



NEWS

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July/August 2008

DDOT Director Moneme Takes On Traffic Issues at CHRS Forum

by Tom Graham

Traffic and parking issues are an increasing concern on Capitol Hill, with new developments, the new stadium and new planned transportation projects. To learn more about DC Department of Transportation (DDOT) plans and to give residents a chance to communicate with the agency, CHRS hosted a community forum on June 18, at St. Peter's Parish Hall, featuring DDOT Director Emeka Moneme.

In his remarks, Moneme noted recent DDOT activities, including the redesign of the Frederick Douglass Bridge and the Capitol Hill Transportation Study (CHTS). The CHTS led to Constitution

Avenue becoming a two-way street and to installation of speed tables in several locations. The opening of the new stadium required new parking programs which in turn have created issues with residents. DDOT will be working with the Council and the neighborhood to provide the fine tuning needed to make it work better.

Looking forward, DDOT is expecting the Federal Highway Administration to soon issue a Record of Determination which will allow the Eleventh Street Bridges Capacity Expansion Project to go forward. (CHRS has learned construction is likely to start around May, 2009). Moneme said the hope is to keep freeway traffic out of neighborhoods with

CHRS Election Results

The Annual CHRS elections returned those candidates recommended by the Nominating Committee: President: Dick Wolf, First Vice President: Beth Purcell; Second Vice President: Monte Edwards; Secretary: Catherine Davis; Treasurer: Mike Canning; At Large: Eric Snelling; At Large: Elizabeth Nelson; and At Large: Donna Hanousek. The current At Large (Elected) members serving the second year of two-year terms are Shauna Holmes, Tom Grahame and Rich Luna.

Union Station Intermodal Transit Center Feasibility Study

Before Moneme spoke, there was an short, unscheduled briefing by DDOT's Circe Torruellas, on another new DDOT initiative, the Union Station Intermodal Transit Center Feasibility Study. The main points are that the air rights over the tracks north of Union Station are likely to be developed, the streetcars scheduled to be used on H Street will need a site for a turnaround, tour bus and commuter parking is a continuing issue, and a pedestrian tunnel is needed to connect Union Station to First Street, NE. Earmarked federal dollars will be used to study the integration of all these proposals and developments. In his presentation, Moneme called Union Station a "pivot point" for regional transportation, bringing together rail, bus, subway, H Street streetcars, and bikes.

this project. In addition, planning could start as early as 2009 for converting Seventeenth and Nineteenth Streets from their current, one-way commuter routes to slower, two-way streets. Regarding public transportation, DDOT is thinking of more and new types of bus routes, including express buses and circulators.

In response to a comment about commuter traffic increasingly using local streets such as Constitution and those surrounding Lincoln Park, Moneme said that DDOT's traffic goal is to get commuter traffic to move to New York and Pennsylvania Avenues. A question about the delay in repaving alleys elicited the

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President's Column

The Neighborhood: It's What Matters

by Dick Wolf

Thank you, members, for giving me another year to lead CHRS in its quest to build a better community. I have had the support of a hard working and excellent board which, in turn, has been assisted by outstanding committee members. It has made my job much easier. We are making progress.

After years of accolades from such diverse groups as the National Trust for Historic Preservation, the American Planning Association, and the Financial Times of London, we have finally gotten the ultimate "good housekeeping seal of approval" from the *City Paper*. In their most recent edition, the *City Paper* covers the "hoods" of the city, including "CSPANISTAN" (aka, Capitol Hill). Underneath some of the usual jokes and adolescent writing there are some acute things said about the various parts of DC. In regard to the Hill,

they note one of the most important trends, the return of families. As we did last year in underscoring that trend, CHRS will hold a forum on schools in September.

