



NEWS

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July/August 2010

Major Changes Proposed for Union Station's Main Hall

by Shauna Holmes

On June 18, the Union Station Redevelopment Corporation (USRC) held a public meeting on behalf of the Federal Railroad Administration (FRA) to unveil plans to alter the Main Hall of Union Station. The goals of the meeting were to provide information about Union Station; to provide background that led to the current proposal; to introduce the proposed project; to give stakeholders an opportunity to comment on proposed actions; and to give Union Station Investco, LLC (USI) the opportunity to benefit from suggestions and recommendations that can lead to alternatives. USI purchased the long-term lease to manage Union Station in 2007.

Proposed renovations include removing the Main Hall's existing Center Café and making two openings in the floor where the Café now stands for a pair of new glass stairs and elevators that would access both the lower level and the café tier between the Main Hall's floor and ceiling vault. USI believes removing the Café would make it easier for visitors entering the Main Hall through the front doors to see Amtrak's ticketing area on the far side of the Hall. A large proposed



IMAGE COURTESY GTM ARCHITECTS

Amtrak sign affixed to the stair/elevator structure would provide more immediate information about train arrivals and departures, and planned removal of the large planters with surrounding seating is intended to improve pedestrian circulation. According to USI, the proposed changes would also better accommodate increased ridership and improve sightlines in the Main Hall, accessibility for people with disabilities, access to and use of the lower level, and the station's economic feasibility.

The Union Station team—which in addition to FRA, USRC, and USI

Proposed view from front entry of Union Station.

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President's Column: They ♥ New York

by Beth Purcell

If you visit the lower west side of Manhattan, you must see the High Line park. The High Line is an elevated rail freight line that operated between 1934 and 1980 between 34th Street and St. John's Park Terminal. After the tracks were abandoned in 1980, drought-resistant trees, shrubs, and grasses flourished in the gravel of the roadbed. Chelsea residents discovered this resource and raised funds to preserve the High Line as an urban park and trail, offering unique views of the city and the Hudson River. A 1.45-mile section of the High Line is open.

That's interesting. But where is the connection to Capitol Hill? DC government officials are considering their own version of the High Line on one of the old 11th Street Bridges.

The old (i.e., current) 11th Street Bridges are "out-dated, deficient

infrastructure," according to a DC government news release. DC Department of Transportation (DDoT) is building the new 11th Street Bridges to replace these old bridges. This is a \$300 million project. There will be a new local bridge (with bike and pedestrian access) and a new commuter bridge. Construction is proceeding on schedule. After the new bridges are open, the current 11th Street bridges are to be demolished. Demolition of the old bridges is part of DDoT's contract with the bridge builder, and this is funded.

But the DC government is considering keeping one of the old 11th Street Bridges as a DC version of the High Line. The old 11th Street Bridges are ugly and, at 80 feet above the water, will loom over the new bridges, which are 40 feet above the water). The freeway ramps to the old

11th Street Bridges will be demolished. To get up to the old bridge, a new spiral pedestrian ramp would have to be built. The old bridge is an aging structure, and likely expensive to maintain. The city would also have to pay for cleaning, lighting, sanitation, and public safety. In contrast, DC's real green spaces need attention and funding – recreation centers, schools, and parks (including Boat House Row).

We understand that the 11th Street Bridge High Line is an informal proposal and that, so far, no feasibility or scope for the project has been put forward. This High Line wannabe is strange and would be expensive. Maybe a case can be made that we need and can afford to keep this old bridge, and that this is the best use of our tax money. I doubt it. ★

Tom Kelly Passes

by Dick Wolf

Many people on Capitol Hill knew Tom Kelly, who passed away recently at the age of 86. Tom was a Capitol Hill institution. He and his family lived virtually all their lives at 332 Constitution Avenue, NE. They have been an essential part of the daily life of the Hill. Tom carried the institutional memory of the Hill in his head and told you every bit about it, all the famous and not so famous people who lived here, and whom he had followed as a multifaceted reporter and writer for various journals and newspapers. Meeting Tom on the corner was an extraordinary event made up of jokes, stories, and memories. Tom gave meaning to the notion that historic preservation can give continuity to a changing community. Thanks for the memories, Tom—your memorable personality will always be part of the Hill community.

