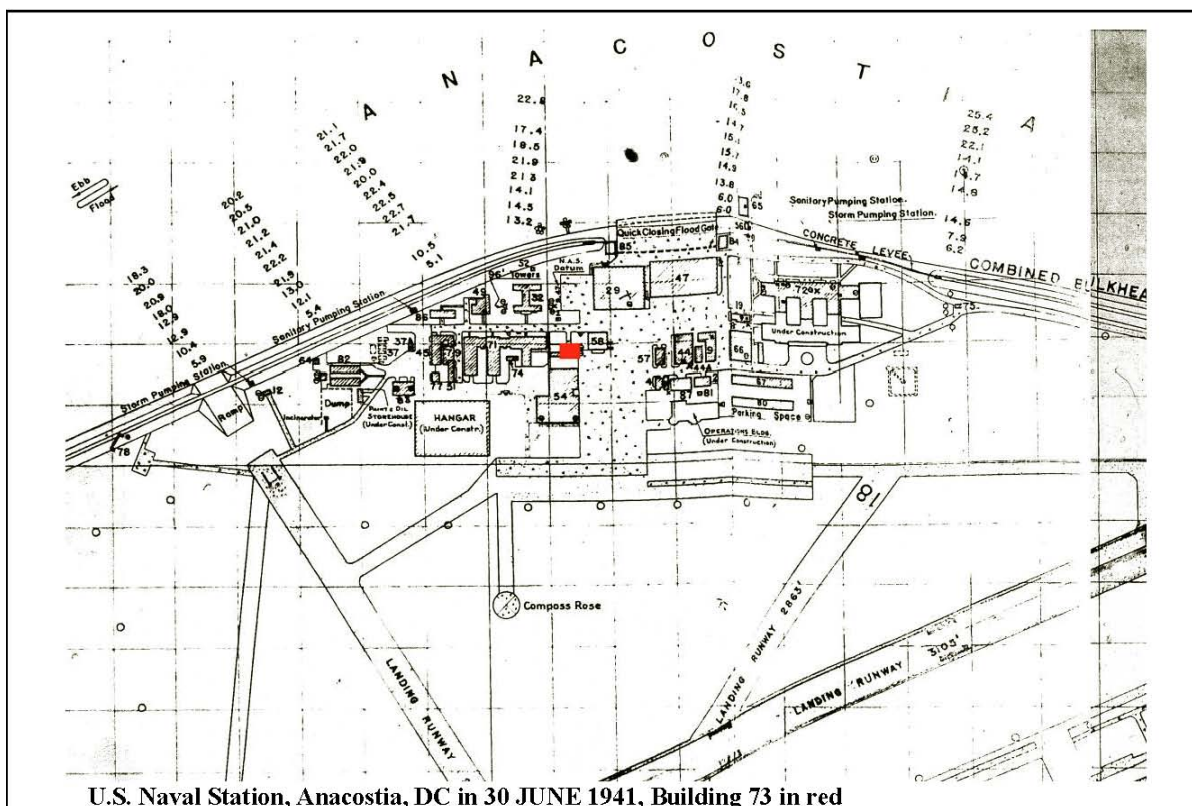
Building 73

U.S. Naval Station, Anacostia, DC in 30 JUNE 1935, Building 73 in red

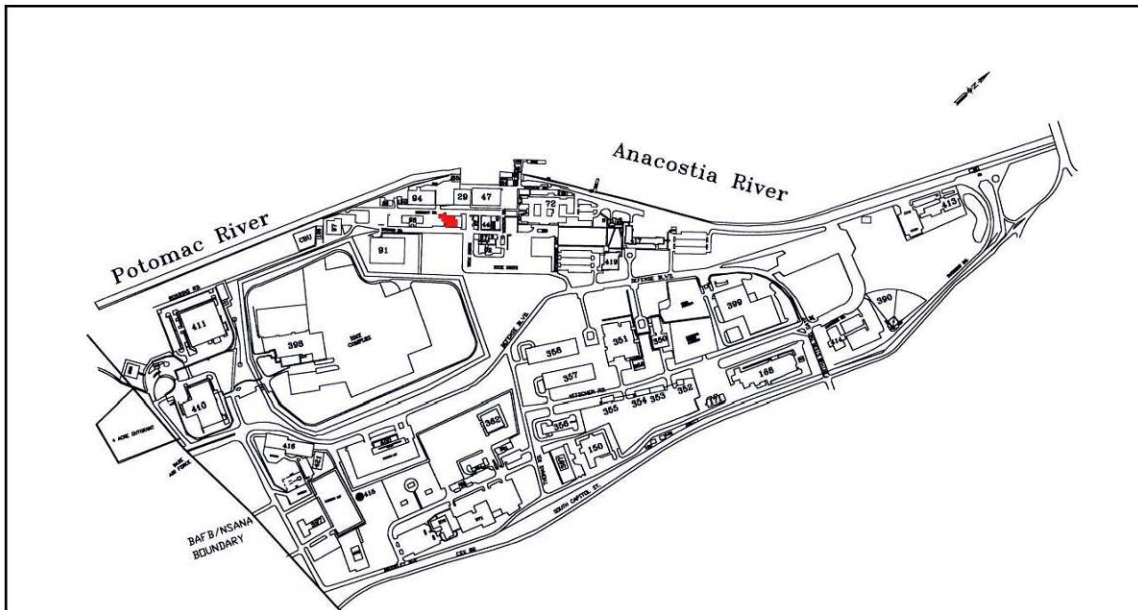


U.S. Naval Station, Anacostia, DC in 30 JUNE 1937, Building 73 in red

Building 73



Building 73

Building 73

2002 Naval Station Anacostia map, Building 73 in red

PRESENT OWNER

US Naval District Washington

OWNER ADDRESS

Department of the Navy
 Naval District Washington
 Washington Navy Yard
 Washington, DC 20374-5001

GENERAL CONDITION OF PROPERTY

EXCELLENT



GOOD



POOR

ADDITIONS/ALTERATIONS

YES



NO

IF YES, SEE
DESCRIPTIONBIBLIOGRAPHIC SOURCES

September 1995, *Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC*. Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.

PRELIMINARY NATIONAL REGISTER
DETERMINATION OF ELIGIBILITY

ELIGIBLE/CONTRIBUTING



NOT ELIGIBLE

FORM PREPARED BY:

Sunny Stone and Adam Smith
 Engineer Research and Development Center
 Construction Engineering Research Laboratory
 2902 Newmark Drive
 Champaign, IL 61822

DATE: AUGUST 2008

Building 73

DESCRIPTION

Building 73 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. Building 57 is on the north, Building 93 is on the south, and Building 29 (hangar) is on the west. It is currently used as a heating plant.

Building 73 is a one-and-one-half story brick building with a rectangular footprint. It consists of a raised concrete foundation, a flat roof with a parapet, brick quoins, original large steel industrial windows with an arched window and key stone detail above, an architectural stone band around the top of the exterior walls, steel entry doors, a tall terra cotta chimney, a metal addition on the east elevation, and a larger brick addition on the south elevation. The overall square footage of the building with the addition is unknown because no real property card could be located.

The west (main) elevation is composed of two original large industrial steel windows; however, the windows have been slightly modified. Some of the window panes have been removed and the openings have been filled with metal louvered vents. The two large windows flank the original entrance. The original consists of original paired multi-pane and steel doors. Concrete steps provide access to the entry. Above each window and the entry doors are original arched steel windows. The windows have an architectural stone keystone. The far right side of the west elevation is where the larger brick addition is located. A single entry steel door and two metal louvered vents are located on the west elevation of the brick addition.

The north elevation is where the tall terra cotta chimney is located. A small brick addition was constructed at an unknown date adjacent to the chimney.

The east elevation has been modified with an addition. The original elevation consisted of three large windows; however, the far right window has been covered with a metal sided addition. The other remaining two windows are large industrial steel windows. One of the windows has been slightly modified. Some of the glass panes in the middle window were removed and a new door opening was cut into the wall. A steel entry door occupies the opening. Above each window are original arched steel windows. These windows have an architectural stone keystone. The far left side is where the large brick addition is located. There is one steel door and one steel door with a louvered vent on the east elevation of the addition.

The south elevation is part of the addition. There are a couple of metal louvered vents located at the top of the brick exterior wall.

HISTORY

Building 73 was originally constructed in 1932 as a boiler plant. The structure was constructed with large industrial steel windows, multi-pane and steel doors, brick quoins, an architectural stone band, and a terra cotta chimney.

At an unknown date(s), a large brick addition was constructed on the south elevation, a metal sided addition was constructed on the east elevation, the industrial steel windows on the west elevation were modified, and a window on the east elevation was modified.

INTEGRITY

Building 73 is in excellent condition; however, a few of the original design and architectural features have been modified. A large brick addition has been constructed on the south elevation, while a metal sided addition has been constructed on the east elevation. A few modifications have been made to the original industrial steel windows. Some panes have been removed and filled with metal louvered vents, while some were removed and an opening was cut into the wall and filled with a steel door.

Exterior:

Original Architectural Features

Replacement Features

multi-pane and steel doors	some modifications
rectangular footprint	enlarged with large brick addition on south elevation, metal sided addition on the east elevation
arched windows with keystone detail	----
terra cotta chimney	----

Building 73HISTORIC PHOTOGRAPHS

Building 73 - boiler plant, 3 NOVEMBER 1932 (NARA RG71-CA, box 14)

COMPARISON PHOTOGRAPHS

Building 73 - comparison photographs of west elevation from 1932 on the left (NARA) and 2007 on the right (ERDC-CERL)

Building 84

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> MWR Storage (Facilities/Waterfront Offices/Storage)/Flood Gate Storage Building/Building 84	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1938 <u>DATE OF ALTERATIONS</u> Unknown – metal overhead door replacement Unknown – vinyl window replacement on the east elevation	<u>NO. OF STORIES</u> 1 <u>FOOTPRINT</u> Rectangular
<u>ROOF FORM</u> Shallow gable	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Poured concrete	<u>ROOF</u> Built-up
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> <u>CURRENT USE</u>		<u>NOTABLE FEATURES</u>	
Storage Storage		Poured concrete exterior walls Original nine-over-nine wood double-hung windows Replacement metal overhead garage doors Attached to the concrete retaining wall on the west side	
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 72 (administration/barracks) on the northeast, Building 47 (hangar) on the southeast), and Anacostia River on the west			
			
Building 84 – oblique view of the north and east elevations			

Building 84

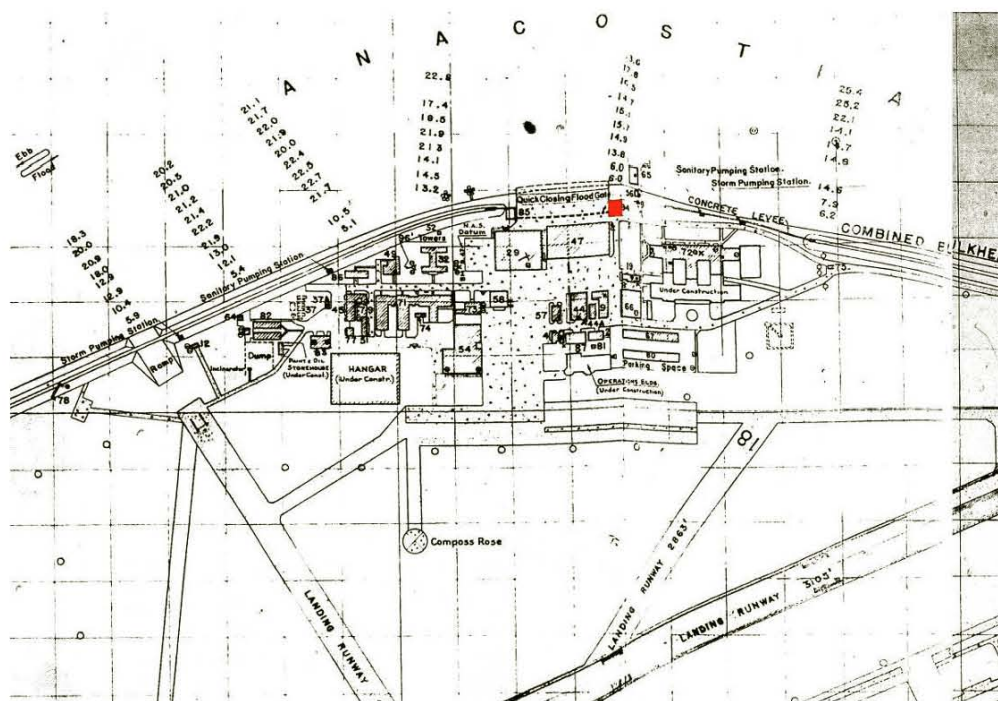
Building 84 – close-up of door and windows on the northeast corner

COORDINATES

UTM 18
4302997N
325328E

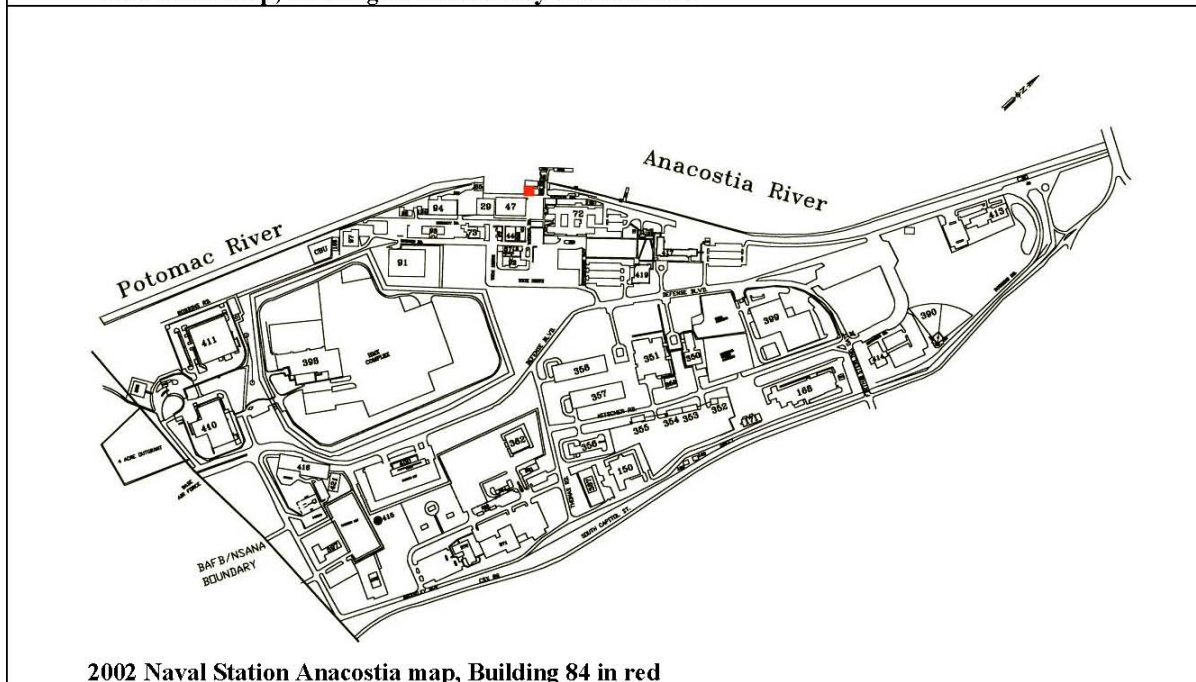
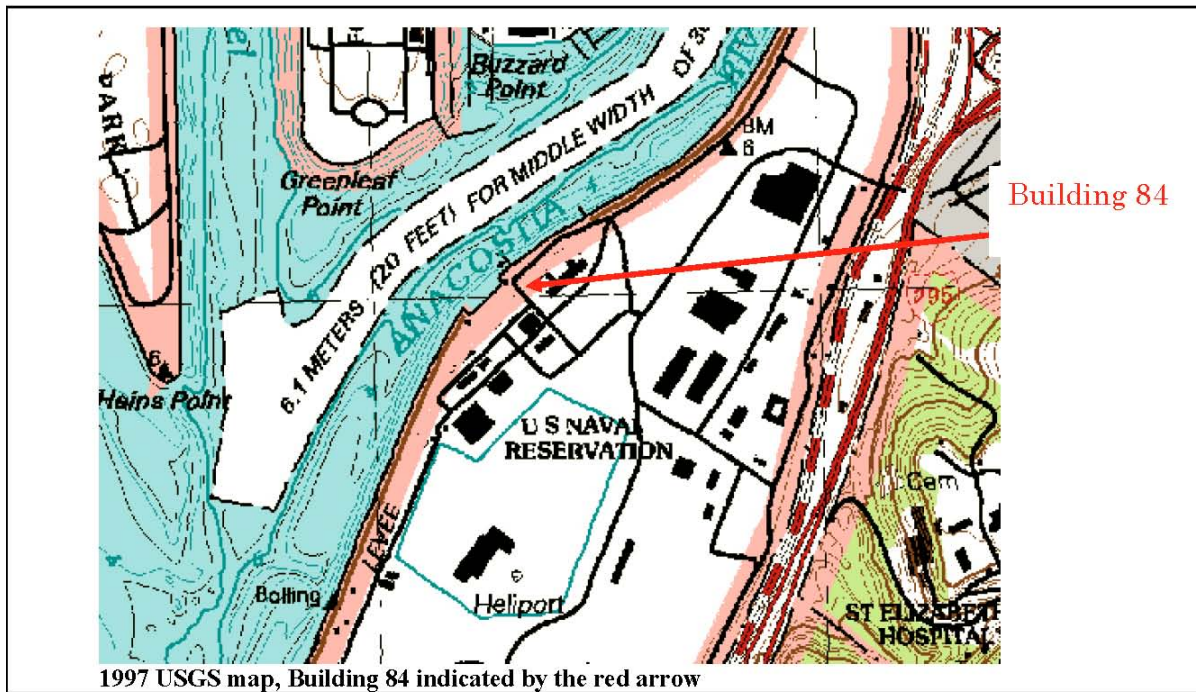
USGS QUAD

Alexandria



U.S. Naval Station, Anacostia, DC in 30 JUNE 1941, Building 84 in red

Building 84

Building 84

Building 84

<u>PRESENT OWNER</u> US Naval District Washington	<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001												
<u>GENERAL CONDITION OF PROPERTY</u> <table> <tr> <td>EXCELLENT</td> <td>GOOD</td> <td>POOR</td> </tr> <tr> <td>☐</td> <td>☒</td> <td>☐</td> </tr> </table>	EXCELLENT	GOOD	POOR	☐	☒	☐	<u>ADDITIONS/ALTERATIONS</u> <table> <tr> <td>☒</td> <td>☐</td> <td rowspan="2">IF YES, SEE DESCRIPTION</td> </tr> <tr> <td>YES</td> <td>NO</td> </tr> </table>		☒	☐	IF YES, SEE DESCRIPTION	YES	NO
EXCELLENT	GOOD	POOR											
☐	☒	☐											
☒	☐	IF YES, SEE DESCRIPTION											
YES	NO												
<u>BIBLIOGRAPHIC SOURCES</u> September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.													
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> <table> <tr> <td>ELIGIBLE/CONTRIBUTING</td> <td>NOT ELIGIBLE</td> </tr> <tr> <td>☐</td> <td>☒</td> </tr> </table>	ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE	☐	☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008								
ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE												
☐	☒												
<u>DESCRIPTION</u> Building 84 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. Building 72 (administration/barracks) is on the northeast, Building 47 (hangar) is on the southeast, and the Anacostia River is on the west. It is currently used as an MWR storage (facilities/waterfront offices/storage) building. Building 84 is a one-story structure that has a concrete foundation, poured concrete exterior walls, a shallow gable built-up roof, original nine-over-nine wood double-hung windows, paired replacement vinyl double-hung windows, replacement metal overhead garage doors, and a replacement metal entry door. The west (front) elevation faces a paved parking lot and consists of two replacement metal overhead garage doors, paired original nine-over-nine wood double-hung windows on the right side of the elevation, and replacement paired one-over-one vinyl double-hung windows on the left side of the elevation. There is a small canopy overhang over both garage doors. The south elevation is composed of three sets of original paired nine-over-nine wood double-hung windows and a single entry replacement metal door. The east elevation faces the river and is adjoined to the concrete retaining wall. The north elevation was not accessible.													
<u>HISTORY</u> Building 84 was originally constructed in 1938 as a floodgate storage building. At an unknown date(s), the original metal roll-up doors on the west elevation were replaced with new metal overhead garage doors, and one set of paired wood double-hung windows on the west elevation was replaced with vinyl double-hung windows.													