All this is a far cry from 1994 when the *Washington Post* declared Capitol Hill as dead in an article titled "Hill in a Hand Basket." This was a commentary on the crime sweeping the area and the bankruptcy of the city, culminating in the take-over by the Congress through the Control Board, and the flight of the middle class. Along with fiscal stability and a lowering of the crime rate, the Hill has staged a remarkable comeback, fostered in part by CHRS continuing to treat the Hill as a precious asset. We continue to force the issue that there must be a balance between development and the preservation of our row house areas. We have done this through a tenacious pursuit of planning, zoning, and historic preservation with the result that we have the

finest and largest intact row house neighborhood in the country.

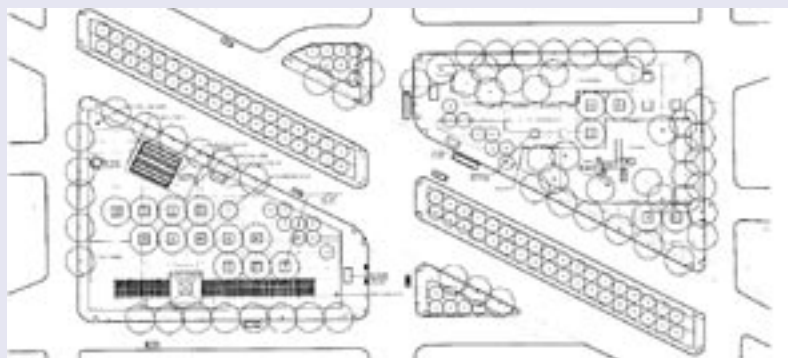
We continue to have concerns about the enormous development pressures in near Northeast around and north of Union Station; about the integrity of the plan for Reservation 13; the upcoming development plan for Boat House Row below Reservation 13; and the continuing build out south of the freeway along the Anacostia Waterfront. In the meantime we pursue a reasoned development of the Hine site and a new Eastern Market Town Square: both in the planning stage, and both subject to community advice.

The Capitol Hill we know and love was not built in a day and CHRS will continue, with your help, to be an active player in all the issues that affect the neighborhood so that the good things continue to happen and that bad things are beaten back. Have a good summer. ✧

Eastern Market Town Square Planning Project on Track

by Dick Wolf

As we move into summer, the planning effort on the Eastern Market Town Square, formerly known as the Eastern Market Metro Plaza Project, is moving into full gear. In another month there will be a full blown web site to illustrate various concepts from the planning team and a means for citizens to register their views. This will be a more elaborate version of the site put up in the previous Metro Plaza effort. In addition there will be full opportunity for the community to view plans and talk with the planners in a public meeting. CHRS will keep mem-



bers posted on events through our web site and the *News*.

As the plans are being formulated they will be coordinated, to the extent possible, with the streetscape plans for the Eastern Market area along Seventh Street, SE, and with whatever

might be the plans for the Hine site. The planning for the Town Square project, we hope, will be a template for planning up and down Pennsylvania Avenue, SE, from Second Street, SE, to Barney Circle. ✧

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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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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 entire 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.

CHRS Continues Community Outreach at Ward Six Family Day

by Elizabeth Nelson

Consistent with our "Beyond the Boundaries" efforts, the CHRS had a table at the Ward 6 Family Picnic and Celebrity Softball Tournament. The event, organized by Tommy Wells' office, was held June 21, at the Rosedale Recreation Center, 1701 Gales Street, NE. Children could string beads or get a temporary tattoo while their adult family members learned about our preservation efforts. We found a receptive audience, especially among long-time residents of the Rosedale neighborhood. The leaders of local civic associations have asked us to make presentations at their meetings and we plan to have a walking tour in the neighborhood next spring. Many thanks to board members Barbara Eck, Beth Purcell, Gary Peterson, and volunteers, Monika Szczepaniec, and Jon Youngs for representing the organization.

