



NEWS

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February 2005

CHRS Meeting with DDOT Chief Tangherlini Addresses Capitol Hill Traffic Issues

by Tom Grahame and Brian Furness

Dan Tangherlini, Director of the DC Department of Transportation (DDOT), responded positively to Capitol Hill transportation concerns voiced by CHRS Board members during a January 7 meeting. Issues discussed included the Middle Anacostia River Crossings study and Barney Circle issues (see accompanying article). Also discussed was the designation of Third Street as a route for trucks and tour buses, and as relief for residents of Second Street, NE and nearby streets from Station Place traffic. Tangherlini's thoughts on commuter traffic through Capitol Hill — drawing on his personal experiences as a parent and long-time resident — suggest sympathy for and understanding of Capitol Hill's traffic issues.

Third Street as a Truck Route

Characterizing a consultant's report which recommended Third Street for truck traffic as "preliminary," Tangherlini readily agreed with CHRS's contention that Third Street is not suitable for truck traffic — and he had so informed DDOT staff. The report's recommendations, including the controversial decision to designate Third Street between

Massachusetts Avenue NE and the SE/SW Freeway as a truck route, would be considered by a citizen advisory panel and a DDOT motor carrier unit, both to be established to deal with heavy vehicle traffic in the District. While sympathetic to neighborhood concerns — and adding his opinion that there were no Capitol Hill streets suitable for through trucks — Tangherlini said that these new bodies would also consider requests to designate additional streets as off-limits to trucks and heavy vehicles (including tour buses). He asked that residents keep in mind that some heavy truck traffic is necessary to deliver supplies to local stores and gas stations. CHRS's response to the meeting underlined its continuing opposition to the designation of Third Street as a truck route and support for banning heavy trucks from more residential streets.

For further information, check out the August 2004 District of Columbia Motor Carrier Management and Threat Assessment Study at <http://www.ddot.dc.gov/ddot/cwp/view,a,1249,q,609850.asp>.

Tour Bus Concerns

Noting that the new motor carrier unit would regulate tour buses, Tangherlini pointed to continuing

DDOT efforts to address tour bus issues. Recognizing the impact on Hill residents, he said DDOT was giving priority to finding suitable parking places, including Union Station, Banneker Overlook, the old Convention Center site, and the RFK lots — although he said he shared CHRS's concerns with buses going through residential neighborhoods to get to RFK. CHRS representatives recalled the Society's long-standing position — set out last year in testimony at a public meeting on tour bus issues — that controlling the impact of tour buses rested on having adequate parking facilities, educating drivers and companies, and strong enforcement — and that enforcement was lacking.

Station Place Traffic

Agreeing with CHRS on the need to control Station Place traffic flows before its scheduled opening on February 1, Tangherlini said that allowing hundreds of commuters leaving Station Place (the new SEC headquarters at Second and F Streets, NE) to use E and F Streets, NE east of Second Street NE would be a "breach of faith" with the nearby Swamp Poodle neighborhood. Opining that the residents' proposals to make the

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President's Column

by Rob Nevitt

The snow has stopped and I have finished shoveling the sidewalk. With dark coming on it is a good time to sit down to write this column. It is turning out to be a harder job than I had anticipated. Every time I start, it seems I have written it before. That could simply be testimony to the fact that CHRS' work is never finished on the problems that have persisted over its history. We still deal with the broad issues of fifty years ago, tempering heedless development and promoting activity that promotes the unique lifestyle of Capitol Hill. Only the details change and there is still a lot on the agenda, from one end of Capitol Hill to the other.

Construction and security measures around the Capitol building create an obstacle course there, chang-

ing our sense of what the Capitol building and grounds are to us and imposing strictures and pressures on nearby neighborhoods. Next to Union Station, Station Place is ready for occupancy by the SEC, pouring commuting occupants of that building onto those same cramped streets. (See separate article about our meeting

with Dan Tangherlini at DDOT and a picture of the completed building.) Eighth Street continues as a success story (The Belga Café was reviewed in *The Washington Post*). Hopes remain high for development on Pennsylvania Avenue beyond Twelfth. We are still waiting for a decision from the city about the restoration of The Old Naval Hospital, but at long last restoration of that "hero building" seems at hand.