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www.CHRS.org

Celebrating more than 50 years helping to preserve and protect Capitol Hill's residential character, the Society is now the largest civic association on Capitol Hill, and one of the largest in the District of Columbia. From the beginning, the Society has played a key role in maintaining the diverse, residential character of our neighborhood. With your participation, we will continue to do so for many years to come.

Start or renew a CHRS membership:

- ★ On the web at www.CHRS.org
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Starting at just \$25 per year for a single membership, it's a great deal.

Aerial Wires on H Street—Go or No

On June 22 the DC Council's Public Works and Transportation Committee heard testimony on Councilmember Tommy Wells' proposed repeal of the 1888 and 1889 prohibitions against the use of overhead wires within the L'Enfant City and Georgetown. Aerial wires on the H Street/Benning Road Streetcar Line figured prominently in the discussion.

Testimony was strongly in favor of the Wells bill from the H Street Advisory Neighborhood Commissions and local residents and businesses. Among others, the Sierra Club, DC Surface Transit, Inc. (the proponent of the DC Circulator busses), the Capitol Riverfront BID, and Ellen McCarthy, former head of DC's Office of Planning, all spoke in support.

Monte Edwards represented the CHRS position, calling for the use of overhead wires only along the H/Benning Line, with their removal as soon practicable. CHRS also called for future avoidance of overhead wires throughout the city, whether within the L'Enfant Plan or not, and for comprehensive planning of streetcar lines, power supply stations, routes, and stops before the start of further construction.

Mr. Edwards stated:

"CHRS has objected to the lack of planning that is allowing those [previously purchased] three cars, incapable of operating without overhead wires, to control the design of this initial segment of the streetcar system. Nonetheless, DDOT has laid track, constructed foundations for cable supports and installed other infrastructure elements on H Street and Benning Road based on that design and subjected the residents, merchants and property owners to hardships, business losses, and inconveniences associated with

construction. H Street residents, merchants and property owners are entitled to the end of road construction and to the beginning of the promised reality of streetcars on H Street. CHRS recognizes that some compromise on the decision whether to use overhead wires is needed in order for this project to progress...

"Our City deserves a 21st Century streetcar system, likely to attract the best of the streetcar suppliers as well as substantial Congressional funding. With that as our ultimate goal, CHRS will accept overhead wires on a temporary basis for H Street and Benning Road."

The CHRS statement also called for "...more thorough evaluation, analysis and planning, but that does not mean that the Streetcar Project must stop while they move forward. The City needs to conduct an independent analysis and evaluation of the initial capital and long-term (operating and maintenance) costs of all aspects of the streetcar system."★

Historic Preservation Briefs

by Nancy Metzger

227 Pennsylvania Avenue, SE: Mayor's Agent Appeal Case

The DC Court of Appeals has denied the Heritage Foundation's motion for summary affirmance on the issue of the timeliness of the original appeal, which was filed by the Capitol Hill Restoration Society in October 2009. (The case was heard by the Historic Preservation Review Board in July and September 2008, heard by the Mayor's Agent in December 2008, and a decision issued in September 2009.) While denying the motion, the Court included an express request that the DC Government and the Heritage Foundation address the timeliness issue in their opposition briefs and that CHRS address it in its reply brief. The opposition briefs are now due on July 11, and the CHRS reply brief will be due 21 days later.

On behalf of the DC Preservation League and the Committee of 100 for the Federal City, attorney Jesse Carlson of Williams and Connolly filed an *amicus curiae* brief on June 18, which (although not taking a position on the compatibility of the third-story addition or the timeliness of the appeal) argues that:

- "the Mayor's Agent failed to follow the regulations governing her review of the Historic Preservation Review Board's recommendation;
- the Commission of Fine Arts' views regarding the permit were not 'more critical' than HPRB's;
- the Mayor's Agent erroneously disregarded administrative precedent;
- the ANC's recommendation is not entitled to deference;
- and the Mayor's Agent's legal conclusion that an unnecessary alteration can be approved is erroneous."

