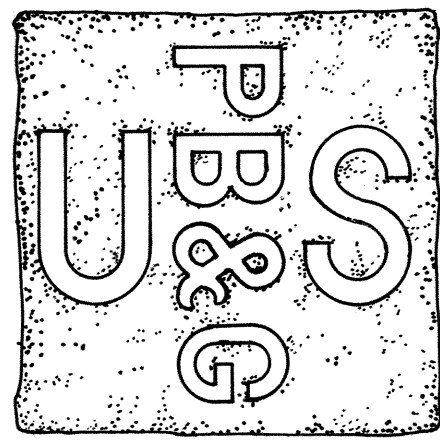
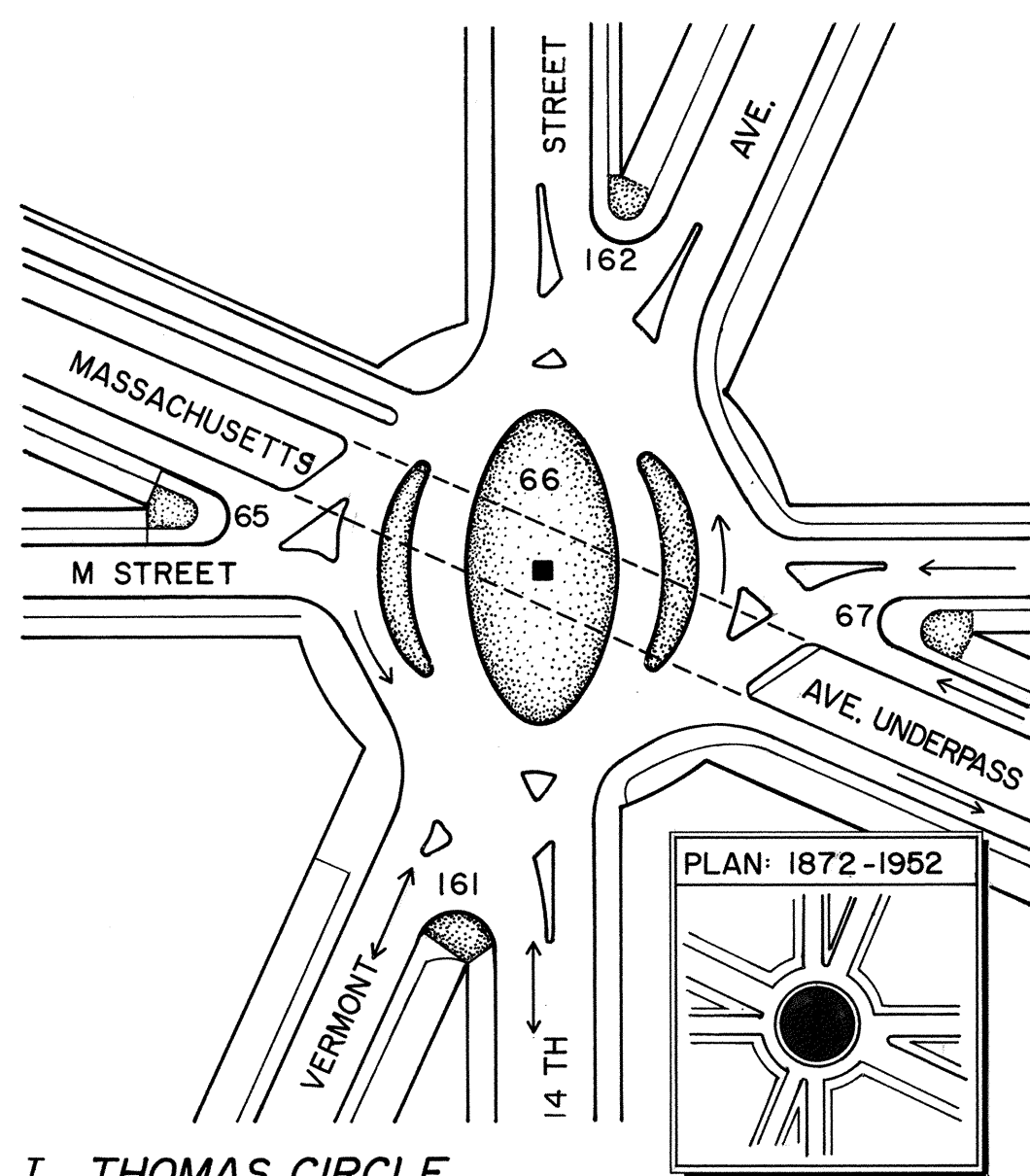


U.S. RESERVATION
MARKER, CA. 1890s

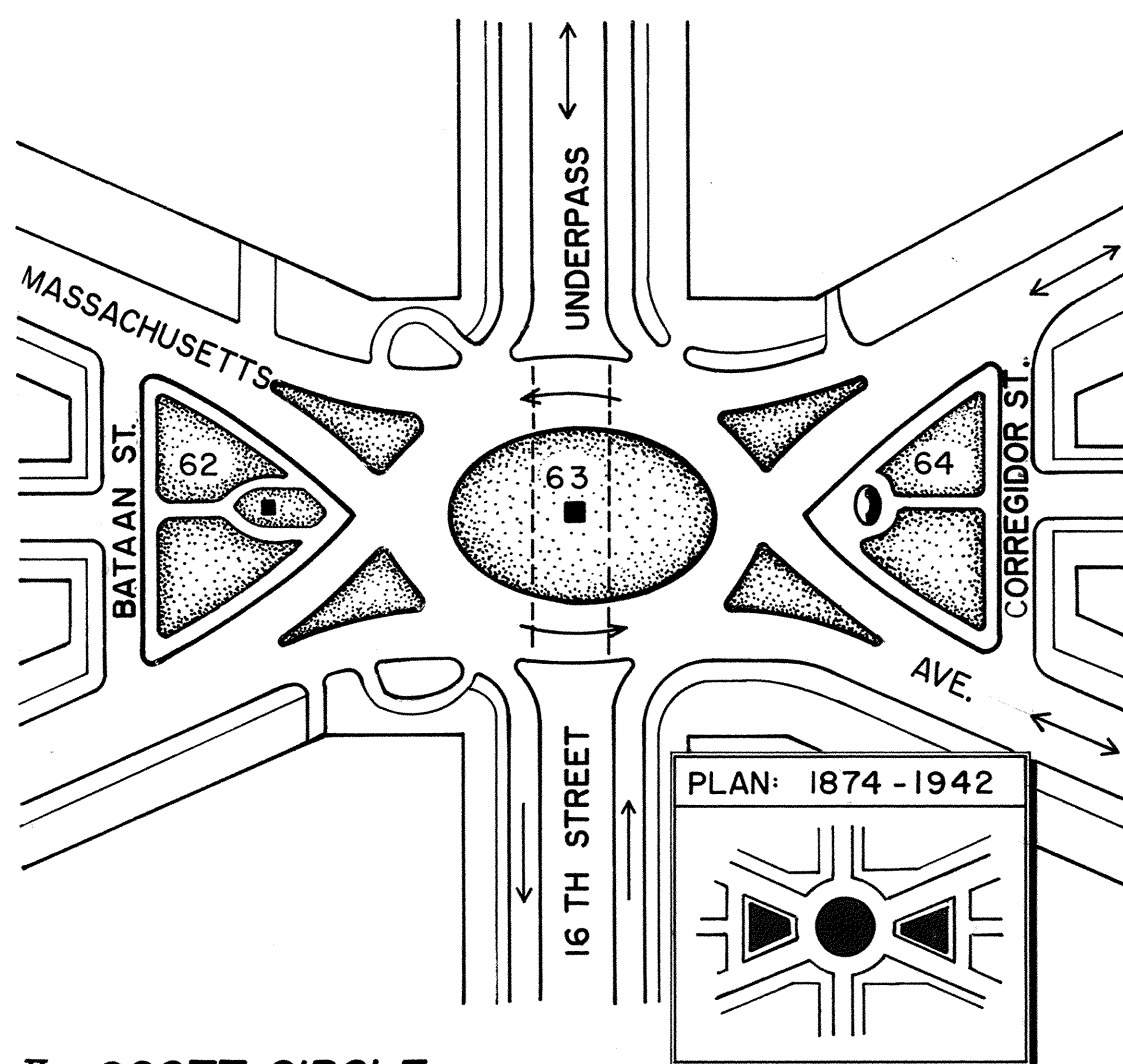
RESERVATION SHAPES



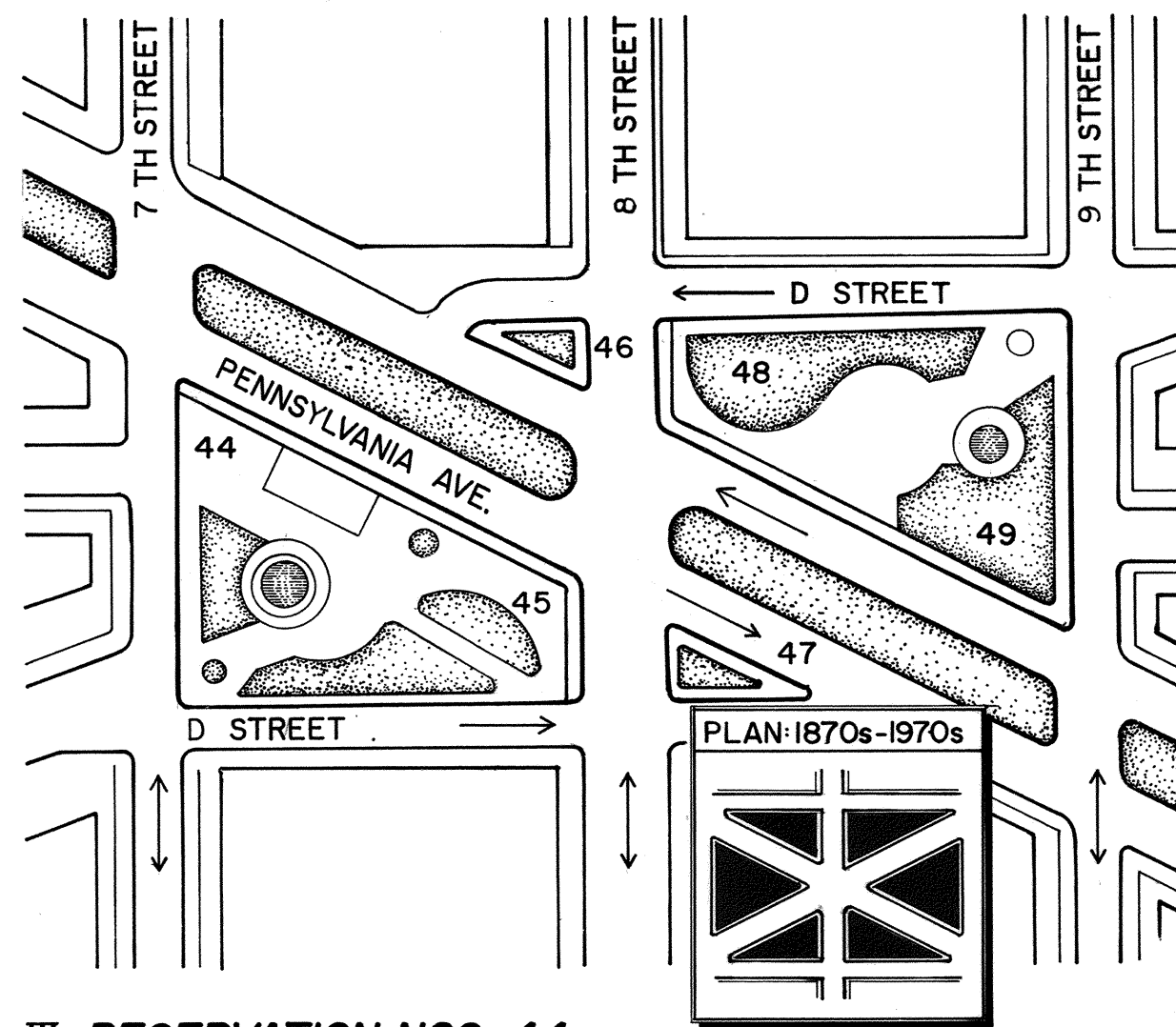