The large-scale developments like Reservation 13 around the Anacostia to South Capitol Street require keeping our eyes open. Despite planning documents like the Ward 6 Comprehensive Plan or the results of the Reservation 13 Advisory Committee, separate proposals arise and go galloping off on legs of their own. The future of the east end of Capitol Hill is being guided by ener-



getic activists who we support on the whole arc of activities that impact those blocks. Back at the CHRS ranch, we are trying to make 2005 a celebratory year for our 50th anniversary. Even though I am writing this before it takes place, the kick-off event should be reported here — an afternoon birthday party January 29 at the new Marine Barracks Annex. We'll be announcing details of successive Fiftieth Anniversary member meetings. We are also working to make this year's House and Garden Tour a particularly good one. Remember that it will be Mothers' Day weekend, as always, and plan to take part as a participant or a volunteer. Ann Richards is chairing the effort and will welcome contact from you. Call 202-543-0425 or send an e-mail to caphrs@aol.com.

Speaking of volunteering, that is another oft-repeated item in this space: step up to do some work for CHRS on a committee or on the board. We need help with Communications (News and Website), publicity and tracking various issues, such as the Anacostia River Crossings and abandoned property. In the spring you will be getting a slate of nominees for President, First and Second Vice President, Treasurer, Secretary and At-Large Board Members and I would like to see some new names on it.

Perhaps my inability to write a more original column is a sign that the time is right; at any rate, I do not expect to stand for President again. There is a wealth of talent and knowledge among those reading these lines. Name yourself or name another as a nominee and help make this year's election of the Board a vital beginning to the next fifty years of service. ✧

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- ✧ Call us at 202-543-0425 and choose option 2
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Starting at just \$25 per year for a single membership, it's a great deal.

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To contact any of the above, please contact the Society offices by calling 202/543-0425 or sending email to CapHRS@aol.com.

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Founded almost 50 years ago 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 entire District of Columbia. From the beginning, the Society has played a key role in maintaining the diverse, residential character of our neighborhood.

Hill Traffic Issues *continued from page 1*

200 block of E and F Streets NE one way westbound at rush hour seemed reasonable, he instructed DDOT traffic engineer Douglas Noble to find a suitable solution. CHRS President Robert Nevitt followed up with an email to Tangherlini urging that DDOT install appropriate signage to prevent Station Place traffic from inundating local residential streets before Station Place is occupied.

A New Look at Commuter Traffic through Capitol Hill

The CHRS representatives reminded that DDOT is legally obligated to follow the Comprehensive Plan's strictures to restrict commuter traffic through Capitol Hill. Noting that commuter traffic is a fact of life and unlikely to go away, Tangherlini said that projects such as the Eleventh Street and South Capitol Street

bridges had contributed to helping traffic flow more effectively. Recalling his personal experience that getting his daughter to school involved a dangerous crossing of Constitution Avenue NE, Tangherlini suggested revisiting proposals to protect Capitol Hill residential neighborhoods, perhaps slowing traffic by making Independence and Constitution Avenues two-way. CHRS representatives noted the Society's long interest and work on such measures and willingness to work with DDOT. CHRS and Tangherlini agreed that preferable solutions would take commuters off local streets in neighborhoods on both sides of the Anacostia, and that would reduce traffic jams on the Sousa Bridge (see accompanying article on the MAC crossings study and a possible Massachusetts Avenue bridge). ✧

CHRS Helps Form Historic Districts Coalition

by Nancy Metzger

Sensing a need for a neighborhood-based historic preservation organization, a group of civic organizations, neighborhood historical associations, and individual ANC members involved with historic districts has formed a new city-wide coalition to address common problems facing historic districts. While concerned about problems with the historic preservation enforcement process (particularly the administrative hearings and legal procedures after ticketing), coalition members have also indicated a strong interest in DCRA issues such as zoning, permit process, and vacant and abandoned housing.

In addition to advocating for historic preservation at Council hearings and with city agencies, the Coalition will also provide a forum for neighborhood preservationists to meet, exchange ideas and discuss mutual problems. City administrators

will also be able to discuss proposals and programs with historic district organizations in all quadrants of the city. Over six years ago, neighborhood organizations and the DC Preservation League formed the Coalition for Greater Preservation Enforcement to advocate for historic preservation inspectors, which were later made a part of the historic preservation office. The new coalition hopes to build on that success.