Hine Site Surplus Status Due For Council Votes

Yet another community meeting on the disposal of the Hine School at Seventh Street and Pennsylvania Avenue, SE, was held so that the public could comment on whether Hine is surplus property or whether the DC Public Schools (DCPS) needs to retain it. Under the new regulations concerning the disposal of government property (DC Code 10-801), it was a required meeting. Most of the comments and questions at the meeting concerned redevelopment of the site, rather than the surplus property question. According to information provided in the 2010 Master Facilities Plan for public schools, Eliot-Hine Junior High School at 1830 Constitution Avenue, NE, has a proposed program capacity of 450 students and is currently serving 413 students; the program capacity of the building is 850 students. (See opefm.dc.gov.) Hine was first declared surplus in 2006 and DCPS has not changed that determination. CHRS wrote a letter to the Deputy Mayor for Planning and Economic Development (DMPED) supporting the determination that the Hine Junior High School site is surplus.

The next steps in the process will be for the Council to finish its public hearings on the land disposition. The first part was hearing from the public; the second will be to hear from the DMPED, which will likely take place by the end of June. The Committee on Government Operations and the Committee on Economic Development will each have to hold mark-up votes on the measure and then the full Council will need to vote. It is possible that all this can take place before the August recess.

The DC government and Stanton-Eastbanc, the chosen developers of the site, are negotiating lease/purchase details. It is expected that, when all the legal procedures are completed, attention will turn to the design and zoning issues of the site, probably early this fall.

Buell Sworn In As Chair of Historic Preservation Review Board

Catherine Buell, a member of the Historic Preservation Review Board (HPRB), was chosen by Mayor Adrian Fenty to be the chair of the Historic Preservation Review Board and was sworn in on June 2. She replaces Tersh Boasberg, a three-term chairman of the Board, first appointed by Anthony Williams in 2000 and re-appointed by Mayor Fenty. Mr. Boasberg had often stated that he would retire from Board duties this summer at the end of his third term.

Ms. Buell, as a member of Historic Anacostia Block Association, has worked with the Historic Preservation Office on the Historic Homeowners Grant Program, particularly during the pilot phase where there were many problems (such as tax issues) that had to be resolved. Buell has lived in Historic Anacostia and retains her property there. An attorney with Patton Boggs, she earned her J.D. degree from Georgetown University in 2004, following graduation from Spelman College in 2001. According to the Patton-Boggs website, Ms. Buell focuses her practice on investments in real estate assets and private equity funds in the U.S., South America and Europe in addition to advising clients on commercial real estate acquisition, disposition, land use, finance,

development and leasing matters. In addition to her service on HPRB, her community endeavors include serving as a member of the Board of Trustees of the National Urban League, the Board of Directors of the Southwest Renaissance Development Corporation, and the Levine School of Music. She was first appointed to the HPRB in March 2008, and was reappointed to a three-year term in July 2009.

During Mr. Boasberg's time, the HPRB considered well over 500 cases, some of which had major impacts on landmarks and historic districts. Both the Rosedale and Tregaron cases (which involved historic estates on large parcels in northwest DC) went on for many months and ended with development being limited to specific areas in order to protect open space and the building's site as well as providing protection from obtrusive alterations of the landmark building. Mr. Boasberg instituted changes in HPRB meeting practices—grouping neighborhood cases together and being guided by a timed agenda—which made it easier for neighborhood representatives to attend meetings and present their positions in person. He was also instrumental in establishing a database (hosted by the Georgetown University Law Library) that includes all the Mayor's Agent decisions, making it immeasurably easier for neighborhoods to research cases if they are involved in appeals.

Save These Dates: September 24 & 25

Why? Because Friday and Saturday, September 24 and 25, the 2010 Citywide Historic Preservation Conference, co-sponsored by the DC Preservation League (DCPL) and the Historic Preservation Office, will be held at the American Institute of Architects' National Headquarters, 1735 New York Avenue, NW The DC Preservation League's

Conference Planning Committee, chaired by Amanda McDonald, is busy developing the agenda for the two-day conference. The conference content will be available soon on the DCPL website.

News from the Historic Preservation Office

Homeowner Grants budget.

Given the continuing budget issues facing all DC agencies, at this time the Historic Preservation Office anticipates being able to fund the grants that have already been selected in prior rounds but will probably not be able to fund any new applicants in the upcoming fiscal year.