Building 84**INTEGRITY**

Building 84 is in good condition. The majority of the original architectural features are intact. Only one of the sets of paired original nine-over-nine wood double-hung windows has been replaced with vinyl double-hung windows. Both of the original metal roll-up doors on the west elevation have been replaced with newer metal overhead garage doors, and the original entry door on the south elevation has been replaced with a metal door.

Exterior:*Original Architectural Features**Replacement Features*

paired nine-over-nine wood double-hung windows	1 paired replaced with one-over-one vinyl double-hung windows
Poured concrete walls	----
metal roll-up garage doors	newer metal overhead garage doors
	steel entry door

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 84 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 84 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

Building 91

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> White House Communication Training Facility/Hangar/Building 91	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1942 <u>DATE OF ALTERATIONS</u> Unknown – large motorized doors on north elevation removed and replaced with metal panels	<u>NO. OF STORIES</u> Double-height <u>FOOTPRINT</u> Rectangular
<u>ROOF FORM</u> Gable	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Metal standing seam panels	<u>ROOF</u> Metal panels
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Hangar		<u>NOTABLE FEATURES</u> Large motorized doors on north elevation removed Original large motorized doors with industrial metal windows on the south elevation intact Double height interior space Original large industrial metal windows	
<u>CURRENT USE</u> Administration			
<u>RELATIONSHIP TO OTHER BUILDINGS</u> HMX complex on the east and Building 93 (bachelor officers' quarters) on the west			
			
Building 91 – oblique view of the north and west elevations			

Building 91

Building 91 – windows on the west elevation



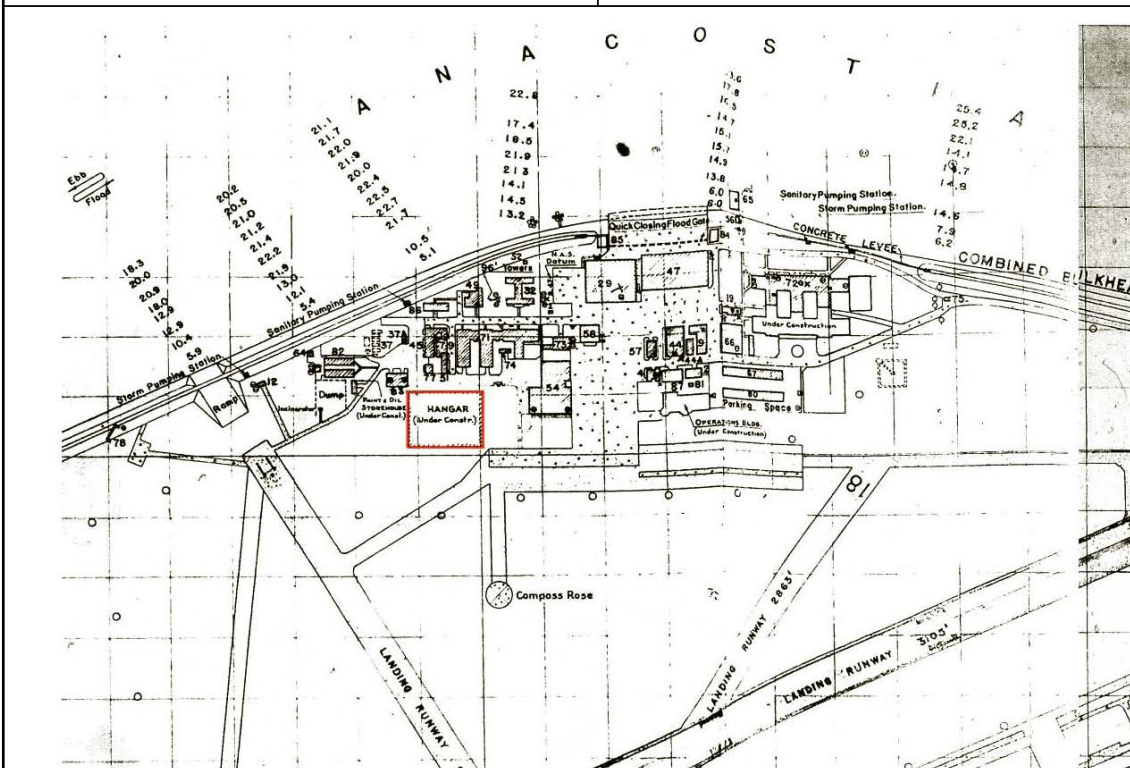
Building 91 – oblique view of the south and west elevations

Building 91COORDINATES

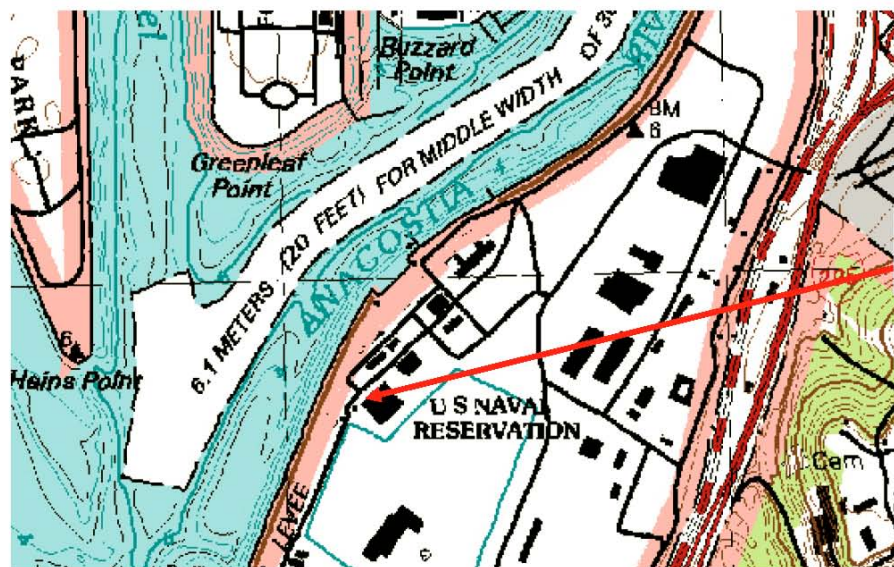
UTM 18
4302717N
325224E

USGS QUAD

Alexandria

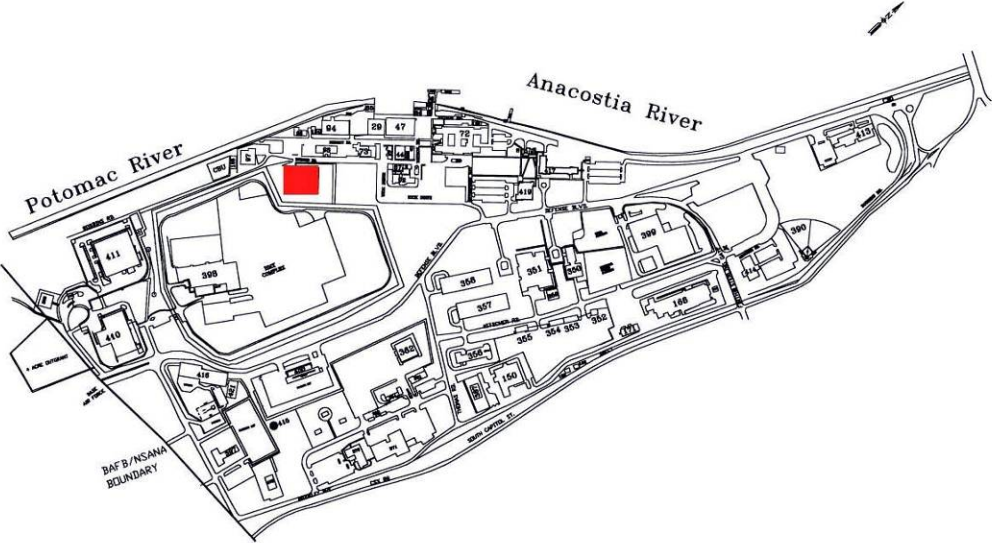


U.S. Naval Station, Anacostia, DC in 30 JUNE 1941, Building 91 in red (under construction)



1997 USGS map, Building 91 indicated by the red arrow

Building 91

 2002 Naval Station Anacostia map, Building 91 in red	
<u>PRESENT OWNER</u> US Naval District Washington	<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001
<u>GENERAL CONDITION OF PROPERTY</u> EXCELLENT GOOD POOR ☐ ☒ ☐	<u>ADDITIONS/ALTERATIONS</u> ☒ ☐ IF YES, SEE DESCRIPTION YES NO
<u>BIBLIOGRAPHIC SOURCES</u> September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.	
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> ELIGIBLE/CONTRIBUTING NOT ELIGIBLE ☐ ☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008

Building 91

DESCRIPTION

Building 91 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. HMX complex is on the east and Building 93 (bachelor officers' quarters) is on the west. It is currently used as the White House communications training facility.

Building 91 is a large one-story structure with a rectangular footprint and a double-height interior space. The building is composed of a concrete foundation, insulated metal standing seam exterior walls, a front gable roof covered with metal panels, original large industrial metal awning windows, original motorized metal doors with industrial windows on the south elevation, metal entry doors, and a modified large opening on the north elevation.

The north elevation has been modified. The original large motorized hangar doors with industrial metal windows have been removed and the opening has been filled with metal panels. The far left side of the elevation is where the original doors would have been housed if opened all of the way.

The east and west elevations mirror each other. Both elevations are dominated with two bands of large industrial metal awning windows. Some of the window panes have been painted.

The south elevation is intact with the original motorized hangar doors. The doors have large industrial windows set within. The far right side of the elevation is the storage area for the door when they are fully opened.

HISTORY

Building 91 was originally constructed in 1942 as a hangar. This structure was constructed of a concrete slab, metal siding, metal roofing, large motorized metal doors with industrial metal windows, large industrial metal awning windows, and metal entry doors.

At an unknown date(s), the original motorized hangar doors with industrial windows on the north elevation were removed and the opening was filled with metal panels.

INTEGRITY

Building 91 is in good condition. The majority of the architectural features and materials are intact; however, the original motorized hangar doors on the north elevation have been removed.

The majority of the original large industrial metal awning windows on the east and west elevations are intact. Some of the window panes have been painted. The original motorized hangar doors on the south elevation are intact. The large rectangular footprint and double-height interior space are intact.

Exterior:

Original Architectural Features

Replacement Features

insulated metal siding	----
Double-height interior space	----
Front gable roof covered with metal panels	----
bands of large industrial metal awning windows	intact but some of the window panes have been painted
large motorized metal doors with industrial metal windows	The motorized doors on the south elevation are intact; however, the doors on the north elevation have been removed and the large opening has been filled in with metal panels

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 91 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 91 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

Building 91HISTORIC PHOTOGRAPHS

Building 91 – under construction looking at the oblique view of the south and east elevations, 26 MARCH 1942 (NARA RG 71-CA, box 16)

Building 92

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Operations Building/Building 92	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1942 <u>DATE OF ALTERATIONS</u> Unknown – observation deck removed Unknown – replacement windows and doors	<u>NO. OF STORIES</u> 2 and a 4-story tower
<u>STATUS</u> Occupied		<u>FOOTPRINT</u> irregular	
<u>ROOF FORM</u> Flat	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Concrete	<u>ROOF</u>
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Operations		<u>NOTABLE FEATURES</u> Government Deco building Irregular footprint Seven-bays wide and two-bays deep Concrete exterior walls Four continuous bands of concrete between the first and second floors Removed the observation deck Original three-pane metal awning windows Replacement anodized bronze aluminum windows Four-story poured concrete tower is located on the southeast elevation One-story entry area with curved glass block wall Two enclosed mechanical room additions on the roof Replacement doors	
<u>CURRENT USE</u> Operations			
<u>RELATIONSHIP TO OTHER BUILDINGS</u> HMX complex on the southeast, Building 91 (hangar) on the south, and Building 87 on the west			

Building 92

Building 92 – east elevation



Building 92 – close-up of entry and original curved glass block wall on the east elevation

Building 92

Building 92 – close-up of original entry details on the east elevation



Building 92 – door detail on east elevation

Building 92

Building 92 – original light fixture on the east elevation



Building 92 – south elevation

Building 92

Building 92 – close-up of window detail on the south elevation



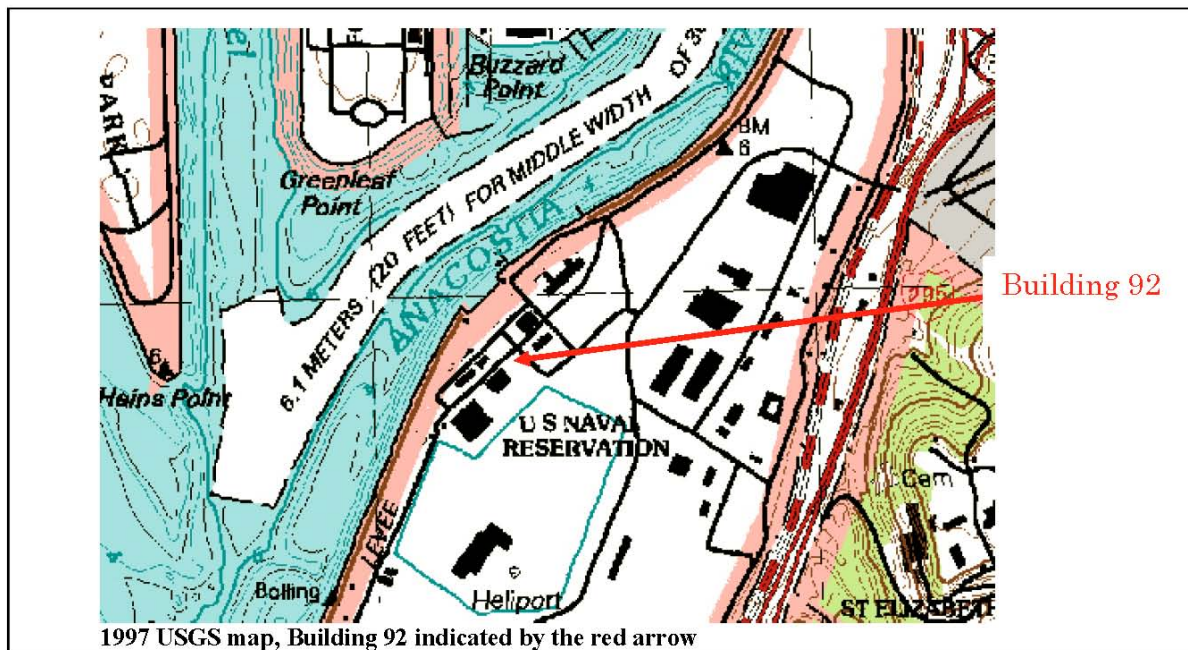
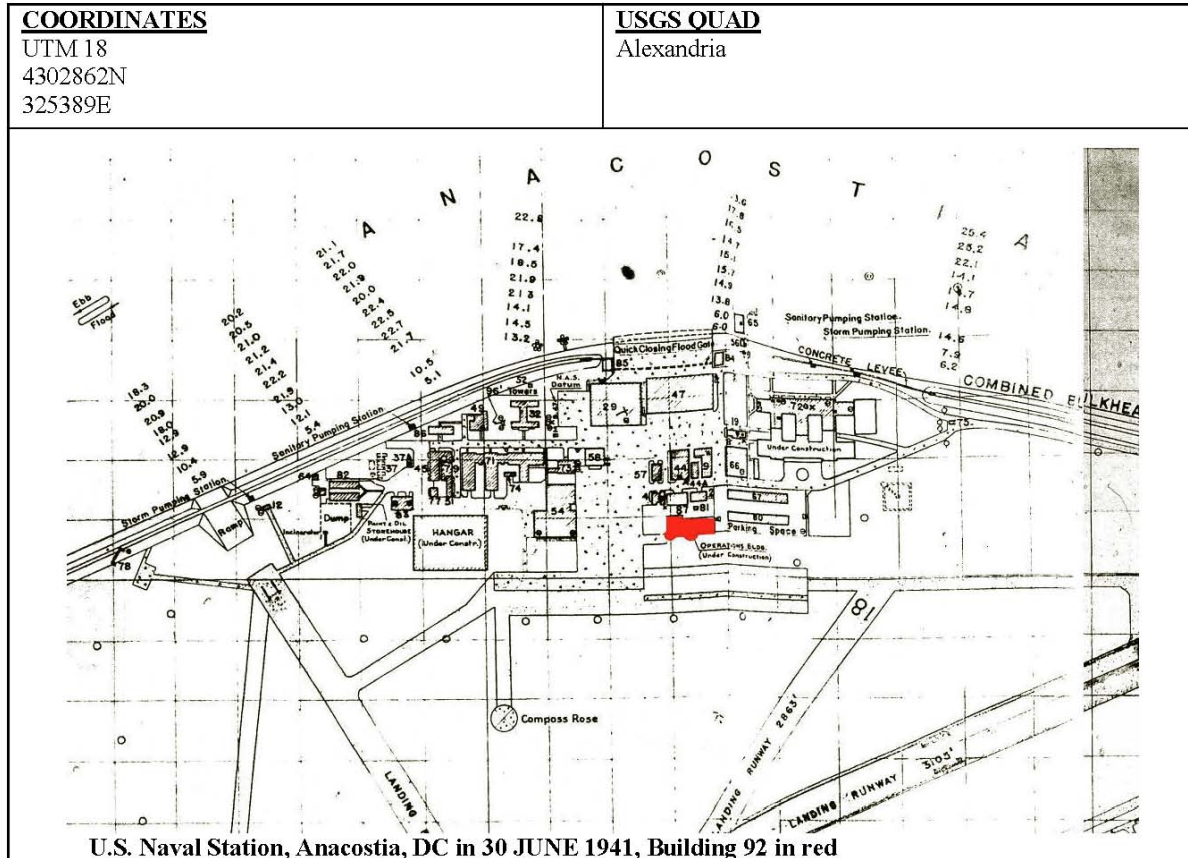
Building 92 – oblique view of the west and north elevations