The Society plans to have an

increased presence at community events such as the Capitol Hill July Fourth parade, Barracks Row Day and Walk to School Day. If you would like to help with these or other similar events, please contact Elizabeth Nelson, 202-543-3512 or elizabeth_knits@yahoo.com. ✧



CHRS Board Members Beth Purcell (seated, top photo), Barbara Eck (standing, top photo) and Elizabeth Nelson (bottom photo) enjoy outreach at Ward Six Family Day

Traffic Issues Discussed at CHRS Forum *continued from page 1*

acknowledgement of the need to catch up with infrastructure improvement of all types — alleys, roadways, sidewalks, and bridges. Later, he said that the need outstrips the monies available, and that many people were waiting for repaved alleys.

CHRS President Dick Wolf closed the meeting by thanking Director Monome for coming to address the community and to hear concerns. Wolf noted that with all the new development and transportation projects, there has still not been an integrated mobility planning study seeking to understand and address the combination of the new developments and traffic. Readers of the CHRS News will recall that the Concerned Citizens of Eastern Washington, an ad hoc collection of citizens' groups from both sides of the Anacostia, have called for such a study, but have been rebuffed by DDOT.

Analysis of Transportation Issues Raised at CHRS Forum

by Tom Grahame

The heavy turnout for this meeting reflected concerns Capitol Hill residents have about increased traffic in residential areas harming the livability of the neighborhood. These concerns are central to the mission of CHRS. The frequency with which residents will have to confront these issues will increase with new development almost everywhere on the Capitol Hill periphery: M Street, SE; the Anacostia waterfront in Hill East; North of Massachusetts Avenue (NOMA); the H Street, NE, corridor; and now air rights develop-

ment at Union Station. Urban development in a time of high gas prices and crowded roads is inevitable, especially near Metro stops. The issues are the scale and degree of comprehensive planning, especially with regard to transportation, and whether the community has been included in the decision process in a meaningful way.

The answer to a question at the forum justified CHRS concerns about coordination within DDOT when it was revealed that the agency was simultaneously considering putting (incompatible) express buses on Seventeenth and Nineteenth Streets while converting them from one-way, commuter oriented status to slower, two-way traffic.

It was also disconcerting that Director Monome's responses to questions about increasing traffic centered on increasing mass transit above ground, on already crowded streets, rather than discussing ways to increase Metro ridership.

CHRS has had questions about the Environmental Impact Statement (EIS) for the Eleventh Street Bridges Expansion Project. The EIS says the project will increase traffic over the bridges by almost 50,000 vehicles per day, yet will reduce traffic overall. DDOT did not do a local arterial analysis of traffic effects between Eleventh Street and the Capitol, but it would appear, according to the EIS that up to 20,000 more vehicles per day

would leave I-395 at a new Ninth Street, SE, exit. The number of vehicles using the exit is uncertain and only DDOT can tell residents how large an increase would actually occur.

Without basic information underlying the proposal, understanding the traffic implications for Capitol Hill is impossible. The analysis of the EIS done for CHRS by the transportation consulting firm *Smart Mobility* (available at www.CHRS.org), raises other concerns. In this regard, DDOT cancelled an early March meeting to discuss *Smart Mobility's* concerns about the bridge expansion proposal, in order to address questions raised in a FOIA (Freedom of Information Act) request by another entity. DDOT has not provided answers either to the FOIA questions from March, nor to questions Council Member Jim Graham asked in April on CHRS's behalf about many aspects of the project. When asked if he would commit DDOT to answering these questions, Monome responded that FOIA requests would be answered because by law they must be, and he thought that most of the questions from Council Member Graham had been answered (they hadn't been, we had checked again the morning of the forum). We will keep CHRS members informed in the *News* if and when DDOT is forthcoming on these questions. ✧