Staff architect position. Michael Beidler has returned to private practice (Trout Design Studio) after two years on the Historic Preservation Office staff where he specialized in technical and preservation design assistance to property owners in historic districts. Before Beidler came to the staff, many members of the historic preservation community testified before the Council for a number of years that the work of the historic preservation office requires a staff architect position to handle many of the cases. State Historic Preservation Officer David Maloney said that he hoped to be able to fill the position. ★

Welcome CHRS Supporters

We thank the following new members, patrons, and sponsors.

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CHRS Officers Elected

The newly elected CHRS officers for 2010–2011 are:

President	Beth Purcell
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At Large Members	Donna Hanousek, Shauna Holmes, Catherine Davis, Charles Burger, Donna F. Barbisch, Janet Quigley

Capitol Hill Farmers' Markets

The Hill has at its core the vendors at Eastern Market. While a number of the farmer vendors sell only local produce (within 200 miles) and some sell only organic produce, new markets at New Jersey and M, SE, and, for several years, at 625 H Street, NE, are limited to locally-grown, organic produce and meats as well as other products like flowers and freshly baked goods.

The **H Street FRESHFARM Market** is a partnership project from the H Street Main Street Program and the DC Office of Planning. The Market is open May 1 to November 20, 2010 between 9 am to noon every Saturday. The farmers at H Street bring local, seasonal bounty, including handmade cows' milk cheeses, yogurt, organic and grass-fed meats, fruits, vegetables, eggs, pastries, sorbets, ice creams, and flowers.

Vendors include Atwater's Bakery, Blueberry Hill, Cedarbrook Farm, Clear Spring Creamery, Dangerously Delicious Pies, Dolcezza Gelato & Sorbet, Garden Path Farm, Keswick Creamery, Quaker Valley F&O, Red Apron Butcher Shop, and Richfield Farm.

The new **Capitol Riverfront Market** is sponsored by the Capitol Riverfront BID, Diverse Markets Management, and the Donohoe Company. It is located immediately north of the Navy Yard Metro (New Jersey Ave exit). The Market is open Thursdays from 3 to 7 pm weekly through November at the intersection of New Jersey Avenue and M Street, SE.

There are more than ten local farmers and vendors selling fresh fruits and vegetables, breads and baked goods, herbs and spices, pickles, olive oil, jams, honey, desserts, flowers, and prepared food.

Among them are Uncle Brutha's Hot Sauce; Old Mountain Valley Farm with homemade spreads (like cherry jalapeno, pumpkin and apple butter), mustards and oils; Skyline Premium Meats from Unionville VA; and Dangerously Delicious Pies.

Its late hours allow you to buy food on the way to see the Thursday evening free film at Canal Park, Second and M Streets, SE.

By far the largest and longest established, on weekends the **Eastern Market's Farmers Line** offers Argora Farms, Ashton Farms, Dunham's Produce, Knopp's Farm, Long Meadow Farm, Hondo Coffee, In a Pickle Inc., Ma Brown, Sunnyside Farm, Tea & Company, and Wisteria Gardens among many others. ☆



Flowers at the H Street FRESHFARM Riverfront Market (right).



Fresh produce on the Farmers' Line at Eastern Market (above). In a Pickle Inc. is one of the vendors at Eastern Market stretching along North Carolina Avenue.



Market (above), and pastries at the new Capitol

PHOTO COURTESY CAPITOL RIVERFRONT BID



Architect of the Capitol Addresses CHRS Community Forum

by Beth Purcell

On June 17, 2010, Stephen T. Ayers, the Architect of the Capitol, spoke to over 75 Capitol Hill neighbors. The Architect of the Capitol (AOC) is responsible for the care and operation of the Capitol (and its 450 acres), the Capitol Visitor Center, the House and Senate Office Buildings, Library of Congress, Supreme Court, and the US Botanic Garden, over 16.5 million square feet. The AOC has 2,600 employees and a \$600 million annual budget. Mr. Ayers updated us on AOC initiatives and projects, and answered questions. Projects underway include:

- The Bartholdi Fountain is being restored to its original condition, and will be back in Bartholdi Park, with the water flowing, in October-November 2010.
- The Supreme Court building is undergoing its first mechanical, plumbing and electrical upgrades since it was built in 1935. The work should be done (and the construction fences removed) in fall 2010.
- In a few weeks, scaffolding will be going up on the north side of the Capitol Dome for caulking, sealing, and repainting. This fix will suffice for several years, but in the next four to six years, a major Dome project will be needed.
- The Cannon House Office Building (built in 1908) will be renovated wing-by-wing; this will be a six-year project. FOB 8 (a GSA building next to the Ford Building) will be used as swing space for Congressional staffs.