Representatives from organizations in 23 historic districts are part of the coalition. Organizations in neighborhoods considering historic district status as well as Main Street organizations are also part of the coalition. The first meeting was held in November and another meeting will be held on February 2 to hear about the Historic Preservation Office's legislative agenda so that Coalition members can be prepared before the 2005 round of Council oversight and budget hearings begins. ✧

Middle Anacostia Crossings Study Recommendations: Addressing Commuter Traffic or Burdening Capitol Hill?

by Tom Grahame

In a January 7 meeting with CHRS Board members, Dan Tangherlini, Director of the DC Department of Transportation (DDOT), reviewed the recommendations of Middle Anacostia Crossings (MAC) study (see accompanying article on other transportation-related issues).

The MAC study examined alternatives to existing traffic patterns, especially affecting the Sousa and Eleventh Street bridges and Barney Circle. DDOT's objectives include dealing with Pennsylvania Avenue traffic congestion — some of it caused by commuters seeking a northbound connection from the SE/SW Freeway to the Anacostia Freeway (Kenilworth Avenue/I-295). The MAC study shows that commuters are using Capitol Hill residential streets and causing daily traffic jams on the Sousa Bridge, an issue of particular concern to residents east of the Anacostia. With the development of millions of square feet of new office space on M Street SE, commuter traffic is likely to increase. The issue — stressed CHRS representatives — is how best to diminish neighborhood impact and follow the Ward 6 Comprehensive Plan strictures to reduce commuter traffic through Capitol Hill.

Tangherlini underlined that the main recommendation of the MAC study — rebuilding the Eleventh Street bridges and reconfiguring the intersections — would help address commuter traffic issues on both sides of the river by separating commuter and residential traffic, letting both flow more freely. The MAC study calls for rebuilt Eleventh Street bridges to connect to the Anacostia Freeway northbound (currently, the Eleventh Street bridge connects only to southbound). The lack of a northbound connection causes traffic jams on the Sousa Bridge and in east-of-the-Anacostia residential neighborhoods. It also causes commuters to

race through Capitol Hill residential neighborhoods to link to the East Capitol Street bridge.

One highly positive result would be to create a new traffic circle for local traffic at the intersection of Potomac Avenue SE and Eleventh Street SE. Another would be replacing the SE/SW Freeway segment between Eleventh Street and Barney Circle with a limited capacity parkway — releasing land for Anacostia River access and development.

The main problem is money and timing: hundreds of millions of dollars and 15–20 years before it gets to the top of the list. Tangherlini readily agreed with CHRS representatives — and many on Capitol Hill — that moving this project up the schedule should have a high priority. Tangherlini stated that it might be possible to find the money to advance construction of the Eleventh Street bridge and connections, but he emphasized that communities on both sides of the river would have to agree on the approach — Congress and District agencies are loath to provide funding for projects strongly criticized by neighborhood groups.

CHRS representatives emphasized that moving the Eleventh Street bridge project up the schedule would also make undesirable “intermediate” measures unnecessary. The MAC study recommends early consideration of making use of the Barney Circle exit ramp (from the SE/SW Freeway) legal — a move strongly

opposed by Capitol Hill residents. Opening this connection would, according to the study, help address Sousa Bridge traffic jams. Residents, backed by CHRS and other neighborhood organizations, point out 5,600 cars already use the exit illegally, and that improving the connection and making its use legal would only increase commuter traffic on Seventeenth and Nineteenth Streets SE. Yet while this would increase commuter traffic on Capitol Hill residential streets, it's unlikely to put much of a dent in the large volume of Sousa Bridge traffic.

Massachusetts Avenue Crossing?

Acknowledging CHRS and Capitol Hill community opposition, Tangherlini defended the concept of building new crossings, such as a new Massachusetts Avenue bridge (included in the Kenilworth Avenue corridor study). He, too, opposed a new vehicular link (with four vehicular bridges in less than four miles), but said a crossing limited to public transportation, bicycles, and pedestrians — not privately owned vehicles — could help link diverse Washington neighborhoods. The CHRS representatives reiterated CHRS's opposition, expressing skepticism that a Massachusetts Avenue bridge was a cost-effective project and that it could be limited to non-commuter traffic. ✧

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February Preservation Café Canceled; Victorian Wallpapers is Topic for March

by Nancy Metzger

Due to the expected IRS scrutiny of the historic preservation facade easement program, the announced Preservation Café for February 16 has been cancelled. The speakers will be rescheduled when more concrete information about this program can be given.