Welcome CHRS Supporters

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

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Looking Back on Capitol Hill

by Nancy Metzger

The future ownership and use of Friendship House, once known as The Maples, is a matter of concern to Capitol Hill residents this summer. The house and surrounding grounds at 619 D Street, SE, a landmark entered on the National Register in 1974, are visible reminders of the beginning of our community over 200 years ago. When the house was built in 1795-96 by William Mayne Duncanson, a newly arrived immigrant from England, it was a very literal landmark as there were few other buildings in the vicinity. Tunnicliff's Tavern was near present-day Ninth Street SE, on the road from the ferry (now known as Pennsylvania Avenue). Daniel Carroll's Duddington, another late eighteenth-century manor house occupying a full square, was three blocks west between Second and First, D and E streets. By 1810, a decade after Captain Duncanson lost his home due to entanglements in real estate ventures, Christ Church at 620 G Street, the Marine Barracks, the first buildings of the Navy Yard as well as residences and shop buildings were scattered about the Navy Yard section. Two brick row houses were erected in 1802-03 just across Sixth Street from Maple Square.

It appears that one of the occupations of early Washingtonians was the buying and selling of lots, as properties changed hands often and families frequently moved. James Croggon (1835 – 1916), an *Evening Star* reporter who was known for his newspaper accounts of the Civil War and the assassination of President Garfield, wrote a series of articles on "Old Washington," which combined research and some observation and often noted new and old owners of buildings. In an article of July 28, 1907, he set the scene for his readers



"The Maples" now known as "Friendship House," 1935

by describing the area of Capitol Hill near Christ Church, the Navy Yard and The Maples:

"...[W]hen the little knolls and undulating land west and south of the church afforded some ideal spots for cottage sites, the buildings or homes erected for nearly half a century in this section were south of G Street, others in sight being easily counted on the fingers. Nevertheless, there was gradual growth, and by the thirties there was a neighborhood south of the church in which the merchant, mechanic, musician, medical practitioner, magistrate and others passed their home life. With so many lots unenclosed, and those improved by houses being capacious, advantage was taken by some of the settlers of the conditions, and there was not a few whose cows grazed on the open fields, while others maintained flower and kitchen gardens, and, despite the laws, a few hogs ran at large. ..."

At the end of the article, he turns his attention to The Maples: "The square which for years bore the name of the Maples and on which resided Mrs. Briggs, who was well known in journalistic circles, is one of more than ordinary interest. It is No 875, within the lines of 6th, 7th, and D Streets and South Carolina Avenue and though on the plan of the city it appears as a collection of twelve

building lots, until recently it was kept intact. ... The house was erected in 1796 and Captain Duncanson took up his residence here living in fine style. But misfortune overtook him, and his property became encumbered. Before his death in 1812 he had to move to a more humble abode, the mansion with other property becoming subject to the courts. In 1815 under decree of the court this square was sold by Francis Scott Key as trustee to William Campbell. Mayor William Gamble became the owner in 1831; the next year it passed to Robert Beale, in 1836 to W.W. Reenhart and two years later to Maj. A.A. Nicholson, long the adjutant and inspector of the Marine Corps. The property in the fifties passed through the hands of H.M. Moffatt, John M. Clayton, and Count Portalis. The mansion, a spacious, two-story building fronting south, with wide portico, has been twice enlarged since those days by the addition of wings. During its occupancy by Gen. Stewart in the twenties, Maj. Nicholson in the forties, and John M. Clayton, when Secretary of State in the early fifties, it was the scene of many notable gatherings."

The complete column and others by Croggon can be found at www.congressionalcemetery.org). Croggon is buried at Congressional Cemetery. ✧

CHRS Opposes Third Floor Addition at Former Trover's Shop

Character-defining Features at Issue: Height and Roofline

by Nancy Metzger

One of the cases considered by the Historic Preservation Committee in June concerned the addition of a third story to the former Trover's Card Shop. After considering the case, the committee voted to oppose the addition as being incompatible with the Historic District but to support other aspects of the project. Because the committee felt the case could have serious repercussions for the historic district, the committee asked the Board to adopt a resolution underscoring the position of the Committee, which has been forwarded to the Historic Preservation Office for inclusion in the record. The case was not heard at the June Historic Preservation Review Board (HPRB) meeting but may be heard in July — or the applicant may modify the proposal.