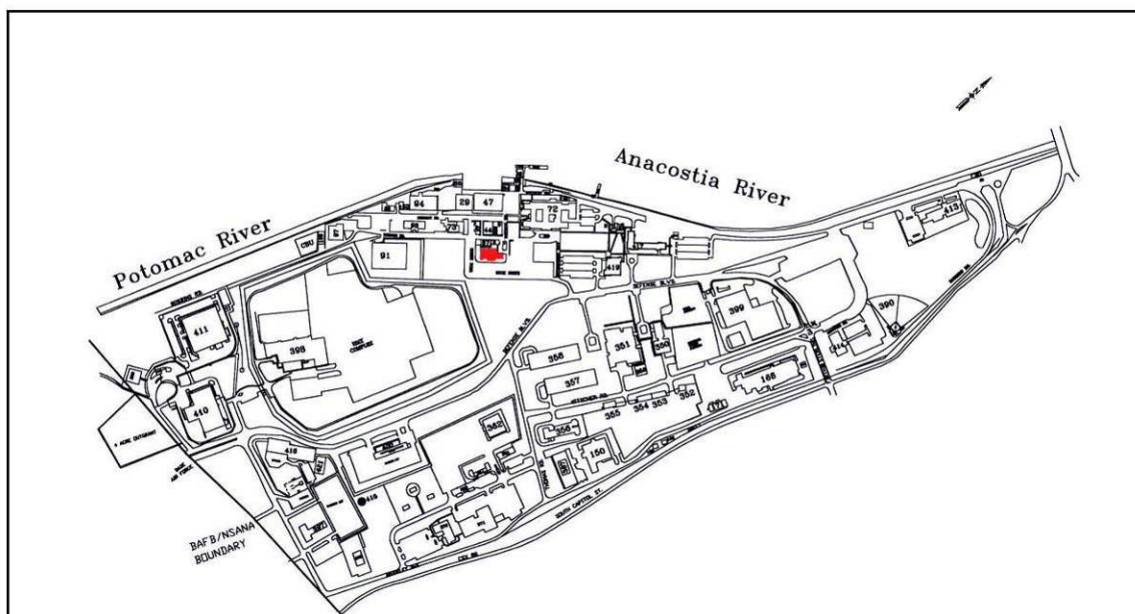
Building 92

Building 92 – north elevation



Building 92 – oblique view of the north and west elevations

Building 92

Building 92

2002 Naval Station Anacostia map, Building 92 in red

<u>PRESENT OWNER</u> US Naval District Washington		<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001												
<u>GENERAL CONDITION OF PROPERTY</u> <table> <tr> <td>EXCELLENT</td> <td>GOOD</td> <td>POOR</td> </tr> <tr> <td>☒</td> <td>☐</td> <td>☐</td> </tr> </table>		EXCELLENT	GOOD	POOR	☒	☐	☐	<u>ADDITIONS/ALTERATIONS</u> <table> <tr> <td>☒</td> <td>☐</td> <td rowspan="2">IF YES, SEE DESCRIPTION</td> </tr> <tr> <td>YES</td> <td>NO</td> </tr> </table>		☒	☐	IF YES, SEE DESCRIPTION	YES	NO
EXCELLENT	GOOD	POOR												
☒	☐	☐												
☒	☐	IF YES, SEE DESCRIPTION												
YES	NO													
<u>BIBLIOGRAPHIC SOURCES</u> Real Property Records on file at the Real Property Office at Port Hueneme, California. September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.														
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> <table> <tr> <td>ELIGIBLE/CONTRIBUTING</td> <td>NOT ELIGIBLE</td> </tr> <tr> <td>☐</td> <td>☒</td> </tr> </table>		ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE	☐	☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008								
ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE													
☐	☒													

Building 92

DESCRIPTION

Building 92 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. HMX complex is on the southeast, Building 91 (hangar), and Building 87 is on the west. It is currently used as an operations building.

Building 92 is a large two-story Government Deco building with an irregular footprint. The building has a raised concrete foundation, concrete exterior with four defined bands between the first and second floors, replacement three-pane anodized bronze aluminum windows, replacement metal and plate glass entry doors, a one-story entry area with a curved glass block wall, rounded concrete surrounds around the entries on the east elevation, a multi-sided two-story area on the southeast corner, and a four-story observation tower. The building has an approximate area of 23,905 square feet.

The east (main) elevation faces a paved parking lot and is defined by a one-story entry area with a curved glass block wall. This area is the main entry into the building. A set of poured concrete steps and a concrete ramp addition provide access to this elevated entry area. There are two sets of main entry doors, which are replacement double metal and plate glass doors. Both sets of doors are framed by a curved concrete surround. Original light fixtures are located near the doors. Each set of doors flank either side of the one-story area. The one-story area has a flat roof, which doubles as an open patio for the second floor. Metal handrails encompass the flat roof. A raised planter's box constructed of poured concrete is located in front of the raised concrete patio area of the entry. On the right side of the first floor of the east elevation is a set of paired replacement windows. The second floor consists of five sets of paired replacement windows and a replacement metal and plate glass entry door with sidelights. A two-story multi-sided area is located at the southeast corner of the building. This area is connected to the four-story observation tower.

The south elevation is complex with several different layers. The multi-sided two-story area is located on the far right side of the elevation. To the left of this area is a three-story area which is directly in front of the dominating four-story observation tower. The left side of the south elevation is two-story. A set of poured concrete steps with metal handrails provides access to an elevated entry on this wall. Behind the two-story area are several large mechanical rooms that have been constructed on the roof of the two-story area. The windows on this elevation are replacement three-pane anodized bronze aluminum.

The west elevation is defined by the rows of replacement anodized bronze aluminum windows, which are located on the middle area of the elevation that protrudes outward from the rest of the elevations. The left side of the elevation is recessed from the rest of the elevation.

The north elevation is composed of three sets of paired replacement anodized bronze aluminum windows and a replacement metal and plate glass entry door and sidelight. A set of poured concrete steps provide access to this elevated entry.

HISTORY

Building 92 was originally constructed in 1942 as the main operation building for Naval Station Anacostia at a cost of \$494,681. The architectural design of this structure follows the Government Deco elements, with simplicity in design and materials. It has a raised concrete foundation, concrete exterior walls, a flat roof with a parapet, horizontal band details in the exterior wall, windows, metal and glass entry doors, rounded details around the doors, decorative metal light fixtures, a curved glass wall, a raised planters box, and a four-story observation tower.

At an unknown date(s), all of the original windows (except for one area of glass block) were removed and replaced with three-pane anodized bronze aluminum awning windows, the original metal and glass doors were replaced with newer metal and plate glass doors, the multi-sided glassed-in observation deck was removed, and new mechanical rooms were constructed on the roof.

Building 92**INTEGRITY**

Building 92 is in excellent condition; however, a few of the original design and architectural features have been removed. The main element to the operations building was the glassed-in observation deck. At some point, this feature was removed. All of the original windows were removed and replaced with three-pane anodized bronze aluminum awning windows.

The majority of the Government Deco elements are intact, such as the simplicity of the exterior treatment, the horizontal band details, the curved glass block wall, the rounded concrete door surrounds, and the decorative metal light fixtures.

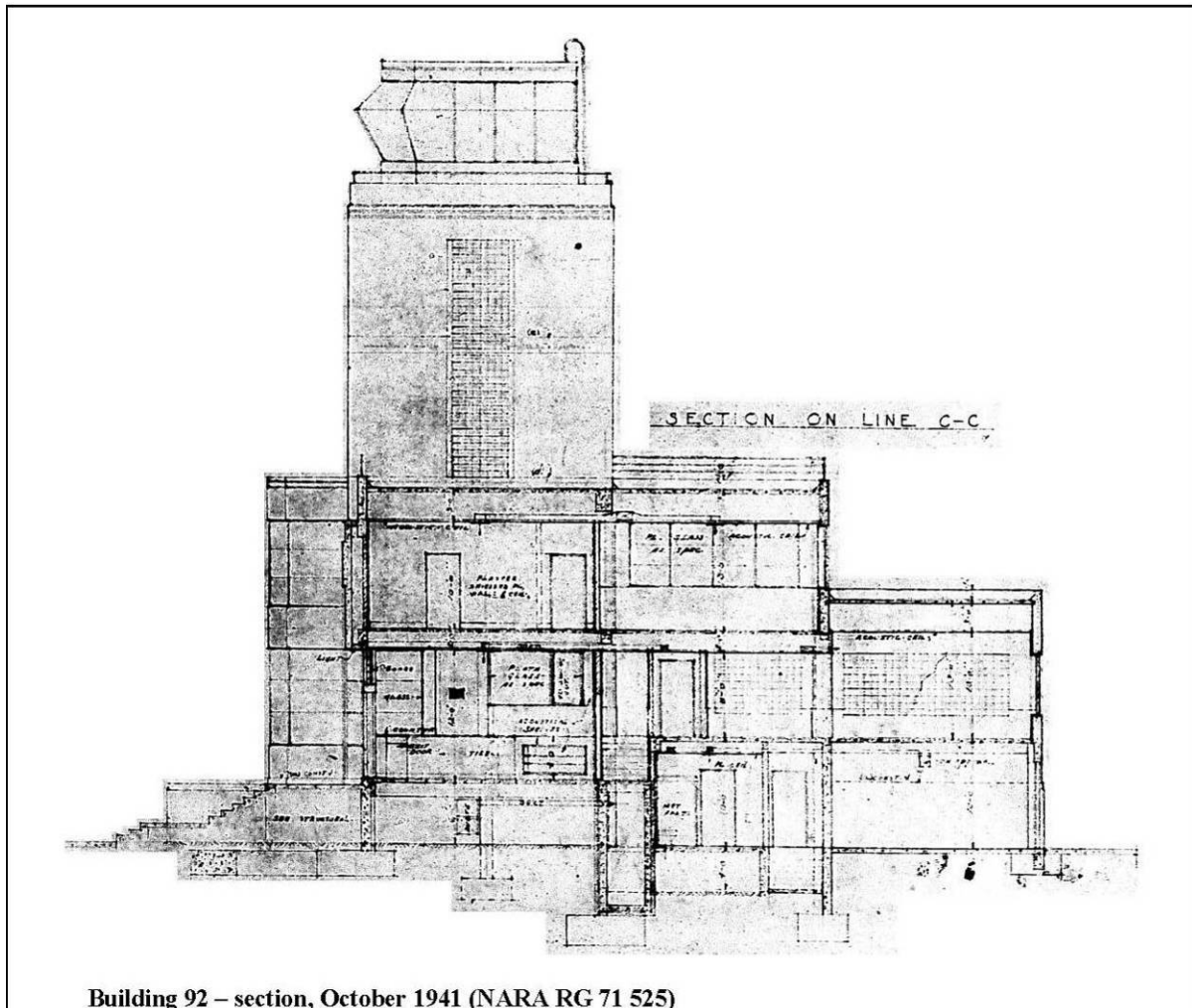
Exterior:*Original Architectural Features**Replacement Features*

Government Deco design elements (simplicity of exterior treatment, horizontal band details, curved glass block wall, rounded concrete door surrounds, and decorative metal light fixtures)	----
concrete-clad exterior walls	----
windows	three-pane anodized bronze aluminum awning windows
metal and glass doors	newer metal and plate glass doors
raised concrete planter box	----
four-story observation tower with multi-sided glass and metal observation deck	removed multi-sided glass and metal observation deck

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

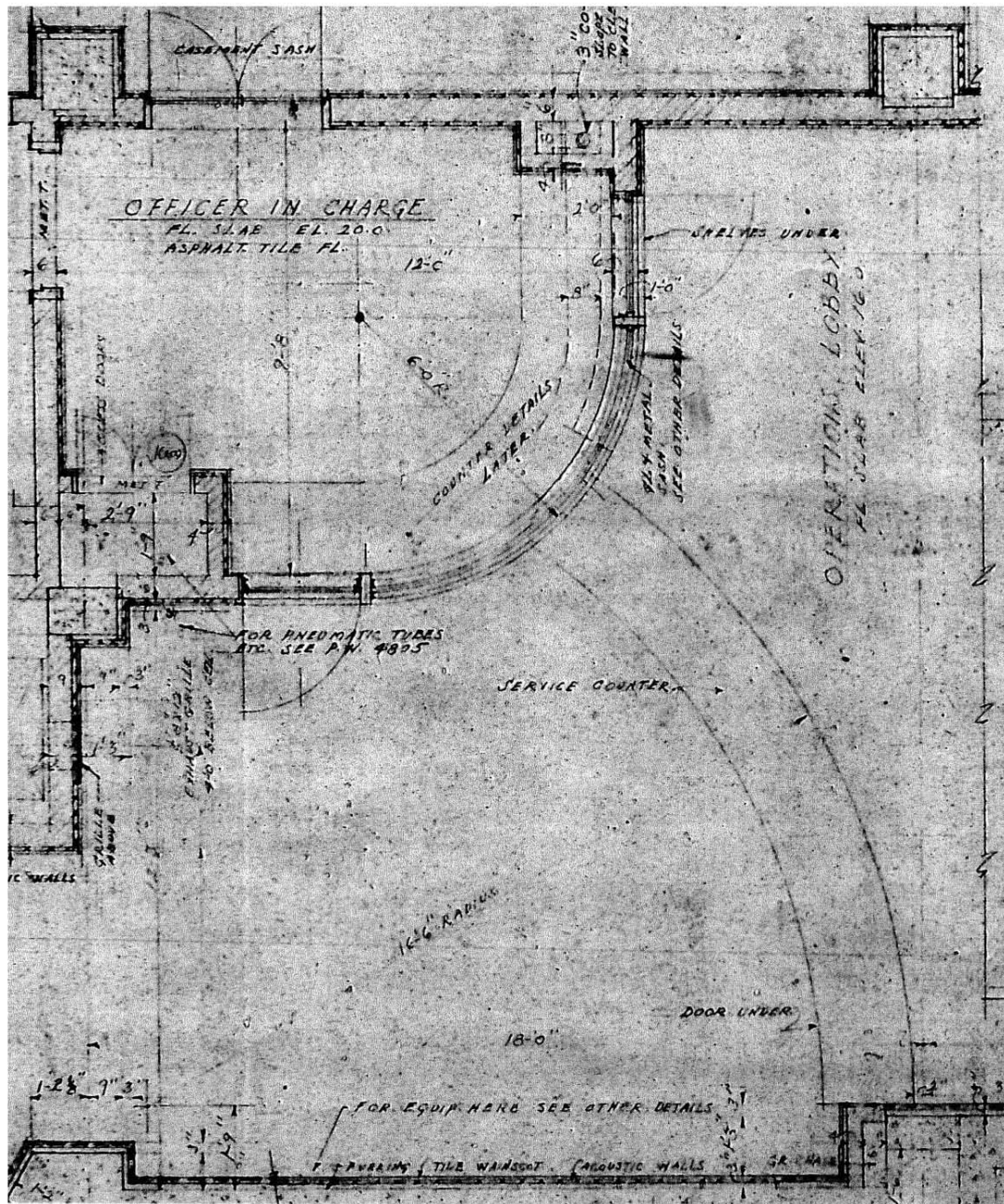
It is the determination of this report that Building 92 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Due to its architectural style, size, and role at the naval air station, the researchers deemed Building 92 significant enough by itself to be individually eligible to the NRHP; however, Building 92 retains no exterior or interior integrity as a control tower and without it Building 92 cannot be individually eligible for the NRHP.