On Wednesday, March 16, C. Dudley Brown, a nationally recognized expert on historic interiors, will be talking about Victorian wallpapers—both how they were used then and how they work with today's interiors. Tips from one of Capitol Hill's experienced landscape designers, Gary Hallewell of Garden Arts, will be presented at

the April 20 Preservation Café. The last Preservation Café of the Spring 2005 season will be on May 18. The topic and speaker have not yet been decided. But mark your calendars with these dates. More information on each Café will be available in the *CHRS News* and Hill newspapers in the upcoming months. ✧

Historic Preservation Briefs

by Nancy Metzger

Call Box Review Meeting

Scheduled: It's time to get inspired, organized, and focused on Capitol Hill's call boxes. The Capitol Hill Call Box Review Committee has scheduled a meeting for Saturday, March 5, at 10 am. If you've been thinking about getting involved in the project, particularly as an artist or designer, it's now time to pick up the phone or get on the computer and contact Nancy Metzger (202-546-1034; nancymetzger@verizon.net) to find out what boxes are still available or which ones have people searching for an artistic partner. On March 5, the committee will be looking at ideas, sketches, and photographs and helping applicants get their proposals ready for submission for approval to the city-wide Art on Call project, sponsored by the Cultural Tourism DC, the DC Commission for the Arts and Humanities and the DC Department of Transportation. If you don't think you can be ready for the March 5 meeting, there will be another review meeting later in the spring—but sign up now.

1018 — 1020 Seventh Street, SE: In a troubling lapse of procedures, the DC Department of Consumer and Regulatory Affairs (DCRA) issued a building permit for interior and exterior alterations, without the required review and approval by the Historic Preservation Review Board (HPRB). Since a number of the modifications of the front facade alter the

character-defining features of the 1890s brick buildings, the Capitol Hill Restoration Society has written a letter to DCRA and to the relevant Council members pointing out that neither the Historic Preservation Office (HPO) nor the DCRA has the authority to make an exception to the Historic Landmark and Historic District Protection Law and the regulations established by the HPRB.

The CHRS also pointed out in the letter that "although the property owner may claim that he/she followed procedures indicated by the DCRA, property owners are obliged to know what rules apply to the property, including, in this case, that the property was within the Capitol Hill Historic District... Although revoking a permit and re-issuing a new one following historic preservation regulations may cause temporary difficulties to the property owner, allowing these egregious alterations to remain as part of the fabric of the historic district will be a continual detriment to the Capitol Hill Historic District and to the preservation review process. Owners will question the fairness of a regulatory process that allows such an aberration of historic preservation standards to gain city approval when others would be denied. The law and the regulations exist so that all owners will be treated similarly and so that historic buildings can enrich the lives of citizens in the future. The law and regulations must be upheld in this case." ✧

City Museum Programs

by Nancy Metzger

In spite of the discouraging news this fall about the closure of the City Museum, the Historical Society of Washington, DC reminds us that the library is open for researchers wishing to use the collections from 10 am–5 pm, Wednesday through Saturday. In addition, they have scheduled the following special programs:

Tuesday, February 8, 6–8 pm.

Lecture: Washington's National Churches by architectural historian Pamela Scott. (\$8, members; \$12, nonmembers)

Tuesday, February 22, 6–8 pm. **Book**

Lecture and Signing: The Inventive Spirit of African Americans: Patented Ingenuity by Patricia Carter Sluby. (Free to members; \$5, nonmembers)

Wednesday, March 2, 6–8 pm.

Library Workshop: Building History by Gail McCormick, a PowerPoint introduction to research techniques and resources for discovering the history of a Washington building. Participants will also have an opportunity to explore a variety of materials in the Society's research library, including real estate atlases, city directories, tax assessments, and photographs. (\$5, members; \$10, nonmembers)

Please call 202-383-1850 or email library@citymuseumdc.org to make reservations for programs and check on your membership status. ✧

Tree Boxes on Capitol Hill: The Winners, Please

by Gene Smith

The nominations barely trickled in. With an enthusiastic call for nominations for best and worst tree box on the Hill, the response was numbing, as in virtually none. No neighborly rivalry raised its ugly head. The nominations that first appeared, in fact, were for “Worst” and not for “Best.”