One of the phrases often encountered in historic preservation work is "character-defining feature." Perhaps it is a fancy way of saying "description" but it also conveys the sense that some descriptive elements are more important than others. In a historic district, it refers to the features and aspects of a building (or the district as a whole) that contribute to its historic quality. Character-defining features are the ones that should receive careful attention when an alteration to a historic building is proposed and evaluated or when new construction is contemplated in a historic district.

The height of a building — whether expressed in number of stories or number of feet — is an obvious character-defining feature. It matters a great deal if a building is one story or three stories



A third floor at 227 Pennsylvania Avenue, SE, would greatly alter the appearance of the 1887 building and change the street's historic roofline (detail below)

tall; it is equally important if the one story is 15 feet high, such as a one-story retail establishments, for example, or over 30 feet high, such as Eastern Market.

How that height is terminated is also a character-defining feature. Our early buildings were topped with pitched roofs, sometimes enhanced by dormers. Think of the roof of Friendship House or of the Sparatt House at 421-1/2 Sixth Street, SE, an 1802 house where the roof form is as integral to the image of the building as is the height of the walls. By the middle of the nineteenth century, the flat roofs of the Italianate-style houses were becoming popular. Since the roof couldn't be seen from the street, the cornice became more visible and important in defining a building. The cornice could be (and often was) a very elaborate one constructed of wood, metal, or brick. Projections, carved elements, layers of trim forming a variety of patterns, terra cotta and pressed brick decorations — all helped to put a distinctive element at the top of a building. A later roof style was the mansard — both in its original form, such as that on



the Shakespeare Theater Building at 516 Eighth Street, SE — or the less dramatic modified "mansard" roofs on the twentieth-century porch-front houses.

Historic districts also have their character-defining features relating to heights and roofs. One of Capitol Hill's signature features is the almost kaleidoscopic variety of building styles, heights, materials and massing displayed on its rows of buildings. With contributing structures built over a period of 150 years, most of them during decades when there were few building codes and no zoning regulations, Capitol Hill's structures were built by owners who seemingly had few notions about building a house or store that was similar to the neighboring buildings. Tall, high-style Victorian-era

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Character-defining Features *continued from page 6*

buildings were built next to the simplest brick or frame buildings of an earlier time. The resulting silhouette of a row of buildings has often been referred to as a “saw-tooth,” to denote that jagged nature of a street’s roofline. Unlike most contemporary row-house developments that might attempt to vary building heights or styles but do so in a regular or rather timid fashion, Capitol Hill’s streets are often lined with houses that show little reference for the style of façade or height of the building next to it. The result is that often there are dramatic drops in building heights and shifts in building styles. This pattern is so well-established that Amy Weinstein, FAIA, the architect who designed the new row house community that replaced the former Ellen Wilson Dwellings at Sixth and I Streets, SE, deliberately included buildings of very different heights, sometimes even exaggerating the boldness of the cornice to produce not only the saw-tooth aspect of the roofline silhouette but the dramatic height-drops as well. The saw-tooth pattern was developed by the historic builders of Capitol Hill, and it has become a character-defining feature of the historic district.