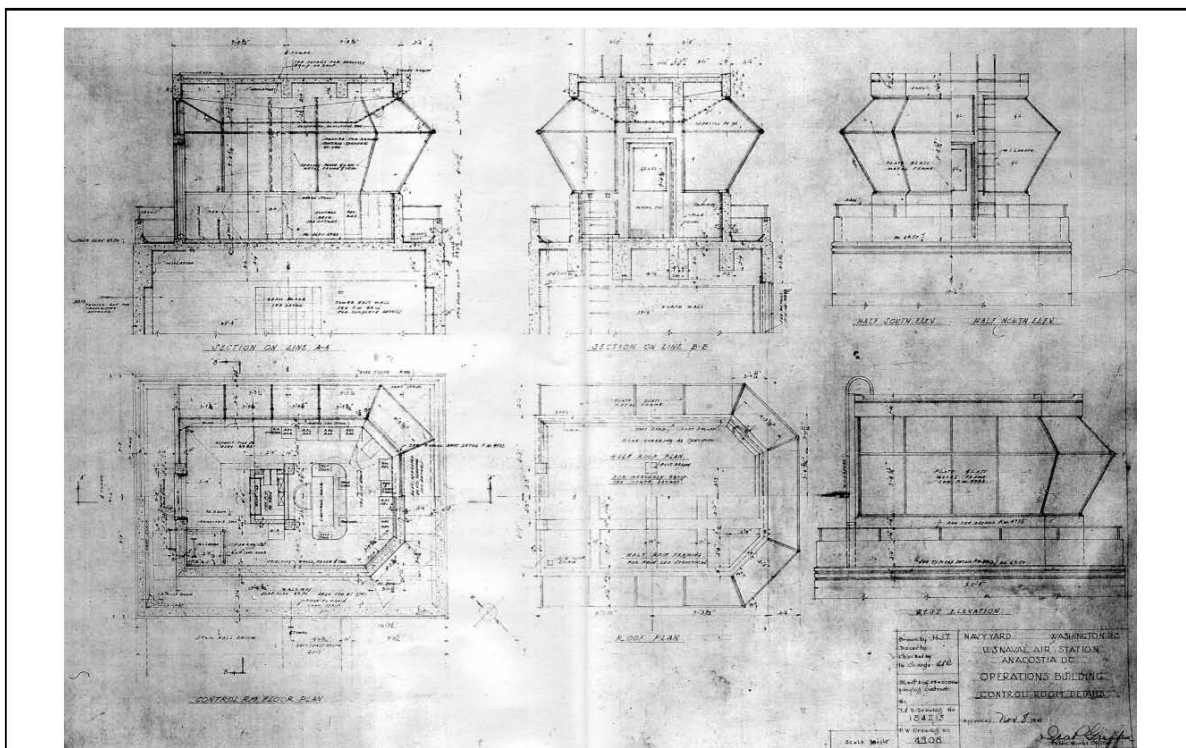
Building 92

Building 92

Building 92



Building 92 – lobby detail floor plan, October 1941 (NARA RG 71 525)

Building 92

Building 92 – control room details, October 1941 (NARA RG 71 525)

HISTORIC PHOTOGRAPHS

Building 92 – construction site, 20 AUGUST 1941 (NARA RG 71-CA, box 16)

Building 92

Building 92 – construction looking at the east (main) elevation, 26 MARCH 1942 (NARA RG 71-CA, box 16)



Building 92 – under construction looking at the south elevation, 26 MARCH 1941 (NARA RG 71-CA, box 16)

Building 92

Building 92 – under construction looking at the west elevation, 26 MARCH 1942 (NARA RG 71-CA, box 16)



Building 92 – under construction looking at the east elevation, 14 MAY 1942 (NARA RG 71-CA, box 16)

Building 92

Building 92 – under construction looking at the oblique view of the east and south elevations, 14 MAY 1942 (NARA RG 71-CA, box 16)

Building 93

Building 93

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Lodging/Bachelor Officers' Quarters/Radio Testing Building/Building 93	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1942 <u>DATE OF ALTERATIONS</u> Unknown – window and door replacements Unknown – ramp addition on north elevation	<u>NO. OF STORIES</u> 2
<u>STATUS</u> Occupied		<u>FOOTPRINT</u> Rectangular	
<u>ROOF FORM</u> Flat	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Brick	<u>ROOF</u> Built-up
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Quarters		<u>NOTABLE FEATURES</u> Replacement one-over-one double-hung windows in groups of four Raised concrete foundation Defined central entrance constructed of concrete on the west elevation Replacement entry doors Concrete ramp addition on north elevation Metal fire escape stairs on the north and south elevations	
<u>CURRENT USE</u> Lodging			
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 91 (hangar) on the east and Building 94 (supply building) on the west			
			
Building 93 – west elevation			

Building 93

Building 93 – oblique view of the north and west elevations



Building 93 – north elevation

Building 93

Building 93

Building 93

**Building 93 – north elevation****Building 93 – east elevation**

Building 93



Building 93 – close-up of window detail on the east elevation

Building 93

Building 93

Building 93



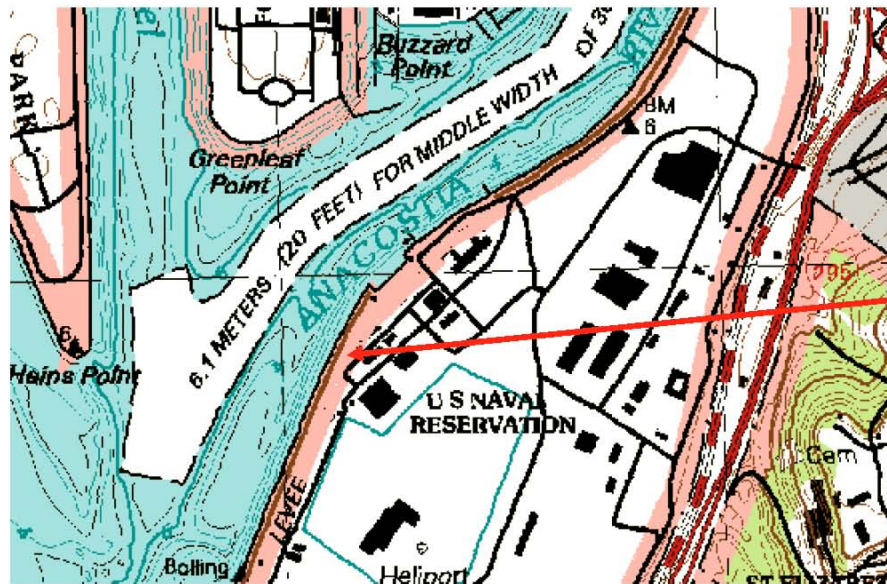
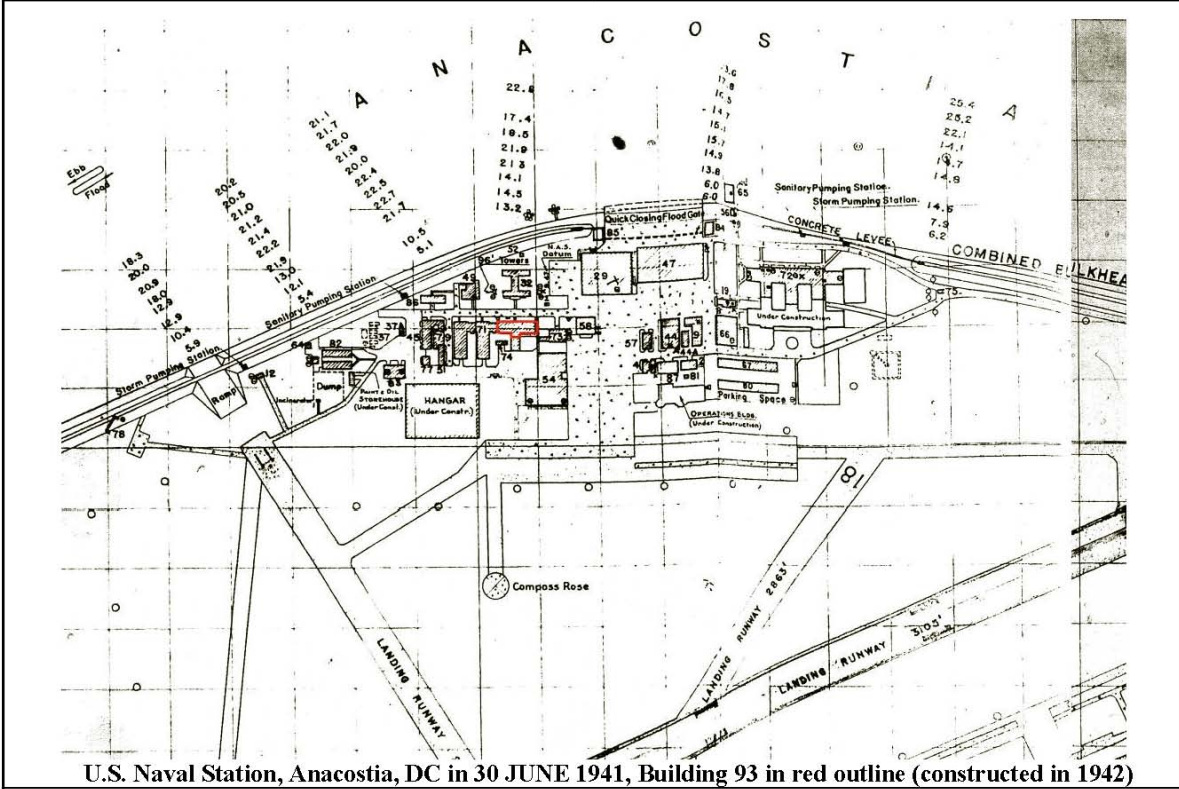
Building 93 – south elevation

Building 93COORDINATES

UTM 18
4302811N
325208E

USGS QUAD

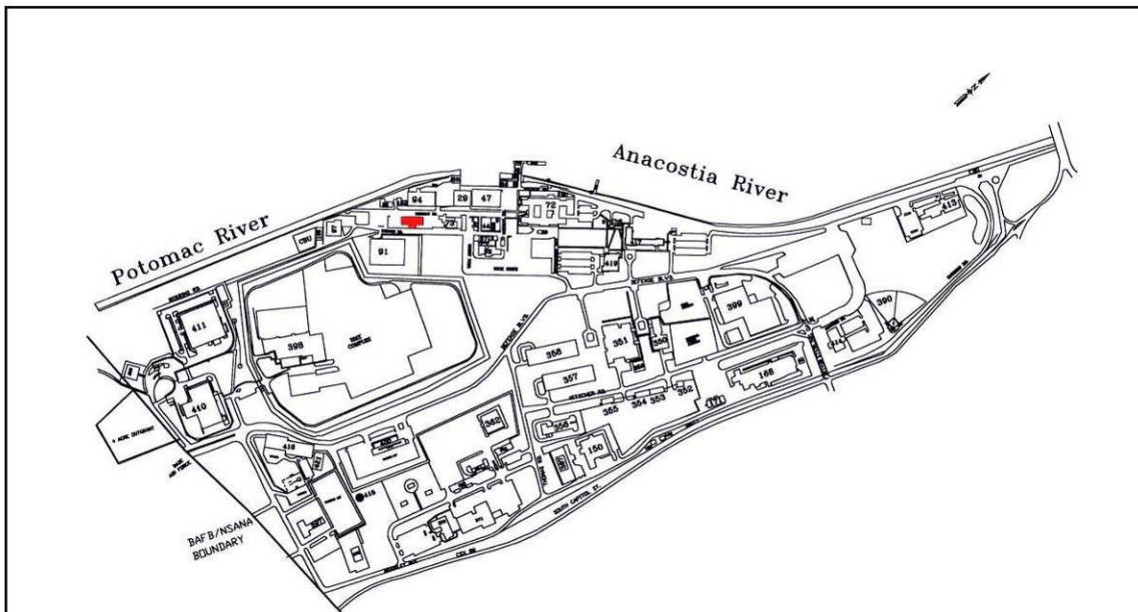
Alexandria



Building 93

Building 93

Building 93



2002 Naval Station Anacostia map, Building 93 in red

<u>PRESENT OWNER</u> US Naval District Washington		<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001												
<u>GENERAL CONDITION OF PROPERTY</u> <table> <tr> <td>EXCELLENT</td> <td>GOOD</td> <td>POOR</td> </tr> <tr> <td>☒</td> <td>☐</td> <td>☐</td> </tr> </table>		EXCELLENT	GOOD	POOR	☒	☐	☐	<u>ADDITIONS/ALTERATIONS</u> <table> <tr> <td>☒</td> <td>☐</td> <td rowspan="2">IF YES, SEE DESCRIPTION</td> </tr> <tr> <td>YES</td> <td>NO</td> </tr> </table>		☒	☐	IF YES, SEE DESCRIPTION	YES	NO
EXCELLENT	GOOD	POOR												
☒	☐	☐												
☒	☐	IF YES, SEE DESCRIPTION												
YES	NO													
<u>BIBLIOGRAPHIC SOURCES</u> Real Property Records on file at the Real Property Office at Port Hueneme, California. September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.														
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> <table> <tr> <td>ELIGIBLE/CONTRIBUTING</td> <td>NOT ELIGIBLE</td> </tr> <tr> <td>☐</td> <td>☒</td> </tr> </table>		ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE	☐	☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008								
ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE													
☐	☒													

Building 93

Building 93

DESCRIPTION

Building 93 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. Building 91 (hangar) is on the east and Building 94 (supply building) is on the west. It is currently used as lodging.

Building 93 is a large two-story brick building with a rectangular footprint. The building is composed of a raised concrete foundation, brick exterior walls, a flat built-up roof with a parapet, replacement one-over-one double-hung windows grouped in fours, replacement metal doors, a defined main entry on the west elevation constructed of concrete, a concrete ramp addition on the north elevation, and metal fire escape stairs on the north and south elevations. The building has an approximate area of 14,970 square feet.

The west (front) elevation of Building 93 is defined by the tall concrete entry detail. The entrance is located in the center of the elevation and the detail extends past the two-story roofline. The central concrete area has replacement metal doors protected by a canvas canopy at ground level and a vertical row of replacement paired one-over-one double-hung windows. The middle section of the elevation is slightly recessed from the left and right sides. Four sets of paired replacement windows flank the central concrete detail, two per side and one per floor. The majority of the elevation is dominated by groups of four replacement one-over-one double-hung windows. There are six groups of four per left and right side, three per floor.

The north elevation is symmetrical. The replacement metal entry doors are elevated and are accessed by a set of poured concrete steps and a concrete ramp addition. A concrete door surround highlights the entry. There are four groups of replacement windows, two per floor, on this elevation. There is also a replacement metal door on the second floor that is accessed by a set of metal fire escape stairs.

The east elevation is similar to the west. It does not have the dominating tall concrete entry detail. There are two sets of double metal doors located in the center of the elevation. A flush concrete door surround highlights this elevated entry and a set of poured concrete steps provides access to it. The middle section is slightly recessed from the left and right sides. There are four groups of replacement windows, two per floor, and a set of paired replacement windows located above the entry. There are six groups of four replacement windows on the left and right sides, three per floor.

The south elevation is similar to the north elevation, with the exception of the concrete ramp, and the two groups of four windows on the first floor have been removed with the openings filled in with brick.

HISTORY

Building 93 was originally constructed in 1942 as a radio testing building at a cost of \$229,332. This structure was constructed of a raised concrete foundation, brick exterior walls, a flat built-up roof with a parapet, a dominating concrete feature highlighting the central entrance on the west elevation, flush concrete door surrounds on the north, east, and south elevations, and poured concrete steps.

In 1943, the building was converted into a bachelor officer's quarters (BOQ). At an unknown date(s), the original windows were removed and replaced with one-over-one double-hung windows, a concrete ramp was constructed on the north elevation, metal fire escape stairs were installed on the north and south elevations, and two groups of windows were removed on the south elevation and the openings were filled in flush with brick.

INTEGRITY

Building 93 is in excellent condition. Few of the original design and architectural features have been removed and replaced with newer materials. All of the original windows were removed and replaced with one-over-one double-hung windows. Two groups of the windows on the south elevation were removed and the openings filled in flush with brick. The doors were replaced. Metal fire escape stairs were installed.

The dominating concrete entry detail on the west elevation is intact, along with the flush concrete door surrounds on the north, east, and south elevations.

Building 93

Building 93

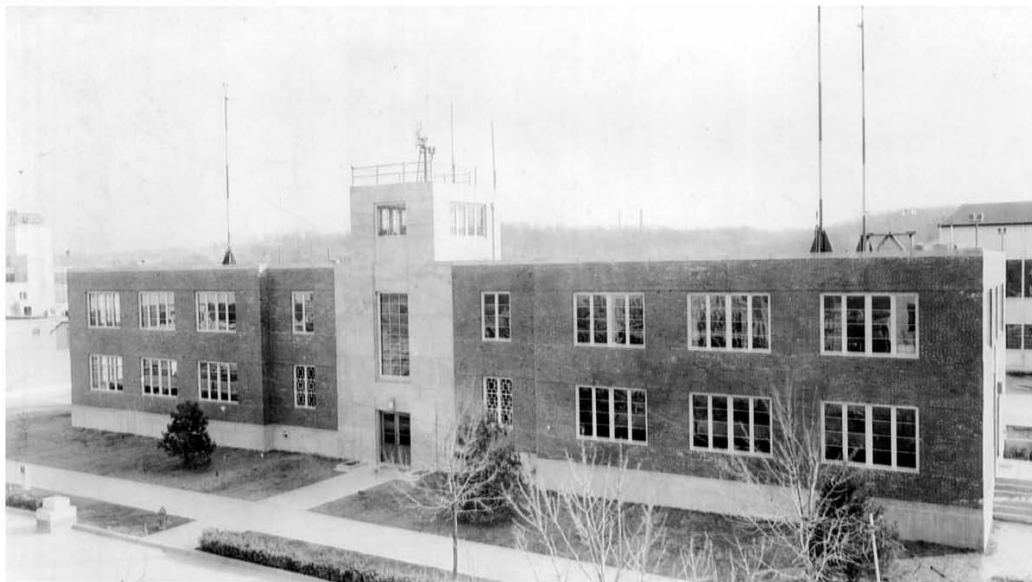
Exterior:*Original Architectural Features**Replacement Features*

steel entry doors	
brick exterior walls	----
windows	groups of four replacement one-over-one double-hung windows
dominating tall concrete detail at main entry on the west elevation	----
flush concrete door surrounds on the north, east, and south elevations	----
	concrete ramp addition on north elevation
	metal fire escape stairs installed on north and south elevations

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 93 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 93 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

HISTORIC PHOTOGRAPHS

Building 93 – west elevation, 11 DECEMBER 1942 (NARA RG 71-CB, box 3)

Building 93

Building 93 – oblique view of the west and north elevations, 11 DECEMBER 1942 (NARA RG 71-CB, box 3)



Building 93 – east elevation, 11 DECEMBER 1942 (NARA RG 71-CB, box 3)

Building 93

Building 94

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Supply Storage Building (Consolidated Postal Distribution Center)/Supply Building/Building 94	
<u>STATUS</u> Occupied			
<u>ARCHITECT/BUILDER</u> Unknown	<u>DATE OF CONSTRUCTION</u> 1943 <u>DATE OF ALTERATIONS</u> Unknown – window replacement and openings filled in with brick Unknown – glass enclosed addition on the west elevation Unknown – metal overhead garage door replacement	<u>NO. OF STORIES</u> 3	<u>FOOTPRINT</u> Rectangular
<u>ROOF FORM</u> Flat	<u>FOUNDATION</u> Raised concrete	<u>WALLS</u> Brick	<u>ROOF</u> Built-up
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Supply		<u>NOTABLE FEATURES</u> Replacement one-over-one double-hung windows (several window openings have been filled in with brick) Glass block windows Replacement metal doors Raised concrete foundation Glass enclosed addition on the west elevation Replacement metal overhead garage door Large metal canopy on the north elevation	
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 29 (hangar) on the north, Building 93 (bachelor officers' quarters) on the east, Building 88 (mess hall) on the south, and Anacostia River on the west			
			