How can an every day feature of our lives, a possible showcase for neighborhood pride, attract so little attention? I lay the fault at the feet of a deadly lull in neighborhood activity, as each of us raced around this past summer to satisfy the final call for vacations and family get-togethers. (As a fan of local surveys in the CHRS Newsletter, I find that what “gets our goat” draws blood and a hearty response. But what is part of the back-drop, neither annoying nor particularly pleasing, doesn’t penetrate our consciousness. So — the lowly tree box is just that: a nonentity to most eyes but mine.)

Without additional fanfare: the winner of “Best Tree Box on the Hill” is: Muriel Martin-Wein. This display of seasonal flowers and shrubs, with a sprinkling of herbs, at 601 Independence Avenue, SE, won my heart before I ever received its nomination. I have often passed this intersection at Sixth and Independence, SE and admired the display of sheer gardening enthusiasm and the bounty of greens and colors. When I recently fell in love with cleome, also known as spider plant, and saw its fountain of colors at this location, I decided that was simply It. What a riot of sheer, reckless beauty!

Honorable Mention goes to: Patty Brosmer. This nomination, from the Executive Director of the Capitol Hill Business Improvement District (BID), was for the BID’s entire tree box program. I heartily endorse this effort. What a difference this program has made on the Hill! On the Pennsylvania Avenue side

of the Hill that I frequent, the difference is dramatic. If you’ve been wondering what’s behind the many rejuvenated tree boxes on the Hill, look no further: it’s the BID program. Submitted with this nomination was a classic tree box design: some liriopé (an indestructible dwarf grass) with Stella d’Oro (dwarf) day lilies, mixed in with lovely, thriving, seasonal annuals. Just add regular waterings. A joy to behold, with one, tiny detail lacking — the specific address of the nominated site.

To get down to the nitty-gritty, the winner of “Worst Tree Box on the Hill” is: three tree boxes in the 600-block of G Street, SE. A party in interest at this location described the sorry state of affairs that merited his “Class F” nomination. The nominator noted that the weeds had recently been trimmed back, so this string of tree boxes was not up to its usual degree of grunge. But the official nomination described this collection of tree boxes as “untrimmed weeds, unremoved pet waste and unremoved trash.” As an infrequent stroller/biker past this neglected landscape, I know this location, also. It is one that is frequented by a large number of people on a regular basis, and obviously no one has claimed these tree boxes as their own. (Part of the vast group of orphan tree boxes on the Hill.) It affirms my basic feeling that a little neglect goes a long way. Once weeds get established and go untrimmed, trash blows no further and contributes to the clutter, and dog doo is soon to follow. (Any volunteers in the vicinity willing to make their block a better place, if only to initiate the change with new landscaping?)

Honorable Mention goes to: Sara Proccaci Wilson. Although the official nomination came in for one “sad, pathetic” and neglected tree box in the 300-block of F Street, NE, it came nowhere near the degree of neglect of the winner in this category. This has to be due in part to the efforts to at least remove trash from the tree box,

Best Tree Box on the Hill

Winner:

Muriel Martin-Wein, 601 Independence Avenue, SE

Honorable Mention:

Patty Brosmer, for the Capitol Hill Business Improvement District’s entire tree box program

a critical first step toward redeeming tree box space. The orphan tree box was, however, a sharp contrast to the lovely front yard of the nominating party, filled with an array of different plants and lovely flowers — well-tended, trimmed and happily watered. The nominator, by her own admission, had spent significant time, money and effort on her front and back yards but had not worked up the will to assume responsibility for the “orphaned tree box” out front. I visited this location, and could see the challenge: do you adopt one orphan tree box, or two orphans, or convince your neighbors that an entire block of well-tended tree boxes could provide an oasis of green delight?

Winners will be contacted as to where they can claim their prizes. A volunteer is asked to step forward for the 600-block of G Street SE to start planning an improvement of the streetscape for the coming spring. Who knows, some daffodils might still manage to be planted for a lovely display of springtime color.