CHRS Board Resolution Passed by Unanimous Vote on June 17, 2008

WHEREAS, the Capitol Hill Restoration Society was formed by neighborhood residents over 50 years ago to protect their historic community, was instrumental in the establishment of the Capitol Hill Historic District in 1978, and has worked to maintain the integrity of the Historic District since that time;

WHEREAS the building at 227 Pennsylvania Avenue, SE, is a contributing structure in the Capitol Hill Historic District and still retains the integrity of the original design on the second floor, which is a distinctive interpretation of the Italianate style;

WHEREAS the addition of a third floor to the building at 227 Pennsylvania Avenue, SE, will greatly alter the appearance of the façade of this largely intact 1887 building, changing it from a two-story building to a three-story building and diminishing the visual impact of the present second story and roofline;

WHEREAS the entire row of buildings on the 200 block of Pennsylvania Avenue, SE, is an outstanding example of a 19th and early 20th century commercial row and shows the pattern of commercial and architectural development on Capitol Hill;

WHEREAS the proposed alteration of 227 Pennsylvania Avenue, SE, would alter the visual relationships among several of the buildings, thereby diminishing the visual integrity of the streetscape and changing the perception and understanding of these buildings by passersby;

WHEREAS approval by the Historic Preservation Review Board for such an alteration to this building could well set a precedent for many requests for similar additions on buildings across the Capitol Hill Historic District which, if granted, would alter and diminish the historic character of the Capitol Hill Historic District;

RESOLVED: The Board of the Capitol Hill Restoration Society hereby opposes the addition of a third floor to the building at 227 Pennsylvania Avenue, SE, and strongly urges the Historic Preservation Review Board to not approve such an addition to this building. ✧

CHRS Takes Stand on Pennsylvania Avenue Development, Transportation Issues, and DC Planning Initiatives

CHRS testified on June 10, 2008, before the City Council's Committee of the Whole concerning the Pennsylvania Avenue, SE, Corridor Development Plan.

Testimony of the Capitol Hill Restoration Society President Richard Wolf

I am Richard N. Wolf, President of the Capitol Hill Restoration Society. I am here to testify on behalf of our approximately 1000 members in partial support of some of the findings and conclusions in this plan; in opposition to certain portions; and to call into question the validity of the system used to create this plan.

I participated personally in almost every public session held in connection with this study. I had a number of discussions with Ward 6 Planner Jeff Davis concerning the content of this plan and, to some extent, our concerns have been responded to. It should be noted that this testimony and our concerns are only with that portion of the study focused on Pennsylvania Avenue, SE, from Second Street, SE, to Barney Circle. Our view of this study is that it should end up not harming any of the planning and development initiatives extending over 40 years that have made Capitol Hill, in the words of the American Planning Association, "One of the ten best neighborhoods in America." Much of what the plan suggests for the area of Pennsylvania Avenue from Thirteenth Street to Barney Circle states the obvious. There is a need for higher value retail and residential development within a context of excellent streetscape and strong design guidelines that are required to take advantage of the grandeur of the Avenue.

In this connection, the Avenue in that area begs for a more intensive design and development study than is found in this study. We have

such an in-depth study already in the works for the Eastern Market Metro Plaza — now called our Town Square Study. Using congressionally ear-marked funds, a team led by Amy Weinstein Architect, and Oehme van Sweden, landscape architects, is conducting a broad and deep study of that area, building on a previous study funded by CHRS and CHAMPS. The work will dove-tail with a development study for the Hine School site. In both instances there has been a broad based community advisory group established to advise on these

central coordination body for planning in the District of Columbia it needs to have complete knowledge of what other DC agencies are planning, including DDOT, and that knowledge has to be factored into OP's planning studies if it purports to be an adequate substitute for a planning commission.

Finally, we want to take issue with the process by which this study and resulting plan came into being. This was initiated by OP, before Ms. Tregoning took over the office, on the basis of a "vision" that the two sides of the Anacostia River needed

The public has no idea as to what happens to the comments and there is no legal requirement that the comments be taken into account in the final plan. What you have before you is pretty much what OP thinks about the plan and not very much what we think.

studies which arise from resident initiatives. I suggest that the Office of Planning contract with the Weinstein study group to do what this study did not do for the Avenue out to Barney Circle.