- The utility tunnels needed upgrading to provide emergency exits for AOC employees working in the tunnels. Initially, the AOC believed that it would be necessary to excavate the entire length of Second Street from curb to curb to do this work. However, engineering studies showed that the system's useful life could be extended by 20 years by work at 14 locations to install emergency exits. This work will be ongoing through spring 2011.
- The AOC is repaving Independence Avenue, SE; the work will take approximately six weeks, with the work to be done Fridays and weekends. It was a surprise to many that AOC is responsible for Independence Avenue, and not DDOT. Mr. Ayers explained that AOC and DDOT split the jurisdiction over streets (i.e., DDOT has Constitution Avenue).
- The Library of Congress (LOC) building at 601 East Capitol Street (formerly St. Cecilia's) currently has a daycare facility on the first story, and the upper stories are vacant. LOC is considering renovating the building, to retain the daycare on the first story, and possibly add space for visiting scholars on the upper stories. LOC plans to meet with the community soon about this project.

The Capitol Visitor Center opened in 2008. This center offers a respectful place for visitors to experience the Capitol, with an 11-foot touchable model of the Capitol Dome, a restaurant and rest rooms.

Almost 4 million people have used the Visitor Center.

The AOC is responsible for environmental sustainability. Congress is committed to a 3% reduction in energy consumption per year, over ten years. Speaker Pelosi wants at 5%-50% reduction. For example, the Senate Office Buildings "harvest daylight," using sensors to detect sunlight levels and adjust the output of florescent lights accordingly. AOC has solar-powered twin street lights in some location. AOC's recycling program pulps 100% of waste paper, then composts this with yard waste.

The Capitol Hill power plant has been converted from coal to natural gas; a co-generation system is under study. The Library of Congress building in Culpepper, VA (formerly a bunker for the Federal Reserve in the event of financial catastrophe) was reconstructed with an extremely large green roof (perhaps the largest on the east coast). AOC has two rain gardens.

Mr. Ayers provided news concerning Reservation 13. The federal statute authorizing the transfer of Reservation 13 to DC government requires DC to first provide up to 12 acres acceptable to the AOC for a congressional mail handling facility. Within the next 30-45 days, AOC will acquire the land for this facility (near Andrews AFB).

The AOC is working on a new 20-year master plan, a series of framework plans, and nine individual jurisdiction plans. The plans are expected to be complete in the next six to 12 months. The master

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Looking Back on Capitol Hill

by Nancy Metzger

Last month, *CHRS News* reported the demolition of 13 historic buildings in the western half of Square 752 (bounded by H and G streets, NE, 2nd Street and a north-south alley) for a commercial-residential project by Louis Dreyfus Property Group. Documentation (including written description, photographs and tax, deed and census information) of the historic buildings to be demolished was part of the process. In the June Looking Back, the spotlight was on the most architecturally distinguished house of the group (721 Second Street, NE), designed by well-known architect B. Stanley Simmons in 1897 for Albert S. Reavis, who had his metal-working shop at the rear of his property, much to his neighbors' annoyance.

This month, we want to look at four small, simple frame houses that were also demolished. They were the oldest remaining houses in the Square, built before or just after the Civil War. They were reminders of the historic northeast neighborhood known as "Swampoodle." An interesting architectural note is that there are three different roof designs among these early houses: a shed roof (side facing) behind a parapet, a pitched or gable roof; and two with flat roofs behind rather simple Italianate cornices. The census and tax rolls provide snapshots of the constantly shifting tide of immigration and demographic change that was a hallmark of this neighborhood. (All information cited is taken from the documentation on "Capitol Place" prepared by The Louis Berger Group, Inc. for the Louis Dreyfus Property Group in 2008.)