My heartfelt thanks to all participants. I am accepting volunteers for the panel of judges for next spring or summer, beginning with my first volunteer, Heidi Johnson. Please let me know what it will take to get your interest. I can be reached most easily via email at gmsmith@smithbrandon.com, or drop a note off at CHRS office on the Hill. ✧

Looking Back on Capitol Hill

by Nancy Metzger

The opening of the Barracks Row Heritage Trail was held in December but work on the trail began over five years ago. One of the early steps in planning the trail was to form a History Advisory Committee that met for a roundtable in February 2000 at Christ Church. The goal that day was to highlight stories and themes of Capitol Hill's history.

Among the people invited who were able to attend that day were Don Hawkins, historical cartographer; Cindy Janke, then curator of the Kiplinger Collection; Steve Morris, a member of the CHRS Historic Preservation Committee with professional knowledge of interpretive signs and trails; the late Phil Ogilvie, retired Public Records Administrator and lecturer/researcher in Washington history; the late Pat Schauer, long-time student of Capitol Hill history and past CHRS president; and Robert Sonderman, archaeologist with the National Park Service.

Some of the stories and themes mentioned are now part of the Barracks Row Heritage Trail but the story mentioned below is not — and has a particular resonance for the Capitol Hill community. It is a story that many of us had never heard before. Since Phil Ogilvie died before he could write his history of Washington, it seems fitting now to highlight the story he told that day, which was preserved on a tape.

The group had just finished talking about the story of Daniel Carrol's manor house, Duddington (in the square bound by First, Second, E and F Streets, SE), and the trouble that ensued in the 1790s when L'Enfant demolished the first Duddington because it was being constructed in the New Jersey Avenue public space.

Morris: That's an interesting theme to pick up on — about having to tear down a house because of [the L'Enfant Plan]. This is the first example of the clash between the local and the

federal. And I think there is no better neighborhood to illustrate this than Capitol Hill.

Ogilvie: It goes on. When Duddington is torn down, the final Duddington is torn down in the 1870s, it is the first effort of the people to have historic preservation. They go to Congress and they petition Congress to create a historic park.

Morris: In its place?

Ogilvie: No! To leave Duddington still standing; they want to save it.

Morris: That's fascinating. What year was that?

Ogilvie: 1873? It's quite late and here are the citizens of Washington actually asking for historic preservation... Oh, yes. Congress ignores them because Duddington has to be torn down to create working men's houses...

Hawkins: To revert back to Duddington being torn down. That's a story that stands on its own and/or becomes the reason L'Enfant was fired... but in just looking at maps and doing some of the work I've

done, I've found out why they had to tear it down. It's really quite clear when you look at the geography and you look at where New Jersey Avenue was going. It had to go from being centered on the Capitol — no question there. And it wanted to go to the head of [St. James] Creek where there was to be a line of warehouses. It actually, in order to get there, it went along a descending ridge, a natural ridge that was pointing straight down that way... If you take, at that point, as little as ten feet and say, let's shift New Jersey Avenue ten feet, it misses the house but it makes the avenue much harder to build because it is on the side of the hill rather than the ridge line... There were good reasons in the overall plan of the city for it to be torn down.

Janke: It wasn't as capricious as it often seems...

Hawkins: It wasn't so much capricious as precipitous. He [Carroll] had had warnings. They said, this is going to be an avenue, and he kept on building. ✧



Station Place, Second and F Streets, NE. The new Securities and Exchange Commission headquarters and the DC Office of Planning give new meaning to the zoning safeguard requiring "a soft transition to the neighborhood." Photo: Charles McMillion

Mark Your Calendar!

FEBRUARY

8 Tuesday, 6:00 pm

Lecture: Washington's National Churches, by architectural historian Pamela Scott. (\$8, members; \$12, nonmembers) City Museum. Reservations required: 202-383-1850 or library@citymuseumdc.org

15 Tuesday, 6:30 pm

CHRS Board Meeting, Kirby House, 420 Tenth Street, SE

15 Tuesday, 8:00 pm

Overbeck Lecture: Railroad Development In Washington and the creation of Union Station by Lee H. Rogers. Grand Meeting Hall of the Naval Lodge, 330 Pennsylvania Avenue, SE