Building 94 – oblique view of the south and east elevations			

Building 94

Building 94

Building 94 – close-up of window detail and modifications on the right side of the east elevation

Building 94

Building 94

Building 94

**Building 94 – south elevation****Building 94 – west elevation**

Building 94

Building 94 – west elevation



Building 94 – north elevation

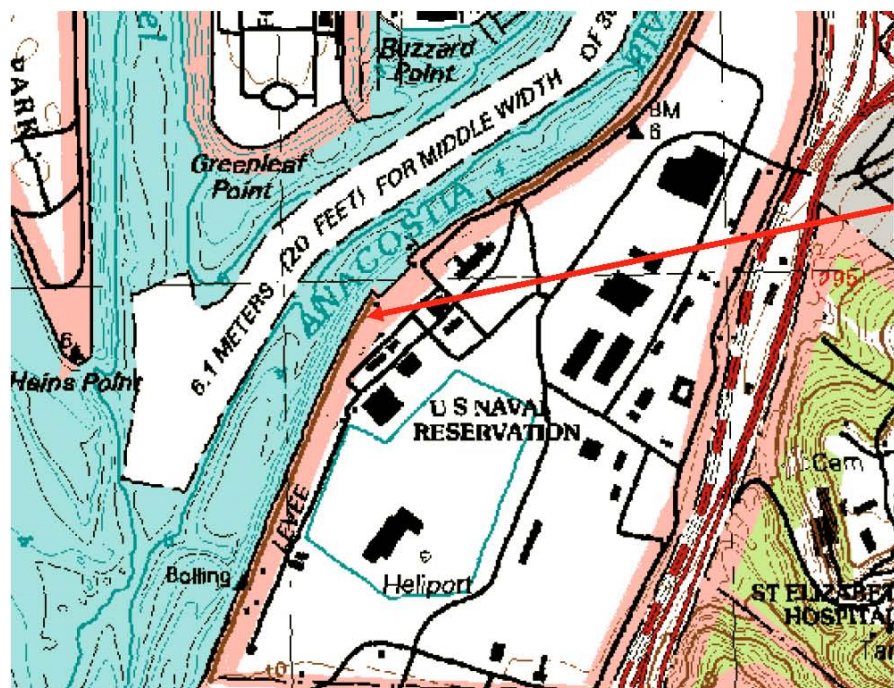
Building 94

Building 94COORDINATES

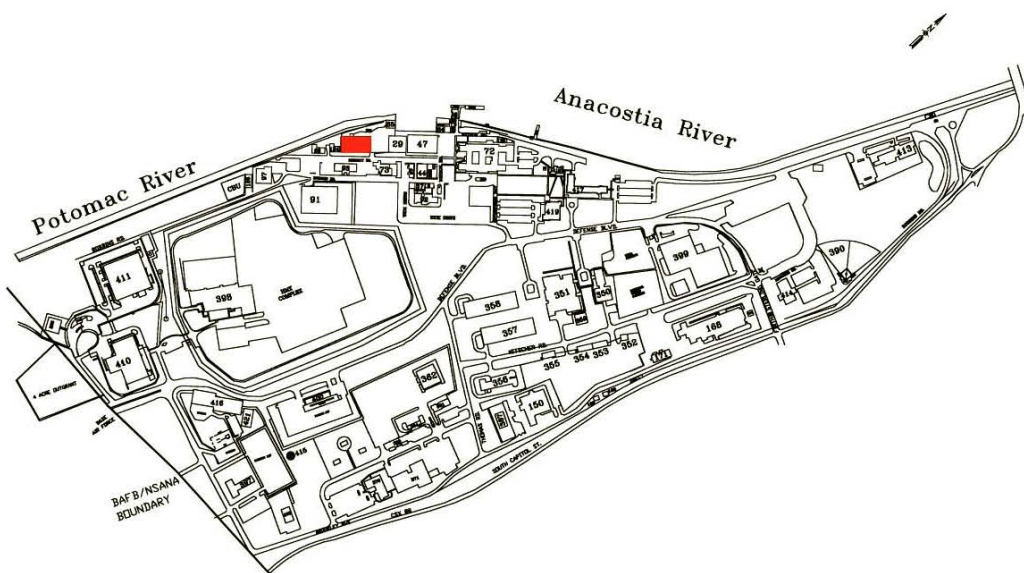
UTM 18
4302837N
325158E

USGS QUAD

Alexandria



1997 USGS map, approximate location of Building 94 indicated by the red arrow (building not on map)



2002 Naval Station Anacostia map, Building 94 in red

Building 94

<u>PRESENT OWNER</u> US Naval District Washington	<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001													
<u>GENERAL CONDITION OF PROPERTY</u> <table> <tr> <td>EXCELLENT</td> <td>GOOD</td> <td>POOR</td> </tr> <tr> <td>☐</td> <td>☒</td> <td>☐</td> </tr> </table>	EXCELLENT	GOOD	POOR	☐	☒	☐	<u>ADDITIONS/ALTERATIONS</u> <table> <tr> <td>☒</td> <td>☐</td> <td>IF YES, SEE DESCRIPTION</td> </tr> <tr> <td>YES</td> <td>NO</td> <td></td> </tr> </table>		☒	☐	IF YES, SEE DESCRIPTION	YES	NO	
EXCELLENT	GOOD	POOR												
☐	☒	☐												
☒	☐	IF YES, SEE DESCRIPTION												
YES	NO													
<u>BIBLIOGRAPHIC SOURCES</u> September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.														
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> <table> <tr> <td>ELIGIBLE/CONTRIBUTING</td> <td>NOT ELIGIBLE</td> </tr> <tr> <td>☐</td> <td>☒</td> </tr> </table>	ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE	☐	☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008									
ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE													
☐	☒													

Building 94

Building 94

Building 94

DESCRIPTION

Building 94 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. Building 29 (hangar) on the north, Building 93 (bachelor officers' quarters) on the east, Building 88 (mess hall) on the south, and Anacostia River on the west. It is currently used as a supply/storage building (consolidated postal distribution center).

Building 94 is a large three-story brick structure with a rectangular footprint. The building is eleven bays wide. The building has a raised concrete foundation, brick exterior wall, a flat built-up roof, groups of four replacement one-over-one double-hung windows, glass block windows, replacement metal doors, concrete canopies over entries, and a small one-story concrete block addition on the west elevation.

The east elevation is eleven bays wide. The elevation is dominated by groups of four replacement one-over-one double-hung windows. All of the first floor windows have been removed and filled in with brick. A different type of brick was used below the first floor windows. There is an elevated single entry on the far left side of the elevation. The entry consists of a metal and plate glass door with a concrete canopy and poured concrete steps. Above the entry are five groups of glass block windows that extend vertically up the wall.

The majority of the windows on the south elevation have been removed and filled in with brick. The remaining windows are a mixture of paired one-over-one double-hung windows and single one-over-one double-hung windows. On the far right side are six groups of glass block windows that extend vertically up the wall. There is a single entry metal door accessed by a set of metal stairs on the far left side.

The west elevation faces the river and has been modified. The majority of the original windows have been removed and the openings filled in with brick or a metal louvered vent. The remaining windows are paired one-over-one double-hung windows. An addition extends along the base of the building.

The north elevation is dominated by a large metal canopy. The canopy protects a loading dock area and concrete platform area. One of the four large metal overhead garage doors has been removed and the openings have been filled in with wood. The other three doors have been replaced with large metal overhead garage doors. Most of the original windows on this elevation have been removed and filled in with brick, while the remaining windows are replacement one-over-one double-hung windows set in groups of four.

HISTORY

Building 94 was originally constructed in 1943 as a supply building. This structure was constructed of a raised concrete foundation, brick exterior walls, and large metal overhead garage doors.

At unknown date(s), the majority of the windows were removed and filled in with a mixture of brick or large metal louvered vents. The remaining windows were replaced with one-over-one double-hung windows, the doors were replaced, the metal overhead doors were replaced, and a glass enclosed area was constructed on the west elevation.

Building 94

INTEGRITY

Building 94 is in good condition; however, few of the original architectural features are intact. All of the original windows have been removed. Some were replaced with one-over-one double-hung windows, while some openings were filled in with brick and metal louvered vents. The metal overhead garage doors on the north elevation have been replaced and a long glass enclosed addition has been constructed on the west elevation.

The large metal canopy over the garage doors on the north elevation is intact.

Exterior:

Original Architectural Features

Replacement Features

windows	all have been removed, some replaced with one-over-one double-hung windows, others filled in with brick and metal vents
large metal overhead garage doors	replaced with newer metal overhead garage doors, one opening filled in with wood
raised concrete foundation	----
brick exterior	----
	long glass enclosed addition on west elevation

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 94 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 94 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

HISTORIC PHOTOGRAPHS



Building 94 – oblique view of the east and north elevations, 26 APRIL 1943 (NARA RG 71-CB, box 3)

Building 97

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Seabees Workshop/Transportation Garage/Building 97	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1927 <u>DATE OF ALTERATIONS</u> Unknown – one-story concrete shed addition on south elevation Unknown – two-story metal addition on the west elevation	<u>NO. OF STORIES</u> 1
<u>STATUS</u> Occupied		<u>FOOTPRINT</u> Rectangular	
<u>ROOF FORM</u> Paired side gable	<u>FOUNDATION</u> Raised concrete	<u>WALLS</u> Metal frame clad with metal panels	<u>ROOF</u> Corrugated metal panels
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Storage		<u>NOTABLE FEATURES</u> Paired side gables roofs clad with corrugated metal panels Original metal awning windows with modified window panes that have been painted over Double-height interior Replacement metal overhead garage door One-story concrete shed addition on the south elevation Two-story metal addition on the west elevation	
<u>CURRENT USE</u> Storage			
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 91 (hangar) on the north and Anacostia River on west			



Building 97 – north elevation

Building 97

Building 97 – windows on the north elevation

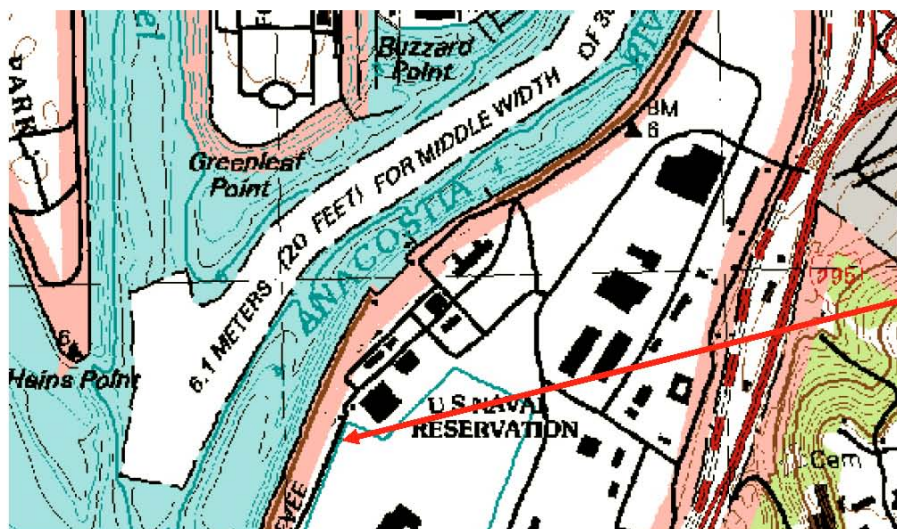
COORDINATES

UTM 18
4302689N
325099E

USGS QUAD

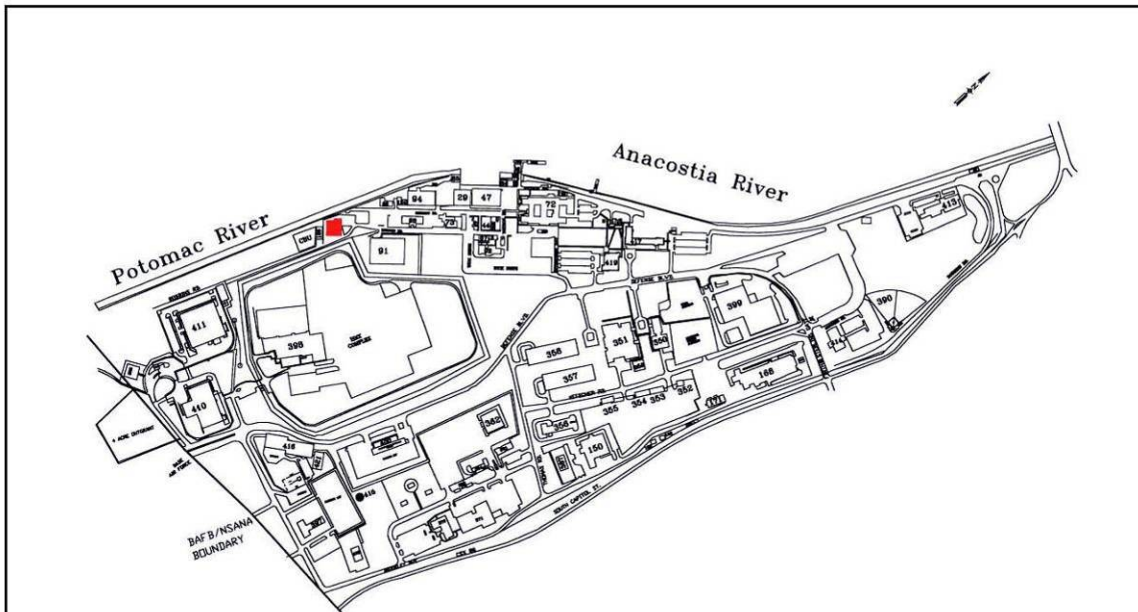
Alexandria

Building 97



1997 USGS map, approximate location of Building 93 indicated by the red arrow (not on map)

Building 97

Building 97

2002 Naval Station Anacostia map, Building 97 in red

PRESENT OWNER

US Naval District Washington

OWNER ADDRESS

Department of the Navy
 Naval District Washington
 Washington Navy Yard
 Washington, DC 20374-5001

GENERAL CONDITION OF PROPERTY

EXCELLENT



GOOD



POOR

ADDITIONS/ALTERATIONS

YES



NO

IF YES, SEE
DESCRIPTIONBIBLIOGRAPHIC SOURCES

September 1995, *Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC*. Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.

PRELIMINARY NATIONAL REGISTER
DETERMINATION OF ELIGIBILITY

ELIGIBLE/CONTRIBUTING



NOT ELIGIBLE

FORM PREPARED BY:

Sunny Stone and Adam Smith
 Engineer Research and Development Center
 Construction Engineering Research Laboratory
 2902 Newmark Drive
 Champaign, IL 61822

DATE: AUGUST 2008

Building 97

DESCRIPTION

Building 97 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia DC. Building 91 (hangar) is on the north and the Anacostia River is on the west. It is currently used as a hangar.

Building 97 is a large one-story metal frame structure that rests on top of a raised concrete foundation. The structure has a rectangular footprint, metal panel exterior walls, paired side gable roofs covered with corrugated metal panels, original metal awning windows, replacement metal overhead garage doors, a small one-story concrete shed addition, and a larger two-story metal addition.

The north elevation has several original nine-pane steel awning windows. However, these windows have been slightly modified. The panes have been painted. There is one replacement metal overhead garage door. There are two metal louvered vents located in the two gable ends. The two-story metal addition is located on the right side of the north elevation.

The east elevation has two overhead metal track doors and several original nine-pane steel awning windows.

The west side was not accessible but a two-story metal addition is located on this elevation.

The south elevation was not accessible but a small concrete shed addition is located on this elevation.

HISTORY

Building 97 was originally constructed in 1927 as a transportation garage. This structure was constructed of a raised concrete foundation, metal frame with metal panel exterior walls, paired side gable roofs covered with metal panels, nine-pane steel awning windows, and metal track garage doors.

At unknown date(s), the majority of the windows were painted including the panes, a small concrete shed addition was constructed on the south elevation, a larger metal addition was constructed on the west elevation, and the original metal doors were replaced with newer metal doors.

INTEGRITY

Building 97 good is in good condition. The majority of the original nine-pane steel awning windows are intact; however, the panes have been painted. The metal garage doors have been replaced and two addition have been constructed to modified the original footprint of the building.