214 G Street, NE—This house was constructed in 1855-57 as a two-story frame dwelling with a side-sloping shed roof behind a parapet.

Its twin dwelling was at 216 G Street and was demolished much earlier. Both houses were set back from the property line by at least ten feet. An old Sanborn map indicates that the two houses shared a one-story front porch. In 1879, the owners filed for a permit to build a summer kitchen (a kitchen in a building separate from the main house) measuring 10' x 12' with a tin roof and a brick flue. The first owners and residents, Stephen and Mary A. Wilson, were listed on the 1860 census as having four children and that Stephen was an express driver. In 1930, Edgar Jones, a porter for the railroad, and his wife Lillie, rented the house for \$25 a month from the then-owner, Sabina Biggs. Included in the Jones's household were their four children and Lillie's mother and sister. The house continued to be used as a dwelling until 2008.

212 G Street, NE—Constructed c. 1869-1872 as a simple two-story frame dwelling, the house gained a one-story canted projecting bay some time later, probably in the 1880s or 1890s. The first resident, William Aughinbaugh, a clerk in the Patent Office, and his Irish immigrant wife Anna, owned the house and lived there with their four children until the 1880s. The next owners were Bavarian immigrants, Charles and Mary Draeger. Charles was a clerk in the War Department.

In 1899, Louis A. Alexander bought the property for \$2500 and lived there with his wife, Emma, their four sons, and Louis Alexander's sister. In the 1900 census the Alexanders are listed as black, however, the 1910 census lists the family as mulatto. Their household had expanded by then to also include two daughters and two sons as well as an uncle and

a niece. According to his obituary, Alexander was an information clerk in the chief librarian's office at the Library of Congress for 43 years. The Alexanders sold the property in 1912.

208 G Street, NE—This two-story, pitched roof frame house, built about 1860, is unusual for this area as it was constructed over a raised basement. Its first resident was likely Robert Ward, listed as a "third class peddler" in the 1865 tax records. He seems to have been pretty successful as later city directories also reveal that Ward, now referred to as a laborer and a carpenter, owned another house (204 G Street, NE) by 1877. The house at 208 G Street was next occupied by Samuel King, a laborer; his wife Catherine, their two children, and Samuel's sister-in-law as well as Irish immigrants Thomas Boucher, a stone mason, and his wife Annie. Later owners included the family of fireman Christopher Ardeeser, a Swiss immigrant. By 1930, Evelyn Edwards, a 32-year-old widow and servant for a private family, was renting the house for \$25 a month from a member of the Ardeeser family. She lived there with her two daughters and a boarder who was a railroad laborer.

202 G Street, NE—The last of the frame houses to be constructed on the square, the c. 1876 house had a flat façade, flat roof, and simple Italianate details at the cornice. John R. Ward, a brakeman for the railroad, lived here with his family (wife, Mary, an Irish immigrant, their daughter, and three sons), next to his parents who were living at 204 G Street, NE. By 1900, Thomas J. Ryan, a tinner, lived here along with his wife Mary and their seven children. By 1910, Jesse Mann, a contractor, his wife Mary and

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also includes Amtrak, Ashkenazy Acquisition Corporation, retail tenants, GTM Architects, EHT Traceries, and others—recognizes that Union Station not only is an important gateway to the nation's capital, but also is a major historic landmark with a rich history and highly distinctive architectural character. The team also recognizes that the proposed project would have an adverse effect on the structure's historic interior space by affecting the Main Hall's appearance, visual character, and volume and altering its character-defining features. Accordingly, the USRC has invited a wide range of parties and the public to a series of consultation meetings as part of a federal historic preservation review process required by Section 106 of the National Historic Preservation Act. At the meetings, consulting parties and the public learn about the proposal, ask questions, express concerns, and provide comments to the team. The planned series of four consultation meetings is expected to run into the fall.