U.S. OPB & G
MARKER, 1899



I THOMAS CIRCLE
RESERVATION NOS. 65, 66, 67, 161, 162



II SCOTT CIRCLE
RESERVATION NOS. 62, 62A, 62B, 63, 64, 64A, 64B

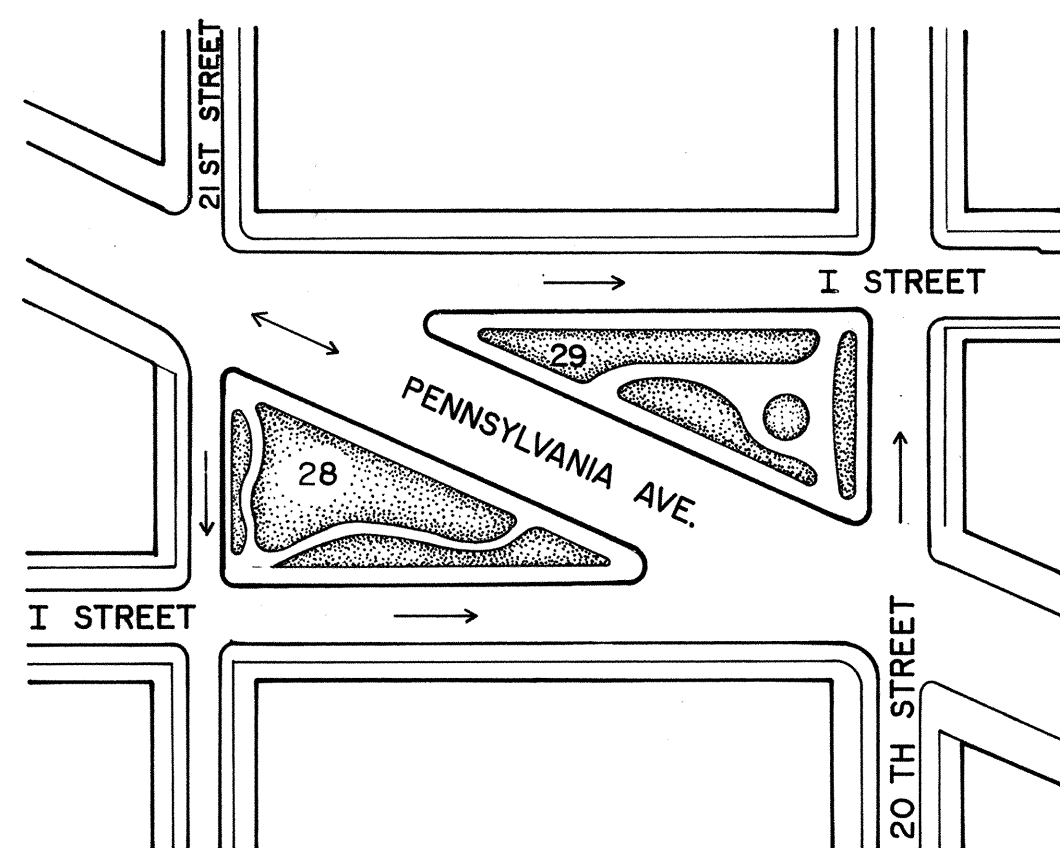


III RESERVATION NOS. 44,