We do not support the DDOT implementation initiatives as set forth in the plan. We repeatedly have asked for DDOT to make available to the community detailed information regarding the initiatives for a new Eleventh Street Bridge — a matter we have testified about a number of times before this Council. We have yet to see an integrated traffic study for Capitol Hill although such studies are mentioned a number of times in the Plan. We have no details about the planning being done at the Potomac Avenue Metro Station, although the Weinstein group has obtained some information as a part of their study. We have no detailed information about plans for trolleys/light rail although these are also mentioned. If Office of Planning (OP) is to be a

to be "connected" by some sort of a unified plan. I told the planners early on that this was simply not planning but wishful thinking. From a planning standpoint the two sides are completely different, and those differences are reflected in the plan before you. It would have made more sense to have had two planning efforts and each would have had more focus and depth.

In other words, these plans are initiated by OP with very little input from the community. There is no yearly work plan for the office which could be subjected to review by the Council and citizens. During the course of public meetings — they are not hearings — there is "facilitation" of discussion by staff and a contractor. The public has no idea as to what happens to the comments and there is no legal requirement that the comments be taken into account in the final plan. What you have before you is pretty much what OP thinks about the plan and not very much what we think. That is

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Historic Preservation Briefs

by Nancy Metzger

CHRS Guidelines Enter Digital Age

All of the *Capitol Hill Restoration Society Guidelines* will soon be available on the CHRS website (www.CHRS.org) as well as in the traditional print format through the CHRS Office, as well as in the Capitol Hill libraries. This expanded availability should make it easier for members and others to have quick access to the information in this publication. The *Guidelines* were developed by the Society, starting in the early 1990's, as an effort to explain important characteristics of the Capitol Hill Historic District, and to provide advice on maintenance and similar issues. Topics included: building

styles, entrances, windows, paint color, cast iron, brick, public space, stained glass, and permits. The publication on re-pointing and paint removal will also be posted. Guidelines are informative not only for building owners in the historic District, but also for owners of historic buildings throughout the city. This reading has also been ordered by preservation organizations across the country. City agencies find the public space guideline very helpful in explaining the District's unusual arrangement of publicly-owned, privately-maintained gardens between sidewalks and property lines (usually at the building façade). Eric Snellings, a Board member and Historic Preservation Committee member, arranged to have the publications reviewed by his employer, EwingCole.

Barracks Row Mural

Kris Swanson has agreed to serve as CHRS's representative on the Barracks Row Mural Review Committee. This group will be selecting the artist for a mural to be installed under the freeway on Eighth Street, SE. The committee, chaired by Amanda Didden Edwards, is expected to wrap up the selection process by the end of summer.

The mural will be funded by a grant from the DC Commission on Arts and Humanities. Kris is a professional artist (principally sculpture and mixed media) with experience in public art installations. She was the designer of the *Yume Tree* mural on the side wall of the CVS at Twelfth and E Streets, SE. ✧

Testimony *continued from page 8*

not transparent and responsive planning, but it is the way planning is done in the District of Columbia. Yet, what is produced is supposed to be the basis for actions by various agencies and the spending of sometimes very large amounts of government funds — our taxes. No matter how many public meetings are held on a topic, these small area plans are pretty much top down, and it is the prerogative of the government to decide whether or not to even bring these forward for adoption.

I don't think adoption of this plan by the Council will either facilitate or hurt proper development along Pennsylvania Avenue on Capitol Hill, except for adoption of plans and policies from DDOT which have not been thoroughly vetted by the public. A great deal of public money has been spent on this effort with not a lot to show in the end. There has to be a better way. Thank you for the opportunity to be heard. ✧

DC Bicycle Registration Law Discontinued

Bicyclists Encouraged to Register with National Bike Registry

The District Department of Transportation (DDOT) and the Metropolitan Police Department (MPD) have announced a major change in DC bicycle registration law.

Beginning June 1, 2008 bicycle registration was no longer required by law in the District of Columbia. Consequently, registration will no longer be available at District police or fire stations.