Over two dozen consulting parties were invited to the initial meeting, as well as the general public, and virtually all sent representatives,

including but not limited to CHRS, DC Historic Preservation Office, the federal Advisory Council on Historic Preservation, the National Park Service-National Capital Region, the National Capital Planning Commission, the Committee of 100 on the Federal City, the Commission of Fine Arts, DC Preservation League, Virginia Railway Express, Greyhound, WMATA, the National Trust for Historic Preservation, Delegate Eleanor Holmes Norton, the Capitol Hill and NoMa Business Improvement Districts, and others. Among the concerns expressed by attendees were that the proposed structures would intrude into the spaces and forms designed by architect Daniel H. Burnham; that the structures would have a huge impact on how people experience the Beaux Arts space and its impressive volume; that the design needs much more development; that the present plans do not indicate how seating would be addressed; and that inserting this new structure into the Main Hall seems to impede rather than solve the stated goal of making more floor space available for increasing numbers of users. The hosts emphasized that plans are only

conceptual at this point and can be modified to address concerns and comments. They said they would show proposed seating at the next meeting.

David Maloney, DC's State Historic Preservation Officer, said it's essential for a Historic Preservation Plan be developed for a building of this importance, and Nancy Witherell, representing the National Capital Planning Commission, said NCPCC would want to see an Environmental Assessment for the project that included a full range of alternatives. The project team agreed to both.

In addition to holding the series of consultation meetings, USRC is also using its website to provide information about the proposed project and give members of the public an additional way to provide comments on the project to USRC. Go to: www.usrcdc.com/notice.php to view the slide presentation shown at the June 18 meeting, see a list of attendees, read the comments and questions from the meeting audience, and provide your own comments to USRC. The next meeting, which also is open to the public, is scheduled for Thursday, August 5, at 10:00 am in the Columbus Club at Union Station. ★

AOC, *continued from page 8*

plan may include a new building for Senate offices or support staff, to be constructed in a parking lot near the Hart and Dirksen Senate Office Buildings.

AOC offers training to veterans through its Wounded Warrior program. AOC employees teach at the Phelps Architecture, Construction, & Engineering High School.

Tour buses are required to stay west of the Capitol. After the opening of the Capitol Visitor Center, compliance has improved (with bus parking at Union Station and

a staging area on the other side of the South Capitol Street Bridge. The Capitol Police tell illegally operating tour busses to move. In response to a question, Mr. Ayers agreed that if tour busses are found parked or idling where this is not allowed, neighbors should call the police.

Clearly, the work of the Architect of the Capitol has major effects on the Capitol Hill community. We are pleased that Mr. Ayers spoke with the community and look forward to inviting him again. ★

Looking Back, *continued from page 9*

their two children were living in the house. During the 1910s and 1920s, a number of Italian immigrants moved into the Swampoodle neighborhood. Domenico Brizzi, an Italian immigrant who was a carpenter for the government, bought the house in 1915. Two Italian boarders also lived with the Brizzi family that included five children. ★

Latest Summary of Options for Replacing the Marine Bachelor Enlisted Quarters

Community Integrated Master Plan (CIMP)
Comparison of Key Components and Consensus Elements of Bachelor Enlisted Quarters (BEQ) Sites with CIMP Goals