44A, 45, 46, 47, 47A, 48, 49
(EASTERN MARKET METRO STATION)

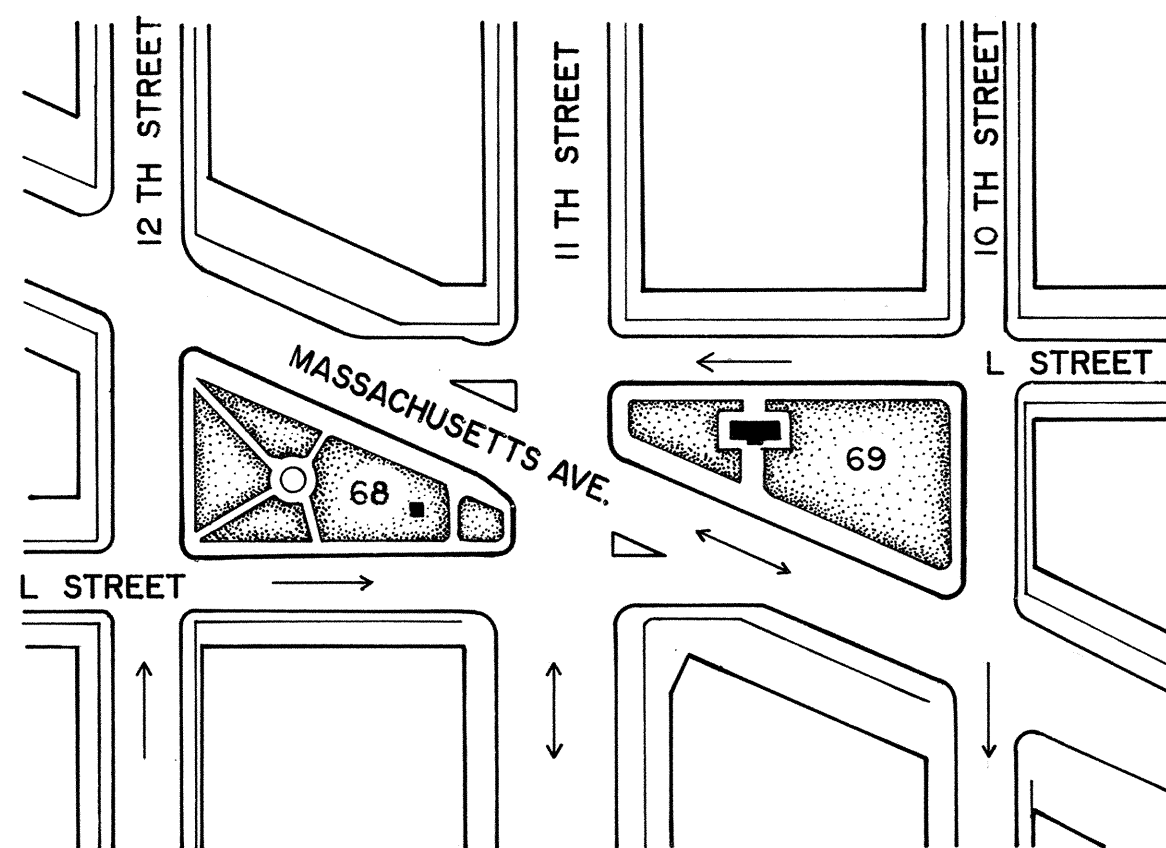
AVENUE INTERSECTIONS:

AVENUES INTERSECT AT ALMOST THIRTY SITES THROUGHOUT THE HISTORIC CITY. MOST MAJOR INTERSECTIONS WERE LANDSCAPED AS CIRCULAR OR SQUARE PARKS IN THE NINETEENTH CENTURY. BECAUSE THE RESERVATIONS FALL WITHIN ROAD RIGHTS-OF-WAY, MANY HAVE BEEN ALTERED FOR TRANSPORTATION NEEDS. THOMAS CIRCLE WAS ORIGINALLY A LARGE CIRCLE WITH FOUR TRIANGULAR RESERVATIONS ABUTTING THE FLANKING CITY SQUARES. IN THE 1940s, AN UNDERPASS WAS INSTALLED BENEATH THE PARK. THE SITE NOW FEATURE AN ELLIPSE, TWO CRESCENTS, AND NINE CONCRETE TRAFFIC ISLANDS.