Exterior:

Original Architectural Features

Replacement Features

nine-pane steel awing windows	the window panes have been painted
large metal overhead garage doors	replaced with newer metal overhead garage doors
raised concrete foundation	----
metal panel exterior walls	----
paired side gable roof covered with metal panels	----
	small concrete shed addition on south elevation
	metal addition on west elevation
metal overhead track doors on east elevation	----

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 97 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 97 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

Building 105

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM				
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Standby Use Generator Building/Building 105		<u>STATUS</u> Occupied
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1949	<u>NO. OF STORIES</u> 1	<u>FOOTPRINT</u> Rectangular
<u>ROOF FORM</u> Flat	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Concrete	<u>ROOF</u> Built-up	
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Utility		<u>NOTABLE FEATURES</u> Original steel entry doors with divided lights on top and louvered vent on bottom Original scuppers Original steel awning windows West elevation is connected to concrete seawall (facing Anacostia River)		
<u>CURRENT USE</u> Vacant				
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 72 (administration/barracks) on the northeast, Building 84 (flood gate/storage) on the south, and the Anacostia River on the west				

Building 105



Building 105 – east elevation

Building 105

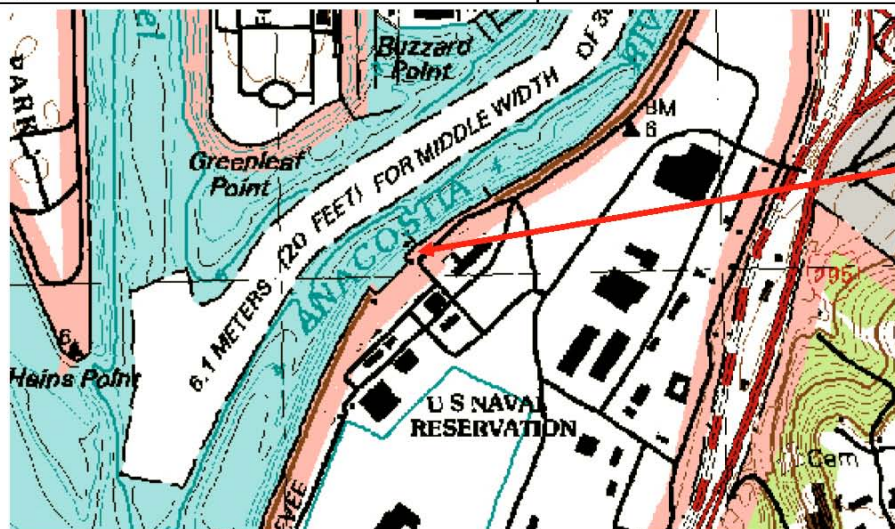
Building 105 – oblique view of the south and east elevations

COORDINATES

UTM 18
4303042N
325317E

USGS QUAD

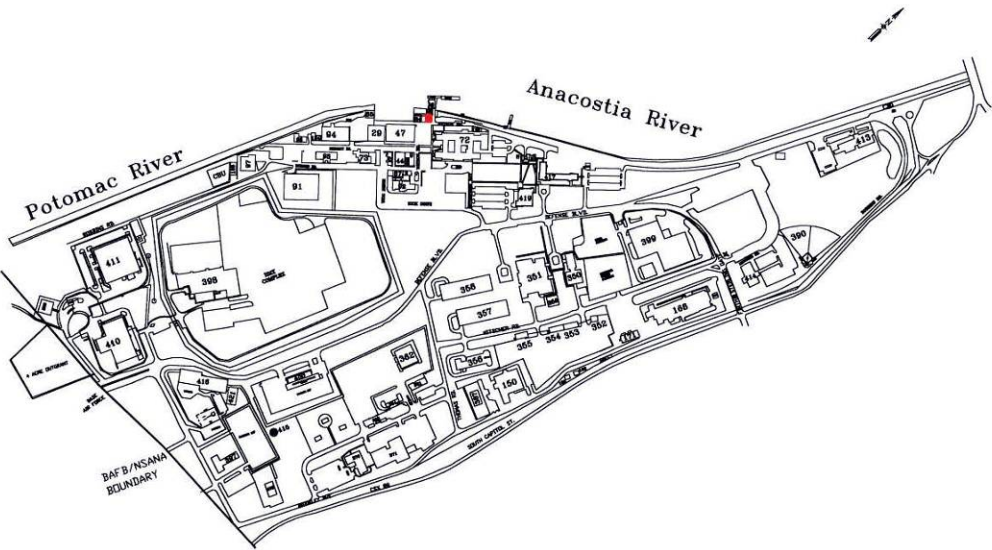
Alexandria



1997 USGS map, approximate location of Building 105 indicated by the red arrow (building not on map)

Building 105

Building 105

													
2002 Naval Station Anacostia map, Building 105 in red													
<u>PRESENT OWNER</u> US Naval District Washington	<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001												
<u>GENERAL CONDITION OF PROPERTY</u> <table border="0"> <tr> <td>EXCELLENT</td> <td>GOOD</td> <td>POOR</td> </tr> <tr> <td>☐</td> <td>☒</td> <td>☐</td> </tr> </table>	EXCELLENT	GOOD	POOR	☐	☒	☐	<u>ADDITIONS/ALTERATIONS</u> <table border="0"> <tr> <td>☒</td> <td>☐</td> <td>IF YES, SEE DESCRIPTION</td> </tr> <tr> <td>YES</td> <td>NO</td> <td></td> </tr> </table>	☒	☐	IF YES, SEE DESCRIPTION	YES	NO	
EXCELLENT	GOOD	POOR											
☐	☒	☐											
☒	☐	IF YES, SEE DESCRIPTION											
YES	NO												
<u>BIBLIOGRAPHIC SOURCES</u> Real Property Records on file at the Real Property Office at Port Hueneme, California. September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.													
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> <table border="0"> <tr> <td>ELIGIBLE/CONTRIBUTING</td> <td>NOT ELIGIBLE</td> </tr> <tr> <td>☐</td> <td>☒</td> </tr> </table>	ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE	☐	☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008								
ELIGIBLE/CONTRIBUTING	NOT ELIGIBLE												
☐	☒												

Building 105

Building 105

DESCRIPTION

Building 105 is located west of Defense Boulevard and east of the Anacostia River at Naval Station Anacostia, DC. Building 72 (administration/barracks) is on the east, Building 84 (flood gate/storage) is on the south, and the Anacostia River is on the west. It is currently vacant.

Building 105 is a small one-story structure that has a concrete foundation, concrete exterior walls that have been painted, a flat roof with a parapet wall, original scuppers, two original metal doors with divided lights on the top and louvered vents on the bottom on the east elevation, and two original nine-pane steel awning windows one each on the north and south elevations. The west elevation of the building is connected to the concrete seawall of the Anacostia River. The building has an approximate area of 285 square feet.

HISTORY

Building 105 was originally constructed in 1949 as a generator building at a cost of \$8,747. This structure was constructed of a concrete slab, concrete exterior wall, a flat roof, metal doors with divided lights and vents, and nine-pane steel awning windows.

INTEGRITY

Building 105 is in good condition with all of the original design and architectural features intact. The original concrete walls, flat roof with parapet wall, steel doors, and steel awning windows are intact.

Exterior:

Original Architectural Features

Replacement Features

steel entry doors with divided lights on the top and louvered vents on the bottom	----
concrete exterior walls	have been painted over time
flat roof with parapet wall and scuppers	----
nine-pane steel awning windows	----

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 105 is NOT eligible to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station. Building 105 is not significant by itself to be individually eligible to the NRHP and is not associated with a historically significant person nor does it have any unique architectural features that qualify it individually for the NRHP.

Building 168

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Photo Science Laboratory/Naval Photographic Center Building/Building 168	
<u>ARCHITECT/BUILDER</u> Eastman Kodak Company, Rochester, New York		<u>DATE OF CONSTRUCTION</u> 1943 <u>DATE OF ALTERATIONS</u> 1945 – additions 1957 – added offices Unknown – replacement windows Unknown – metal and glass entry and lobby area on west elevation Unknown – newer brick enclosed stair tower adjacent to original on west elevation Unknown – addition on south elevation Unknown – small brick shed addition on east elevation	<u>NO. OF STORIES</u> 3
<u>FOOTPRINT</u> Irregular			
<u>ROOF FORM</u> Flat	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Brick	<u>ROOF</u> Built-up
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Research		<u>NOTABLE FEATURES</u> Irregular footprint Three-story mass Brick exterior Large addition on the south elevation Replacement four-, twelve- and sixteen-pane anodized bronze aluminum industrial windows marked with concrete bands Different type/color of brick used in between large windows set within in concrete band Original main entry on west elevation marked by a large vertical space Modern metal and glass vestibule in front of original entry on the west elevation Loading dock on the east elevation Small brick shed addition with metal roof on east elevation	
<u>CURRENT USE</u> Administration/research			
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Sterling Gate on the north, South Capitol Street on the east, Building 171 (enlisted club) and Building 169 (heating plant) on the south, and Mitscher Road on the west			

Building 168

Building 168 – oblique view of the west (front) and south elevations



Building 168 – west (front) elevation

Building 168

Building 168 – close-up of new entry addition on the west elevation



Building 168 – stairwell detail on west elevation

Building 168

Building 168 – close-up of window and brick details on the west elevation



Building 168 – addition on the left side of the south elevation

Building 168

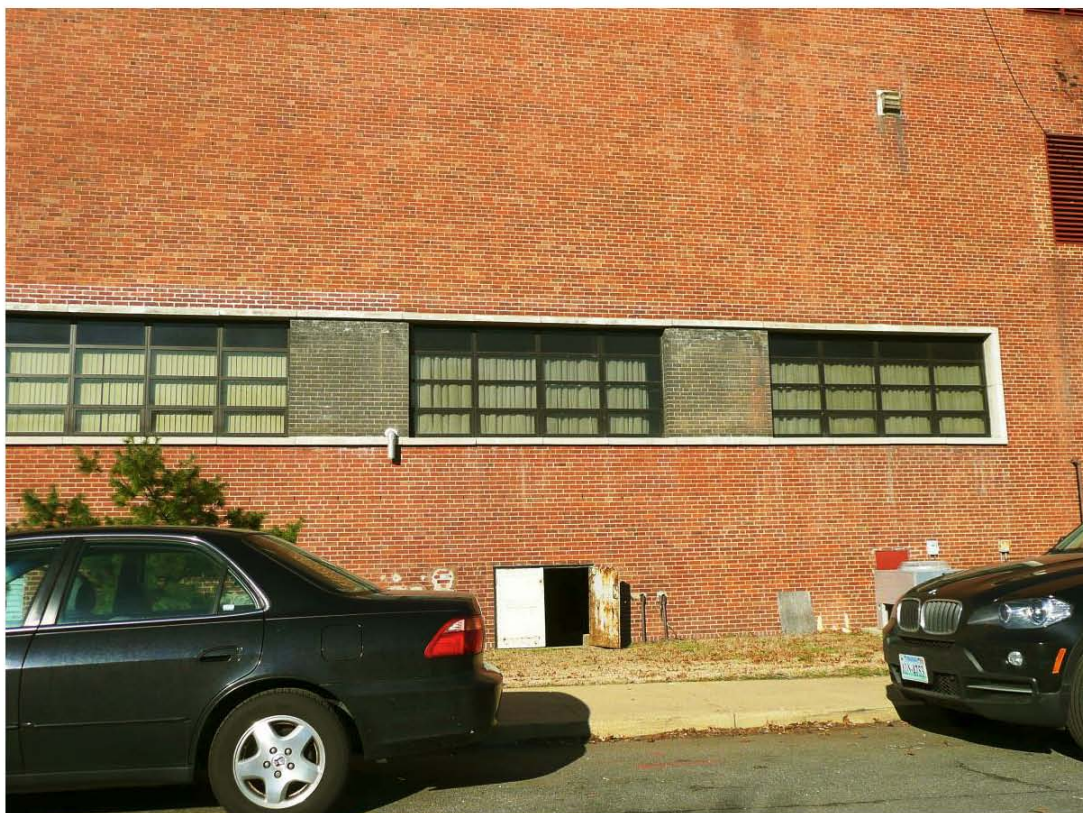
Oblique view of the south and east elevations of Buildings 169 (left) and Building 168 (right)



Building 168 – loading dock on the east elevation

Building 168

Building 168 – brick addition on the east side of original building



Building 168 – window and brick details on the east elevation

Building 168

Building 168 – interior of the intact theater space



Building 168 – interior view of the theater ceiling

Building 168

work and warning systems in the theater space



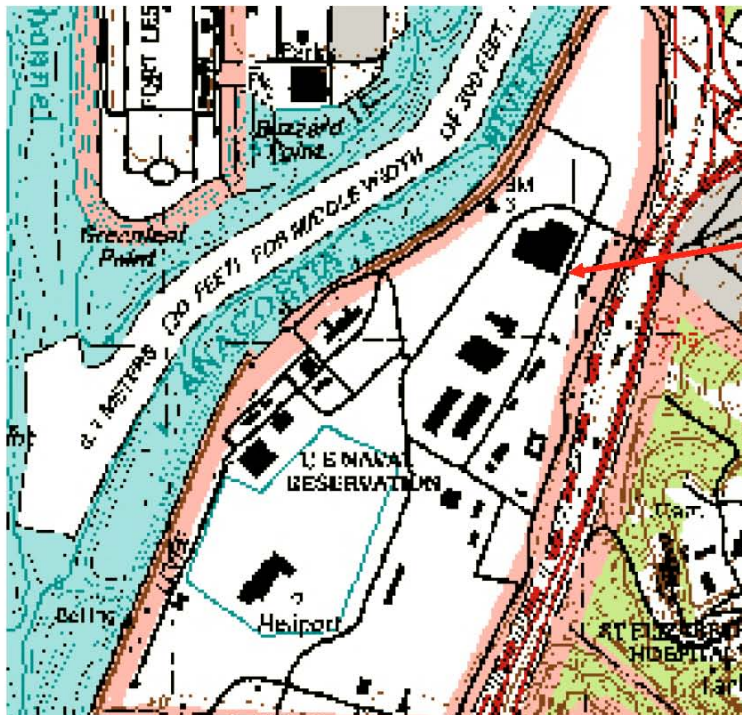
Building 168 - Lobby

Building 168COORDINATES

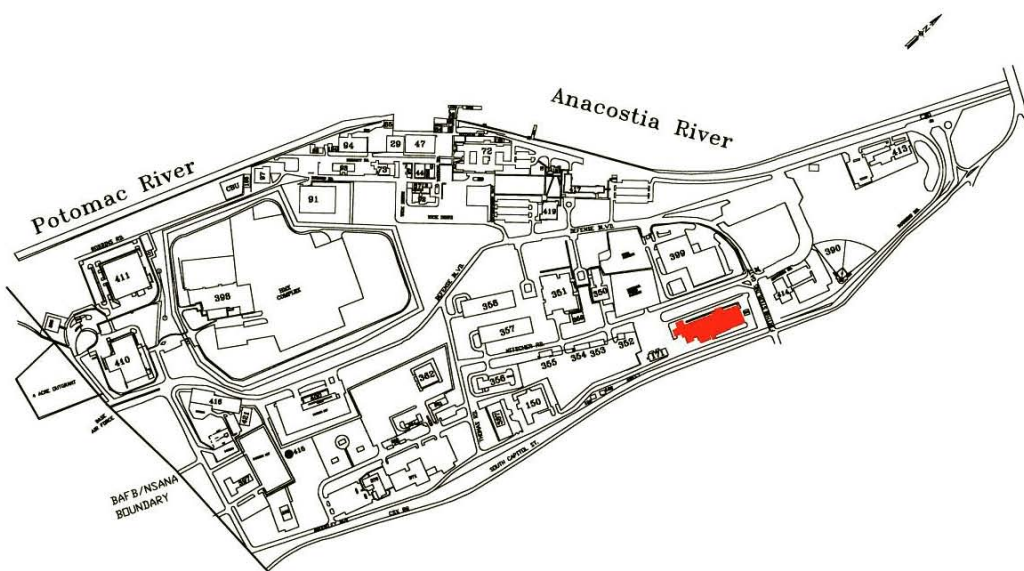
UTM 18
4303159N
326064E

USGS QUAD

Alexandria



1997 USGS map, approximate location of Building 168 indicated by the red arrow (building not on map)



2002 Naval Station Anacostia map, Building 168 in red

Building 168

Building 168

<u>PRESENT OWNER</u> US Naval District Washington			<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001		
<u>GENERAL CONDITION OF PROPERTY</u>			<u>ADDITIONS/ALTERATIONS</u>		
EXCELLENT ☒	GOOD ☐	POOR ☐	☒ YES	☐ NO	IF YES, SEE DESCRIPTION
<u>BIBLIOGRAPHIC SOURCES</u> Real Property Records on file at the Real Property Office at Port Hueneme, California. September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i> . Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland. September 1993, <i>50th Anniversary Ceremony, Building 168</i> Naval Station Anacostia, Washington D.C. No Date. Contract Noy-5204 Spec. No. for Photographic Laboratory at the Naval Air Station, Anacostia, D.C. Navy Department Bureau of Yards and Docks. No Date. Naval Imaging Command. November 1945, U.S. Naval Photographic Science Lab.					
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u>			<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822		
ELIGIBLE/CONTRIBUTING ☒	NOT ELIGIBLE ☐		DATE: AUGUST 2008		

Building 168

DESCRIPTION

Building 168 is located at Naval Station Anacostia, DC. Sterling Gate on the north, South Capitol Street on the east, Building 171 (enlisted club) and Building 169 (heating plant) on the south, and Mitscher Road on the west. It is currently used as a Naval media center.

Building 168 is a large three-story structure with a concrete foundation, brick exterior walls, a flat built-up roof, replacement anodized bronze aluminum awning windows surrounded by a concrete band, original tall vertical enclosed stair/elevator tower, newer brick stair tower addition, anodized bronze aluminum and plate glass entry/lobby addition, large two-story brick addition on the southwest corner, one-story brick addition on the south elevation, one-story addition with metal shed roof on east elevation, concrete loading docks on the east and north elevations, and replacement steel entry doors. The building has an approximate area of 130,120 square feet.

The west (front) elevation faces a paved parking lot and is defined by both the original entry design and a newer metal and plate glass entry/lobby addition. The main entry is located just slightly left of center of the elevation. A portion of the original entry is intact, which is the tall, brick enclosed vertical portion of the stair/elevator tower; however, the original entry doors have been removed and the entry has been covered with an addition. This addition is a combination of anodized bronze aluminum and plate glass. It is a one-story space that protrudes outward from the original brick exterior wall. There are some horizontal metal architectural pieces in the addition that mimic the horizontality of the original front elevation design of windows and overall mass. Also a newer brick enclosed stair tower has been constructed adjacent to the original vertical stair tower. The newer addition is lighter in color and covers some original window openings. To the left of the stair tower/entry portion are groups of replacement windows, one on the first floor and two per second and third floor. Each group of windows is defined by a concrete surround. This pattern is repeated on the right side of the vertical stair tower/entry space; however, there are three smaller groups of replacement windows just to the right of the tower and two longer bands of windows on the right side of the first and second floors. All of the groups/bands of windows are defined by a concrete surround and divided into smaller groups of windows within the surround by a brick detail. The far right side of the west elevation is a large, two-story brick addition. This addition has no window openings and has a flat roof.

The south elevation is covered with two additions. The far left side is recessed from the middle portion of the elevation. This addition is the large, two-story brick addition mentioned above. The middle portion of the south elevation is a newer, one-story brick addition. There is a group of anodized bronze aluminum awning windows on the south wall of the addition and entry doors on the west wall that lead out to an elevated concrete platform. A concrete ramp and concrete stairs provided access to this space. The far right side of the south elevation is located behind Building 169 (heating plant).

The east (back) elevation is defined by groups of replacement windows with concrete band surrounds. The far left side of the elevation is one-story in height. A concrete loading dock is located here. The loading dock is set into the building and is covered by a flat metal canopy. Replacement steel doors provide access into the building from the loading dock. The majority of the east elevation is three-stories. A one-story brick addition with a metal shed roof has been constructed in front of the exterior wall. Some of the original window openings have been filled with brick.

HISTORY

Building 168 was completed in 1943 as a Photographic Science Laboratory, known as the Naval Photographic Science Center at a cost of \$2,257,728. The photographic laboratory was built to experiment with and further develop photographic technology as well as to provide space for all aspects of photography from directing, editing, and shooting of motion pictures.

