

CAPITOL HILL RESTORATION SOCIETY



December 31, 2014

Mr. Delmar D. Lytle, PE  
DC Department of Transportation  
Anacostia Waterfront Initiative  
Suite 400  
55 M Street, SE  
Washington, DC 20003

email: [delmar.lytle@dc.gov](mailto:delmar.lytle@dc.gov)

Subject: Pennsylvania and Potomac Avenues SE Intersection Pedestrian Improvement Project

Dear Mr. Lytle:

The Capitol Hill Restoration Society (CHRS), a consulting party, submits comments concerning this project before the deadline of January 16, 2015.

DC Department of Transportation (DDOT) has clearly worked very hard to improve the options for this important project, and we appreciate that. Removing the T-intersection, which had multiple shortcomings, including conflicts with the L'Enfant Plan, is commendable. The Rectangle Park and the Ellipse Park resemble Concept 2 -Mid-Block Crosswalk from 2013. In our letter to DDOT dated May 21, 2013, CHRS supported the Mid-Block Crosswalk because this concept improved existing street conditions, added a new signalized crosswalk on Pennsylvania Avenue, created a large pedestrian refuge, and retained the existing street grid (L'Enfant Plan). Because the Rectangle Park and the Ellipse Park each provide these important features, CHRS would support either concept. In contrast, the Triangle Parks lack some of these positive features.

As we pointed out in our letter to DDOT dated January 10, 2010, squares and circles on Pennsylvania Avenue, SE have a long history: The L'Enfant Plan shows squares at what is now Seward Square, the Eastern Market Metro Plaza, Barney Circle, and the intersection of Pennsylvania Avenue, Potomac Avenue and 14th Street. Focusing on this last intersection, an 1818 map and the Boschke's 1857 map show a wide space at the center of this intersection. The 1894 Wilson Map and an 1896 map for tourists show a square (Reservation 254) in the center of

**P. O. Box 15264 - Washington DC 20003-0264  
202-543-0425 - [www.chrs.org](http://www.chrs.org) - [info@CHRS.org](mailto:info@CHRS.org)**

the intersection. By 1929, the intersection looked much the same as it does today.<sup>1</sup> For these reasons we believe that the Rectangle Park or the Ellipse Park, which would recreate a square or circle at this intersection, are consistent with the L'Enfant Plan.

Thank you for considering our comments.

Sincerely,



Lisa Dale Jones  
President

cc:

Anacostia Waterfront Initiative	email: <a href="mailto:BarneyCircle@prrbiz.com">BarneyCircle@prrbiz.com</a>
Tommy Wells, Ward 6 Councilmember	email: <a href="mailto:twells@dccouncil.us">twells@dccouncil.us</a>
Charles Allen, Ward 6 Councilmember-elect	email: <a href="mailto:charles@charlesallenward6.com">charles@charlesallenward6.com</a>
Brian Flahaven, Chair, ANC 6B	email: <a href="mailto:BrianF6b09@anc6b.org">BrianF6b09@anc6b.org</a>
Kirsten Oldenburg, Chair	email: <a href="mailto:Kirsten6b04@anc6b.org">Kirsten6b04@anc6b.org</a>
ANC6B Transportation Committee	

---

<sup>1</sup> Iris Miller, *Washington in Maps: 1606-2000* (New York, N.Y.: Rizzoli International Publications, Inc. 2002, 44-45, 72-73, 84-85, 102-103, 122-123 138-139)