22 Tuesday, 6:00 pm

Book Lecture and Signing: *The Inventive Spirit of African Americans: Patented Ingenuity* by Patricia Carter Sluby. (Free to members; \$5, nonmembers) City Museum. Reservations required: 202-383-1850 or library@citymuseumdc.org

MARCH

2 Wednesday, 6:00 pm

Library Workshop: An introduction to research techniques and resources for discovering the history of a Washington building. (\$5, members; \$10, nonmembers) City Museum. Reservations required: 202-383-1850 or library@citymuseumdc.org

5 Wednesday, 10:00 am

Call Box Review Meeting. Kirby House, 420 Tenth Street, SE

16 Wednesday, 6:30 pm

Preservation Café. Dudley Brown will be talking about Victorian wallpapers — both how they were used then and how they work with today's interiors. Trattoria Alberto, 506 Eighth Street, SE

February 15 Overbeck History Lecture: The Rise of Union Station

On the evening of Tuesday, February 15, the Overbeck History Project presents a vivid recounting of railroad development in Washington and the creation of Union Station, with a lecture by transportation planner and DC historian Lee H. Rogers. The event is set for 8:00 pm at the Naval Lodge Hall at 330 Pennsylvania Avenue SE.

Since 1835 the District has had no fewer than ten railway stations, eight of which were operating simultaneously in the late 19th century. Rogers will show slides of the stations and describe how the competing lines were eventually made to converge at a grand new Union Station at the foot of Capitol Hill.

An international transportation consultant and economist, Rogers has pursued a decades-long interest in DC and transportation history.

He is a founding member of the Washington Streetcar Museum and the Baltimore Streetcar Museum, and has documented the histories of District neighborhoods on Fourteenth Street NW and H Street NE.

Admission to the lecture is free, but due to limited seating a reservation is required. Please email OverbeckLecture@aol.com or phone 202-544-1845, leaving your name, street address and phone number so you can be contacted with a confirmation and any updates.

The lecture series is sponsored by the Ruth Ann Overbeck Capitol Hill History Project, an all-volunteer organization that gathers oral histories from longtime residents and former residents of Capitol Hill. To learn more about the effort and how you can get involved, go to CapitolHillHistory.org. ✧



Capitol Hill Restoration Society

420 Tenth Street, SE
Washington, DC 20003

CHRS Poll: Leaf Collection & Participation by Hill Residents

1. Do you have a tree box in front of your house or adjacent to your house?

Yes No

Question 2 is only for those with an identifiable treebox that they claim:

2. Do you use the tree box to collect leaves in your yard, on the sidewalk, in the street?

This year, yes. Some years, yes. Never.

I always bag my leaves.

I let my neighbors deal with the leaves.

3. Leaf collection on Capitol Hill is:

Well done; quiet, unobtrusive and effective.

Haphazard but it gets the job done.

Not an issue. I pay no attention to it.

So confusing, that I don't participate because I don't see any results.

So confusing, that I don't participate because I don't know what to do or when to do it.

Inefficient. Because of parking, no box is easily accessed by Department of Public

Not environmentally friendly; they should use bags.

Counter-productive. They should find another collection method that doesn't take over tree boxes for 2 months every year.

Personally, I think _____

4. Communications about leaf collection on the Hill:

Could not be better. I got the DPW brochure; I can go on-line at www.dc.gov for more details; I can always call the DC Action Line at 202-727-1000 for follow-up.

What DPW brochure?

No matter what I get or see from any source, it still doesn't make sense to me.

5. If it were up to me, and I were in charge of leaf collection on the Hill:

I'd leave the things the way they are: not broken, and don't fix it.

I'd shorten the collection period, and use public service announcements (on radio and TV) to communicate this year's leaf collection schedule.

I'd switch to bags, and distribute the bags at local hardware stores.

I have the perfect solution: _____

Deadline: 2/16/05 (Wednesday). To be included in survey results please submit your response by the due date.

For best results, please fax your response, along with any additional comments (signed or anonymous) to CHRS/Environmental Committee at 202-887-1395; or mail or drop off your response at CHRS office on the Hill. If more than 10 CHRS members decide to share their thoughts on leaf collection on Capitol Hill, results will be tabulated and published in the next *CHRS News*.

Thank you for your help in addressing this issue. I'll voice my opinion after I hear yours.

Please fax your completed form to 202-887-1395 by 5 p.m. February 16, 2005.