“The concept of the United States Naval Photographic Science Laboratory arose from the Navy’s recognition of photography, in many of its aspects, as an indispensable tool of modern warfare. As the Navy grew in size and the scope of its operations expanded, an increasing need for all of these applications of photography became apparent. Various activities within the Navy made shift to solve their photographic problems as they occurred, but no central facility for this purpose existed. In July 1941, the Bureau of Aeronautics was directed to expand its photographic facilities and that a laboratory, of the most modern and efficient design, be erected in the Washington area to provide photographic services for the needs of Public Relations, Education and Training, Microfilming, and in the development of experimental equipment.

Construction of the Laboratory was begun at the Naval Air Station in February 1942. The Bureau of Yards and Docks supervised the planning and construction of the building, while the Eastman Kodak Company, Rochester, NY, provided architectural, engineering, and equipment-procurement services.

One of the Laboratory’s greatest assets for the production of Naval motion pictures is its Film Library. The Laboratory was originally designated as the central repository and file for Navy negatives, and millions of feet of film have been collected and stored in the air-condition vaults. As a military activity within the Navy, the

Building 168

Laboratory possesses the equipment to make almost any known type of picture and to match the highest standards of quality existing in the commercial film industry.

The Laboratory was designed with still pictures equipment. The most valuable from the standpoint of research are the Laboratory's Kodatron Speedlamps, which can make synchronized exposures at 1/30,000th second. This exposure can arrest projectiles in flight and "freeze" high-speed mechanical movement.

Although the Laboratory was designed to be a production activity, its equipment and staff made it a natural facility for advanced training in certain aspects of Naval photography.

The Naval Training School (Motion Picture Camera) was established at the Laboratory, March 1st 1943, by direction of the Chief of Naval Personnel. A class "C" school under the Naval Technical Training Command, it was set up to replace training then being carried on by the Mark of Time and the Movietone News, companies of New York City" (excerpt from U.S. Naval Photographic Science Lab 1945).

This structure was constructed of a concrete foundation, brick walls, a flat roof, steel awning windows, steel doors, two loading docks, and a vertical stair/elevator tower that defined the main entry on the west elevation. This facility quickly became an efficient, swift-moving operation, producing hundreds of training aids covering every conceivable subject from battlefield surgery to flying fighter planes from carrier decks. Still and motion picture photography was rushed to the Laboratory from around the world to be processed and edited. The third floor became one of the most closely guarded, top secret areas in Washington DC. Navy personnel worked there around the clock producing photo mosaics of Normandy beaches for the impending invasion of France.

Several years and three name changes later, the Laboratory is now Naval Imaging Command. Although production obligations have increased, the staff has decreased from over 1,000 in the 1940s to approximately 240 personnel today. The command supports navy public affairs, and recruiting and training programs, among others. Modern technology, such as automated processing, computer graphics and video production has allowed Naval Imaging Command to keep up with the visual information demands of our constantly changing navy while continuing to maintain the standards of excellence.

"During World War II, the motion picture branch of the Laboratory produced hundreds of films to meet the training needs of sailors in more than 400 specialty ratings. It continues that mission today as all production capabilities are located under one roof.

The Still Media Department serves as the Navy's personal photographer in Washington D.C. and is capable of taking on any number of specialized lab or shooting jobs. For nearly 40 years, the Laboratory housed the Navy's still and motion picture archives. The Laboratory became the site of the Department of Defense Still Media Records Center and as such, serves as a repository for over 12 million images from all military branches. These images are kept on file for 30 years, after which they are transferred to the National Archives for permanent storage" (excerpt from Naval Imaging Command, NO DATE).

After World War II, the command was redesignated the Naval Photographic Center in order to reflect its mission more accurately. The original mission was revised and new responsibilities were added. The building interior was changed as new photographic techniques and related equipment were developed. During the 1960s, the center added television capabilities and the Navy took the lead in military applications of this new technique of educating and informing.

In 1957, an addition was constructed that included more offices at an additional cost of \$44,501.

"Twice after WWII, the center was called upon to meet peak demands for photographic products. During the Korean War, the demand was for a new generation of training films and more sophisticated reconnaissance support equipment. Later, the Vietnam War placed increased demands upon the center to meet new and advanced training requirements, serve as central clearing house for strike photography, and support special programs documenting the aerial war over North and South Vietnam" (excerpt from 50th Anniversary, 1993).

In June 28, 1985, the Naval Photographic Laboratory Center changed its name to Naval Imaging Command.

At an unknown date(s), all of the original steel awning windows were removed and replaced with anodized bronze aluminum awning windows. The majority of the original concrete band surround around the windows are intact. The original main entry on the west elevation has been modified over time. A new stair tower addition was constructed adjacent to the original, and a protruding space of anodized bronze aluminum and plate glass addition currently defines the main entry. A large, two-story brick addition was constructed on the southwest corner. A one-story brick addition was constructed on the south and west elevations.

Building 168

INTEGRITY

Building 168 is in excellent condition. The majority of the original design and architectural features are intact; however, there have been some modifications that alter the overall appearance and design of the structure. The original window design is intact, which is defined by concrete band surrounds and divided by brick details; however, all of the original steel windows have been removed and replaced with anodized bronze aluminum awning windows. The original entry on the west elevation that was defined by a large vertical stair/elevator tower and a group of windows on the first floor has been modified. The stair/elevator tower is intact but has been modified with the addition of a newer stair tower. The main glass entry on the first floor is no longer intact. The original entry has been removed and a newer anodized bronze aluminum and plate glass entry/lobby space protrude outward to define the entry.

The footprint has been slightly altered with newer additions. A large, two-story brick addition has been constructed on the southwest corner. When this addition was constructed a band of original windows was removed, including the concrete band surround. A smaller, one-story addition was later constructed on the south side of the original, adjacent to the two-story addition. At some point a long, narrow brick addition with a shed roof was constructed on the east (back) elevation.

All of the original doors have been replaced with a mixture of newer metal doors or metal and glass doors.

Exterior:

Original Architectural Features

Replacement Features

rectangular footprint	irregular footprint (additions)
brick walls	----
flat roof	----
steel awning windows defined by concrete band surrounds and divided by brick details	anodized bronze aluminum awning windows concrete and brick details intact
vertical stair/elevator tower helps define entry on west elevation	intact but slightly modified with addition of newer stair tower adjacent to it
wall of glass windows and doors define main entry on west elevation	removed and replaced with larger anodized bronze aluminum and plate glass addition that protrudes out from building to define new entry/lobby space
	newer steel doors
	large two-story brick addition on southwest corner
	one-story brick addition on south elevation
	one-story brick addition on east elevation
sound stage	intact sound stage
theater space	intact theater space

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 168 is ELIGIBLE to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station; however, Building 168 was constructed as the Photographic Science Laboratory in 1943. The building and the mission of the Photographic Science Laboratory was not associated with the naval air station. Due to its architectural style, size, and role the researchers deemed Building 168 significant enough by itself to be individually eligible to the NRHP, and Building 168 retains enough exterior and interior integrity to be individually eligible for the NRHP (however only the theater, sound stage, and the wall tiling are interior contributing features).

Building 168

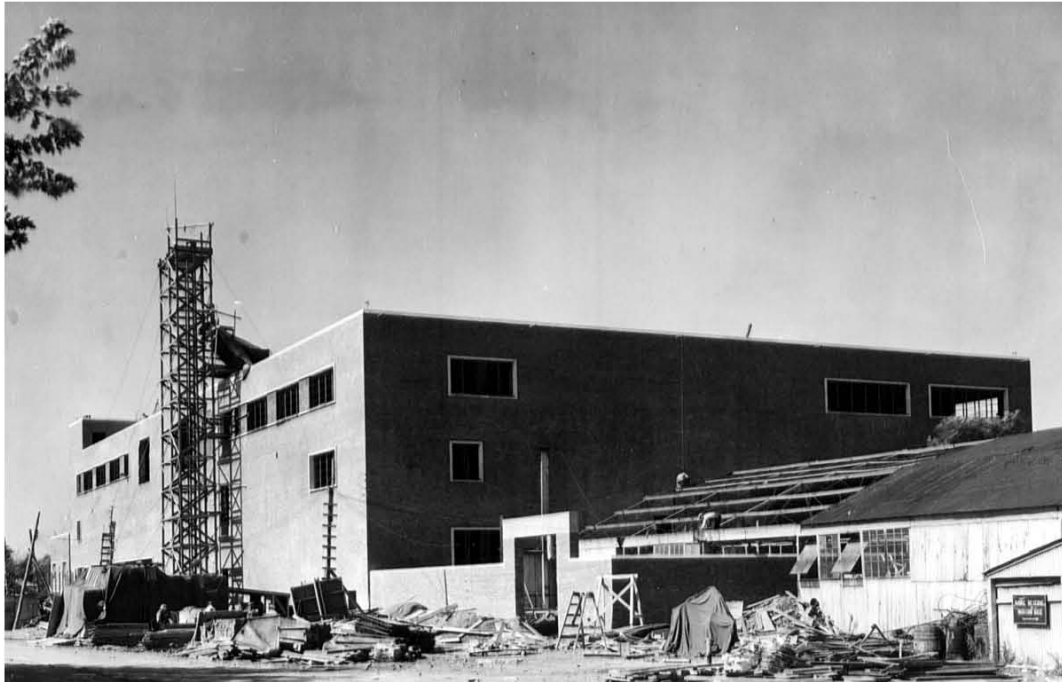
Photographic Science Laboratory – oblique of the south and east (back) elevations, 25 AUGUST 1942



(NARA RG 71-CB, box 3)



Photographic Science Laboratory, oblique view of the north and west (front) elevations 25 AUGUST 1942 (NARA RG 71-CB, box 3)

Building 168

Photographic Science Laboratory – north elevation, 25 AUGUST 1942 (NARA RG 71-CB, box 3)



Photographic Science Laboratory – original main entry on west elevation, MARCH 1944 (NARA RG 80-G, box 432, 107073)

Building 168

Photographic Science Laboratory, 25 AUGUST 1942 (NARA RG 71-CB, box 3)



Photographic Science Laboratory – loading dock on the east elevation, 28 DECEMBER 1943 (NARA RG 80-G, box 451, 161543)

Building 168

Photographic Science Laboratory, 1952 (Naval Photo Library)



Photographic Science Laboratory, SEPTEMBER 1943 (NARA RG 80-G, box 446, 150497)

Building 168

Photographic Science Laboratory, 29 SEPTEMBER 1943 (NARA RG 80-G, box 446, 151595)

Building 168

Photographic Science Laboratory, 29 SEPTEMBER 1943 (NARA RG 80-G, box 447, 154023)



Photographic Science Laboratory, 29 SEPTEMBER 1943 (NARA RG 80-G, box 447, 154024)

Building 168

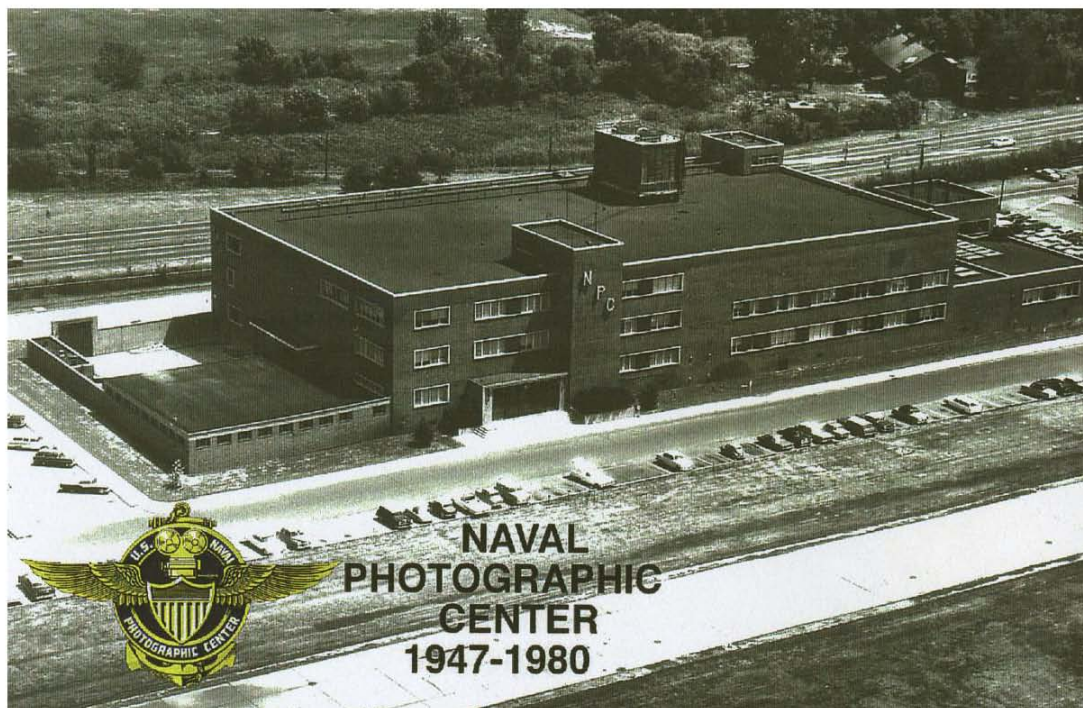
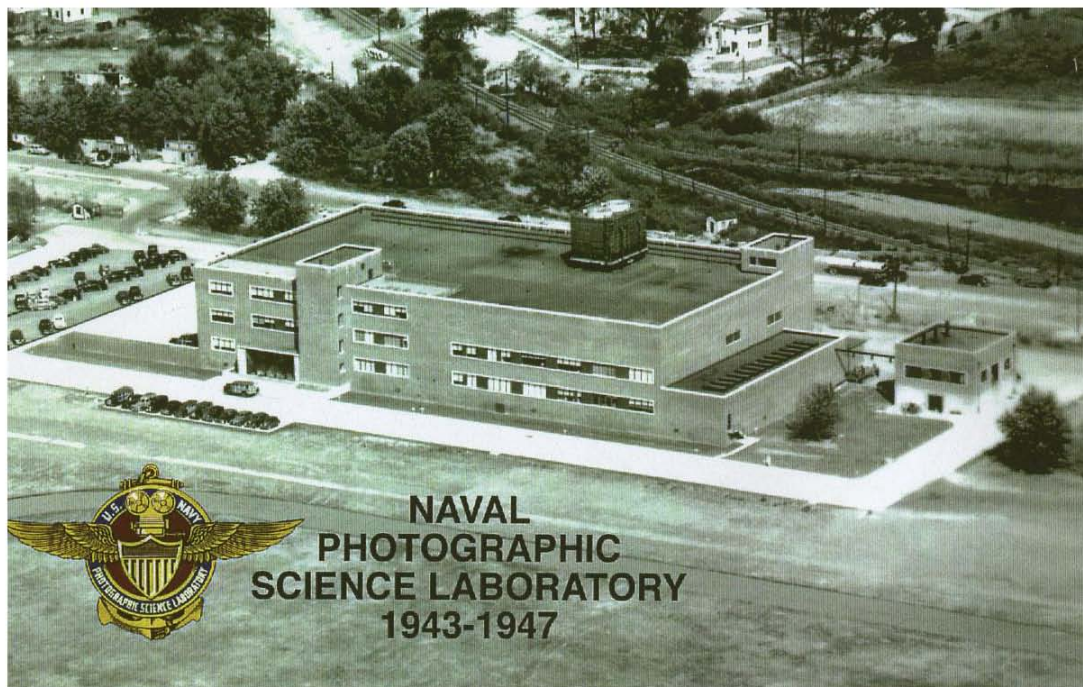
Lobby area, 1943 (Naval Photo Library)

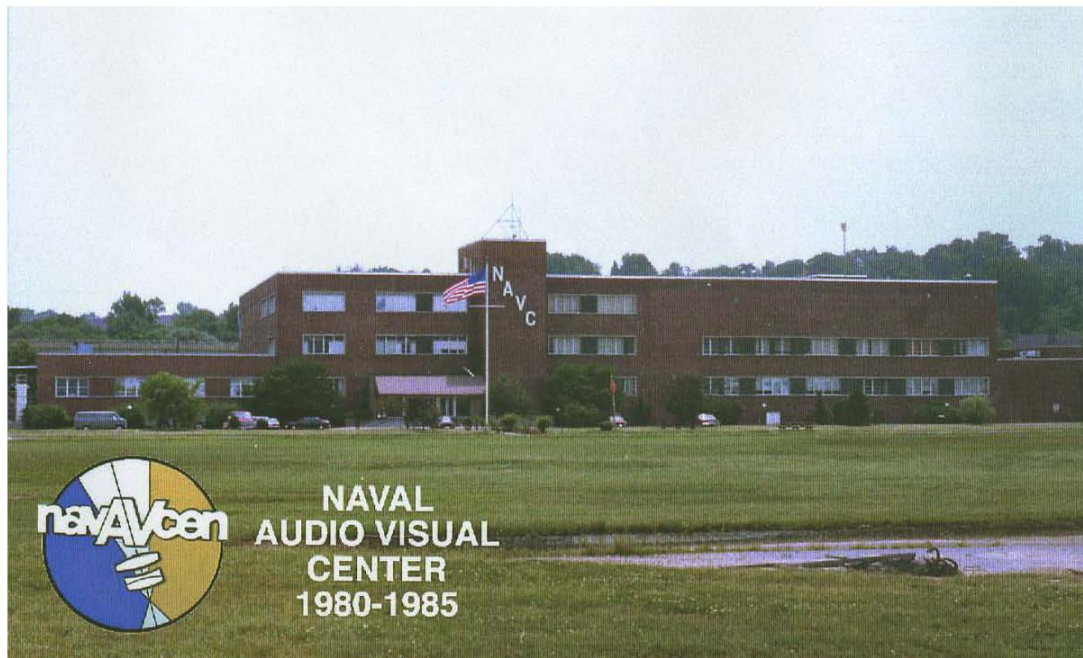
Building 168

DoD show on Vietnam report, NO DATE (Naval Photo Library)