DDOT and MPD now encourage citizens to register their bicycles with the National Bicycle Registry (NBR). NBR is a service that allows users to register their bicycle by serial number in a national database. Accessible by law enforcement anywhere in the United States, NBR makes it easier and faster for police officers to identify

and prove ownership of stolen bicycles and return them to their rightful owners.

"Each year, over a million bikes are stolen. Most are left unclaimed and cannot be returned to their owners because the bicycles have no label or identification. It is simple to put an NBR label on the bike to register it, and we want to encourage all of our residents to do it," said MPD Chief Cathy Lanier.

To register a bicycle with NBR residents may do any of the following:

- purchase a NBR registration kit for \$10 at area bicycle shops,
- register bikes and find additional information online at www.nationalbikeregistry.com,
- call 1-800-848-BIKE

For additional information contact DDOT's Bicycle Program Office at 202-671-0681. ✧

Supreme Court Modernization and Temporary Second Street Closure

Beginning on Monday, July 7, Construction work will begin on the east side (Second Street, NE) of the US Supreme Court building in preparation for the next phase of work on the Supreme Court Modernization Project. The work is required to prepare for the removal and replacement of windows, which will be completed in the second phase of this project. The preparation work is expected to last approximately three to four weeks. The work performed during both phases will take place Monday through Saturday.

From Wednesday, July 23, to Tuesday, August 12, during the second phase of this work, a portion of Second Street, NE, will be

closed to traffic for the removal and replacement of windows. A trailer and a construction crane will be placed on Second Street, NE, in the area between A Street, NE, and the Court's south drive. Second Street, NE, will be closed between East Capitol Street and A Street, NE. There will be no through-traffic on Second Street, NE, while the crane and trailer are in place. The temporary street closure is necessary to provide adequate space for the safe removal and delivery of materials related to the project. Steps will be taken to minimize the noise associated with the work.

A Street, NE, will remain open. Vehicles will be able to access Second Street, NE, from points

north, but only up to the intersection of A Street, NE. There will be no vehicular access to Second Street, NE, from East Capitol Street. Signs will be posted on routes to and at the intersections affected by the closure. Second Street, NE, will remain open to pedestrian traffic on the east side of the street. Street parking will not be available in the section of Second Street, NE, that will be cordoned off during the project.

For more information regarding the Supreme Court modernization project, please see the Court's website: www.supremecourt.us. gov or contact the court's Public Information Office: 202-479-3211. ✧

Mark Your Calendar!

JULY

4 Friday, 10:00 am

Annual Capitol Hill Fourth of July parade along Barracks Row from Navy Yard to Eastern Market, featuring CHRS marchers. Details: Elizabeth Nelson, 202-543-3512.

8 Tuesday, 6:30 pm

CHRS Historic Preservation Committee, Kirby House, 420 Tenth Street SE, first floor. Details: Nancy Metzger, 202-546-1034

10 Thursday, 6:00 – 8:30 pm

Boathouse Row Open House Meeting, Tyler Elementary School, Tenth & G Streets, SE. 6:00 to 6:30 pm – Open House (viewing of the maps and data, chatting with experts); 6:30 to 8:30 pm – Program (presentation of Existing Conditions, Analysis and Draft Planning Concepts). All are invited to comment and question.

10 Thursday, 9:00 am

Anacostia Goose Count, Langston Golf Course parking lot. Details: steve@anacostiaws.org

24 Thursday, 10:00 am

Historic Preservation Review Board, 441 Fourth Street, NW, Room 220 South. Details: Nancy Metzger, 202-546-1034.

AUGUST

19 Tuesday, 6:30 pm

CHRS Board of Directors, Capitol Hill Townhomes, 750 Sixth Street, SE, second floor. Details: Dick Wolf, 202-543-4353.

PLEASE NOTE: The *News* is not published in August. The September issue will mail in late August.



Capitol Hill Restoration Society

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