	Annex – Further Develop Option 3 or 4	Square 929, 930 and Adjacent Area	Exxon Site – Further Develop Option 3 or 4	Washington Navy Yard
Synopsis of BEQ Site	Marine Corps expands Annex site to the west east of 5 th St. between K and L Sts.	Marine Corps leases land assembly east of 8 th St., south of Virginia Ave, north of Potomac Ave., and west of 10 th St. Closes portions of 9 th and L Sts.	Marine Corps leases land assembly north of M St. to Southeast Freeway and east of 8 th /10 th Sts.	Marine Corps expands footprint of tenant activity in the northeast corner of the Washington Navy Yard
Displaced Uses to be Replaced	Annex parking garage, baseball field, and soccer field (primary use of fields is MBW physical, war fighting, and ceremonial skill training) Planned Cappers Community Center	Virginia Ave. Park and Community Gardens	Virginia Ave. Park and Community Gardens, Spay and Neuter Clinic at 1003 L St, AllAfrica at 920 M St., former Exxon Station, and residences	Navy and Marine Corps functions at existing facilities. Planned consolidation of personnel in Bldg. 220 under BRAC
Other CIMP Projects	Replacement for the above displaced uses, plus potentially childcare, military family housing, community amenities	Replacement for the Community Gardens plus potentially childcare, military family housing, community amenities	Replacement/compensation for the above displaced uses, plus potentially childcare, military family housing, community amenities	Potentially childcare, military family housing, community amenities
Goal 1: Create a win-win solution for solving unmet needs of the Marine Barracks and local community of stakeholders through enduring partnerships between the Marine Corps, community, business, and government that go beyond facilities and real estate.				
Community-Military Development Partnerships	BEQ: Limited to No Potential Other CIMP Projects: High Potential	BEQ: High Potential Other CIMP Projects: High Potential	BEQ: High Potential Other CIMP Projects: High Potential	BEQ: Limited to No Potential Other CIMP Projects: Limited to No Potential
Building 20 Reuse Options	Marine Corps would most likely retain use, could provide replacement parking	Reuse options include transfer all or most of the site to community use	Reuse options include transfer all or most of the site to community use	Washington Navy Yard and Marine Corps would use
Shared Use Facilities	Replacement Cappers Community Center	Potentially Blue Castle ,Building 20	Potentially Blue Castle, Building 20	None
Goal 2: Guide development, as appropriate, to preserve and enhance surrounding neighborhood character and historic landmarks, ensure there are common / open spaces; and provide balanced mixed-use that serves residents as well as businesses, workers, and visitors.				
Consistency with Prior Planning	BEQ Site: Localized changes Other CIMP Projects: Likely to be consistent	BEQ Site: area planned for mixed use would include larger government footprint Other CIMP Projects: Likely to be consistent	BEQ Site: Area planned for mixed use would include larger government footprint, site layout provides for M St. commercial and streetcar stop Other CIMP Projects: Likely to be consistent	BEQ Site: Consistent Other CIMP Projects: Likely to be consistent
Common/Open Space	Impacts baseball field, soccer field, community building	Impacts Virginia Ave. Park and Community Gardens, replacement sites to be provided with goal of no net loss	Impacts Virginia Ave. Park and Community Gardens, replacement sites to be provided with goal of no net loss	Washington Navy Yard tennis courts displaced
Historic Preservation	Potential impact to L'Enfant Street and Reservation Plan	Preservation of historic structures incorporated into design Impacts to L'Enfant Reservation and Streetscape Plans	Preservation of historic structures incorporated into design Impacts to L'Enfant Reservation and Streetscape Plans	Preservation of historic structures incorporated into design
Retail/Commercial	Could potentially be incorporated into replacement Cappers Community Center	Includes a hotel at northwest corner of 8 th St and Virginia Ave., could be incorporated into Blue Castle shared use facility	Provided along M St. corridor and along 8 th St.	Minor to no change
Neighborhood	Greater chance needs identified in Cappers Community Center planned project will be funded and delivered sooner	Revitalizes area and links upper and lower 8 th St. Adds military family housing on northern side of Potomac Ave.	Revitalizes area and links upper and lower 8 th St. Buys out privately held homes on southern side of Potomac Ave.	Minor to no change
Goal 3: Encourage wise investment and development that addresses both economic health and social vitality for people who live in the area, as well as those who work in or visit the area.				
Property Tax Base	Minor implications for Cappers Community Center site	Land retained and added to the tax rolls	Land retained and added to the tax rolls	None

Note: Goal 4 (Minimize environmental impact and maximize flexibility of structures using sound planning principles, careful design, and high quality construction along with sound environmental management, operation, maintenance, and disposition or adaptation of facilities and infrastructure) not included here, as it is primarily applicable to the implementation phases



Capitol Hill Restoration Society
420 Tenth Street, SE
Washington, DC 20003

Mark Your Calendar!

JULY

6 Tuesday, 6:30 pm

CHRS Historic Preservation Committee,
Kirby House, 420 10th St., SE, first floor.
Details: Nancy Metzger, 546-1034.

20 Tuesday, 6:30 pm

CHRS Board of Directors, Capitol Hill
Townhomes, 750 6th Street, SE, second
floor. Details: Beth Purcell, 622-4303.

22 Thursday, 10:00 am

Historic Preservation Review Board, 441
4th Street, NW, Room 220 South. Details:
Nancy Metzger, 546-1034.