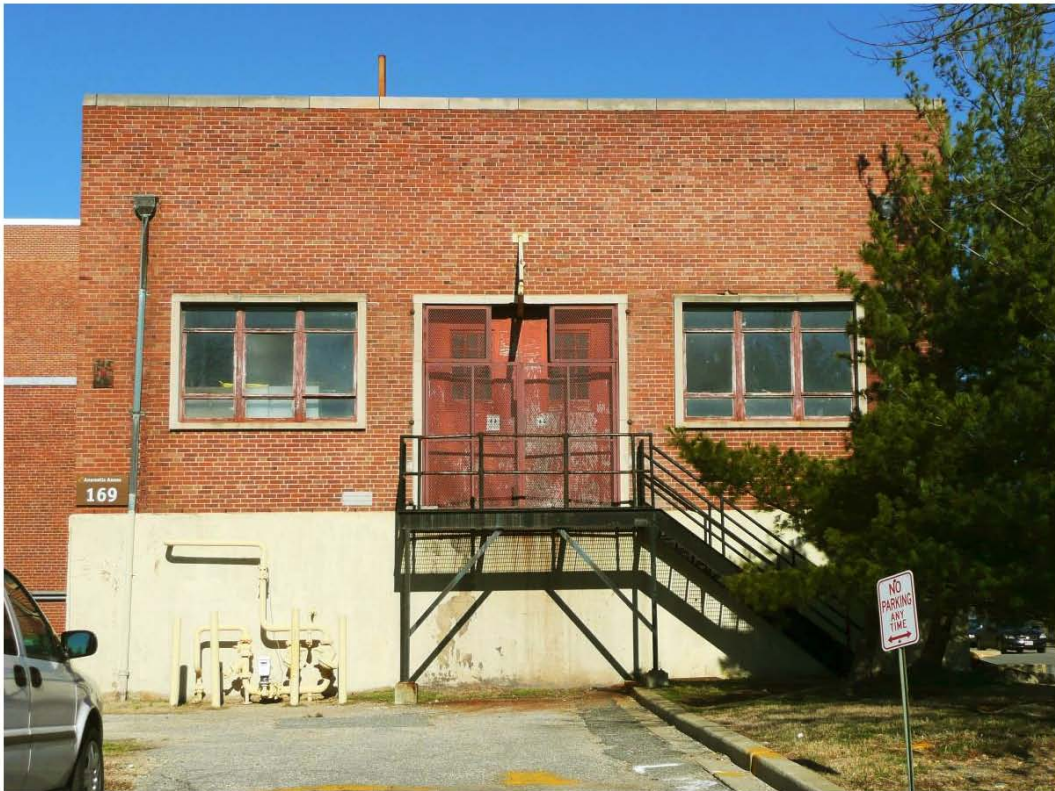
Sound stage, JANUARY 1968 (Naval Photo Library)

Building 168

Building 168

Building 169

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM				
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Heating Plant #2/Building 169		<u>STATUS</u> Occupied
<u>ARCHITECT/BUILDER</u> Eastman Kodak Company, Rochester, New York		<u>DATE OF CONSTRUCTION</u> 1943 <u>DATE OF ALTERATIONS</u> Unknown – window replacement Unknown – door replacement	<u>NO. OF STORIES</u> Double-height one-story (with walkout basement on east elevation)	<u>FOOTPRINT</u> Rectangular
<u>ROOF FORM</u> Flat roof with parapet	<u>FOUNDATION</u> Raised concrete	<u>WALLS</u> Brick	<u>ROOF</u> Built-up	
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Utility		<u>NOTABLE FEATURES</u> Double-height interior Brick exterior Flat roof with parapet Raised concrete foundation (with walkout basement on east elevation) Concrete window and door detail surrounds Replacement entry doors		
<u>CURRENT USE</u> Utility				
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 168 (Naval Photographic Center) on the north, South Capitol Street on the east, Building 171 (enlisted club) on the south, and Mitscher Road on the west				



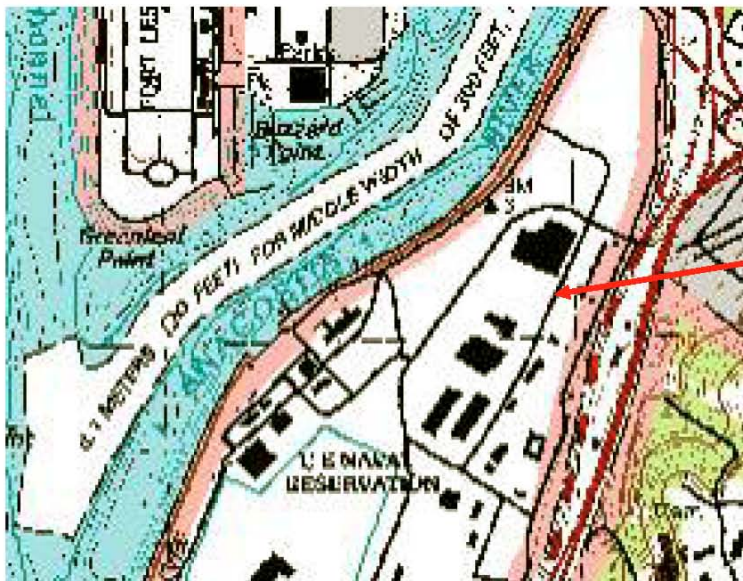
Building 169 – south elevation

Building 169**Building 169 – east elevation****COORDINATES**

UTM 18
4303098N
326049E

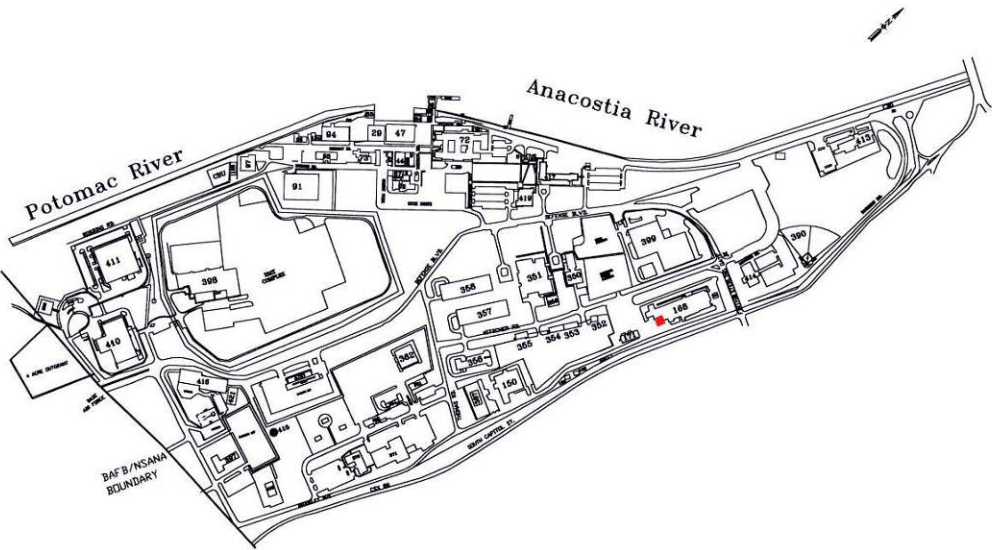
USGS QUAD

Alexandria

**Building 169**

1997 USGS map, approximate location of Building 169 indicated by the red arrow (building not on map)

Building 169

	
2002 Naval Station Anacostia map, Building 169 in red	
<u>PRESENT OWNER</u> US Naval District Washington	<u>OWNER ADDRESS</u> Department of the Navy Naval District Washington Washington Navy Yard Washington, DC 20374-5001
<u>GENERAL CONDITION OF PROPERTY</u> EXCELLENT GOOD POOR ☐ ☒ ☐	<u>ADDITIONS/ALTERATIONS</u> ☒ ☐ IF YES, SEE DESCRIPTION YES NO
<u>BIBLIOGRAPHIC SOURCES</u> Real Property Records on file at the Real Property Office at Port Hueneme, California. September 1995, <i>Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC</i>. Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.	
<u>PRELIMINARY NATIONAL REGISTER DETERMINATION OF ELIGIBILITY</u> ELIGIBLE/CONTRIBUTING NOT ELIGIBLE ☐ ☒	<u>FORM PREPARED BY:</u> Sunny Stone and Adam Smith Engineer Research and Development Center Construction Engineering Research Laboratory 2902 Newmark Drive Champaign, IL 61822 DATE: AUGUST 2008

Building 169

DESCRIPTION

Building 169 is located at Naval Station Anacostia, DC. Building 168 (Naval photographic center) is on the north, South Capitol Street is on the east, Building 171 (enlisted club) is on the south, and Mitscher Road is on the west. It is currently used as a heating plant.

Building 169 has an rectangular footprint, a raised concrete foundation (with a walkout basement door on the east elevation), a flat built-up roof with a parapet wall, brick exterior walls, replacement three-pane steel awning windows, replacement steel entry doors, metal staircases, and concrete details around the window and door openings. The building has an approximate area of 3,700 square feet.

The south elevation faces a parking lot. An elevated entry is located in the center of the elevation. This entry is accessed by a set of metal stairs. A set of three replacement three-pane steel awning windows are located on either side of the elevated entry. Concrete detail surrounds both sets of windows and the entry opening.

The east elevation has a single entry replacement door located at ground level (similar to a walkout basement of the raised concrete foundation). There is also an elevated replacement steel entry door that is accessed by a set of metal stairs. A set of three replacement three-pane steel awning windows are located on either side of the elevated entry.

The north elevation faces Building 168 (Photo Science Laboratory).

HISTORY

Building 169 was originally constructed in 1943 in support of Building 168 (Photo Science Laboratory) at a cost of \$31,010. This structure was constructed of a raised concrete foundation, brick walls, a flat roof with a parapet, steel doors, and steel windows.

At unknown date(s), the original metal entry doors and original metal windows were replaced.

INTEGRITY

Building 94 is in good condition; however, a few of the original architectural features have been removed and replaced with newer materials. The original metal windows have been replaced with three-pane steel awning windows and the original metal entry doors have been replaced. It is unknown if the metal stairs have been replaced.

Exterior:

Original Architectural Features

Replacement Features

raised concrete foundation with walkout door on east elevation	steel doors
brick exterior walls	----
flat built-up roof with parapet	----
steel awning industrial windows	newer three-pane steel awning windows
metal entry doors	newer metal entry doors

DETERMINATION OF CONTRIBUTING/NONCONTRIBUTING STATUS

It is the determination of this report that Building 169 is ELIGIBLE to the National Register of Historic Places.

Anacostia Annex is not eligible to the NRHP as a historic district due to its lack of integrity from when it was a naval air station; however, Building 169 was constructed in support of the Photographic Science Laboratory in 1943. The building and the mission of the Photographic Science Laboratory was not associated with the naval air station. Due to its architectural style, size, and role the researchers deemed Building 168 significant enough by itself to be individually eligible to the NRHP, since Building 169 was constructed in support of Building 168 it is an associated structure and eligible to the NRHP.

Building 169**HISTORIC PHOTOGRAPHS**

Naval Photographic Center, 1952 (Naval Photo Library)

Building 171

NDW – ANACOSTIA ANNEX HISTORIC PROPERTY INVENTORY FORM			
<u>PROPERTY BOUNDARIES</u> South Capitol Street on north Interstate 296 (Anacostia Freeway) east Bolling Air Force Base on the south Anacostia River on the west		<u>COMMON/HISTORIC NAME/BUILDING #</u> Enlisted Dining Facility (Enlisted Club)/CPO Club/Building 171	
<u>ARCHITECT/BUILDER</u> Unknown		<u>DATE OF CONSTRUCTION</u> 1949 <u>DATE OF ALTERATIONS</u> Unknown – replacement roofing material and modified roof shape Unknown – replacement cladding material	<u>NO. OF STORIES</u> 1
<u>ROOF FORM</u> Mansard	<u>FOUNDATION</u> Concrete	<u>WALLS</u> Stucco-like cladding material	<u>ROOF</u> Built-up
<u>PROPERTY FUNCTION</u> <u>HISTORIC USE(S)</u> Dining		<u>NOTABLE FEATURES</u> Mansard roof sheathed with standing metal panels Double metal door entry protected by a metal canopy on the west elevation Bright aluminum and plate glass vestibule addition on the south elevation Newer stucco-like cladding material Double entry wood panel doors on east elevation Wood flat column and arch details on all four elevations	
<u>RELATIONSHIP TO OTHER BUILDINGS</u> Building 169 (heating plant) on the north, South Capitol Street on the east, and Mitscher Road on the west			

Building 171 – oblique view of the south and east elevations

Building 171

Building 171 – entry vestibule on the south elevation



Building 171 – entry on the east elevation

Building 171

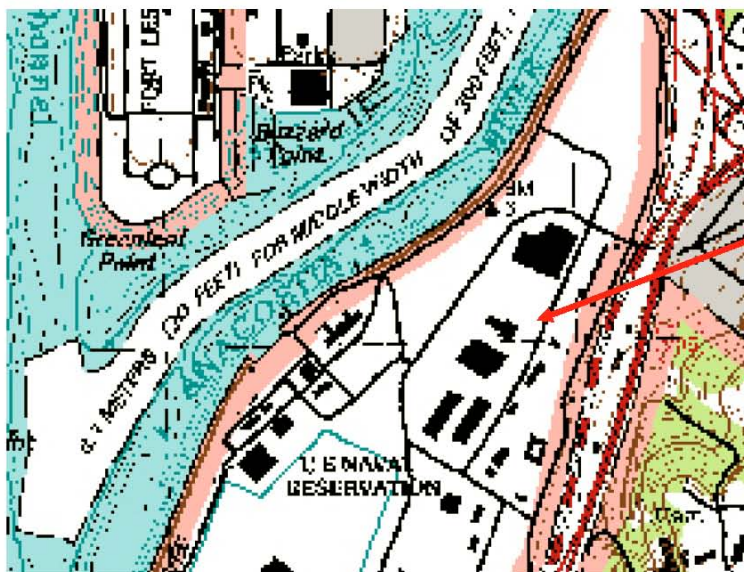
Building 171 – oblique view of the north and east elevations

COORDINATES

UTM 18
4303012N
326018E

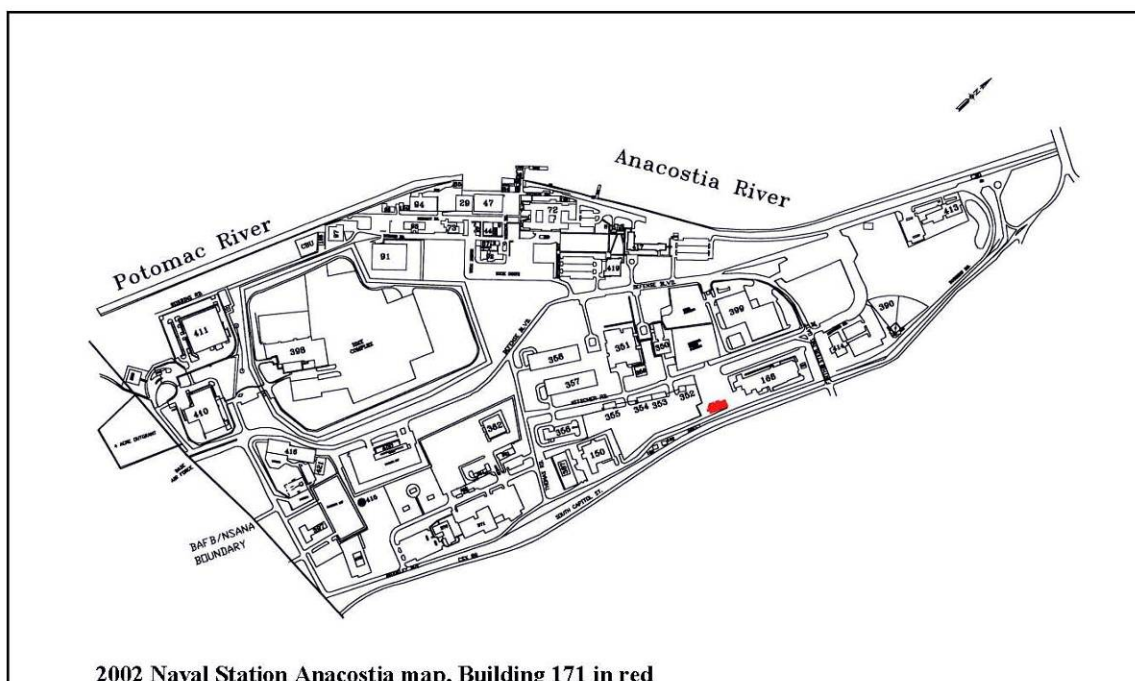
USGS QUAD

Alexandria



Building 171

1997 USGS map, approximate location of Building 171 indicated by the red arrow (building not on map)

Building 171

2002 Naval Station Anacostia map, Building 171 in red

PRESENT OWNER

US Naval District Washington

OWNER ADDRESS

Department of the Navy
 Naval District Washington
 Washington Navy Yard
 Washington, DC 20374-5001

GENERAL CONDITION OF PROPERTY

EXCELLENT

GOOD

POOR

ADDITIONS/ALTERATIONS

YES

NO

IF YES, SEE
DESCRIPTIONBIBLIOGRAPHIC SOURCES

Real Property Records on file at the Real Property Office at Port Hueneme, California.

September 1995, *Architectural Inventory and Evaluation of Naval Station Anacostia, Washington, DC*. Prepared for Baltimore District, U.S. Army Corps of Engineers by R. Christopher Goodwin and Associates, Inc. Frederick, Maryland.

PRELIMINARY NATIONAL REGISTER
DETERMINATION OF ELIGIBILITY

ELIGIBLE/CONTRIBUTING

NOT ELIGIBLE

FORM PREPARED BY:

Sunny Stone and Adam Smith
 Engineer Research and Development Center
 Construction Engineering Research Laboratory
 2902 Newmark Drive
 Champaign, IL 61822

DATE: AUGUST 2008

REPORT DOCUMENTATION PAGE				Form Approved OMB No. 0704-0188	
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13. SUPPLEMENTARY NOTES					
14. ABSTRACT This study undertook an architectural survey of Anacostia Annex, which is part of Naval District Washington, to determine if Anacostia Annex is eligible for the National Register of Historic Places (NRHP) as a historic district, and also to determine if any buildings are individually eligible for the NRHP. This work determined that only Buildings 168 and 169 are individually eligible for the NRHP. The removal of the former Naval Air Station runways, removal of the World War I era former Bolling Army Air Corps buildings, and integrity changes to the control tower (Building 92) have made Anacostia Annex ineligible as a historic district to the NRHP. Except for Buildings 168 and 169, the buildings comprising the Anacostia Annex are not significant enough in their own right to be individually eligible to the NRHP. This study also determined that no buildings meet the requirements for Cold War exceptional importance under criteria consideration “g.” This survey satisfies Section 110 of the National Historic Preservation Act of 1966 as amended, and was used to determine the eligibility of these buildings for inclusion on the NRHP.					
15. SUBJECT TERMS Naval Air Station Anacostia, National Register of Historic Places (NRHP), cultural resources management, historic preservation, historic buildings, Naval Photographic Laboratory					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
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			SAR	220	