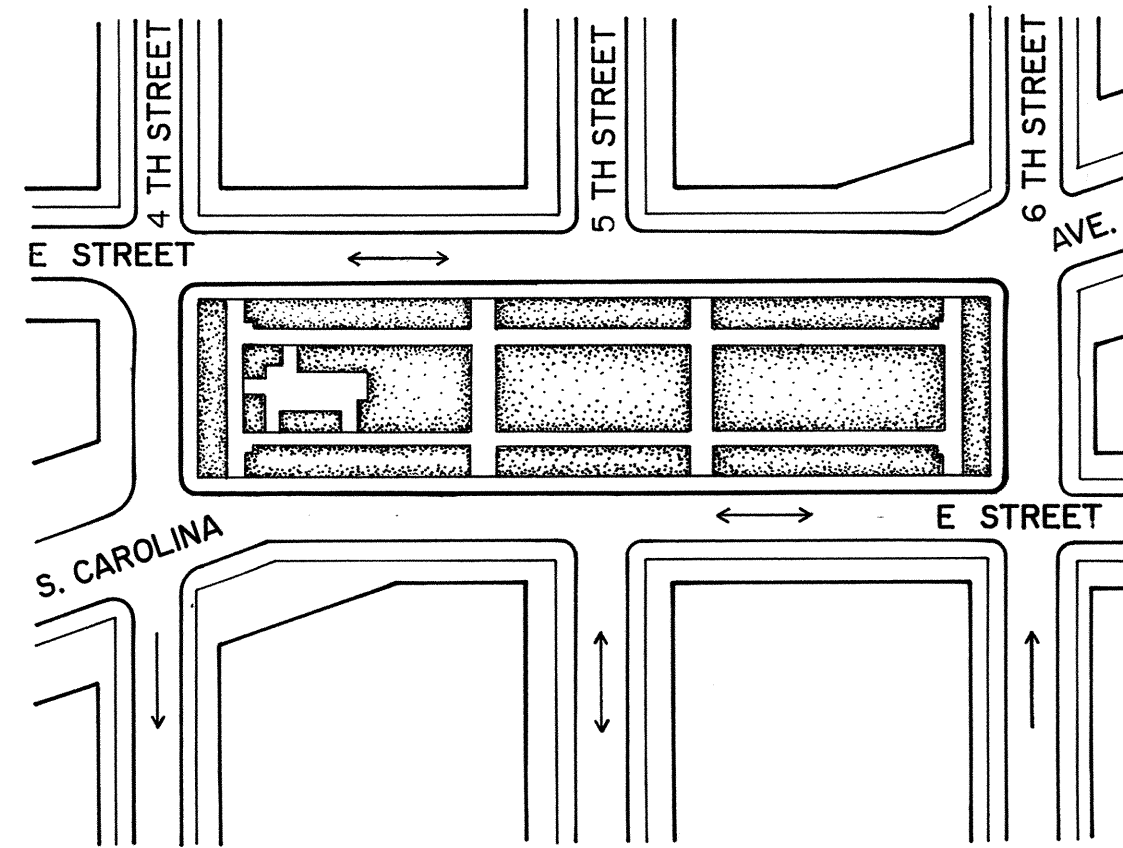
IN THE 1880s, SCOTT CIRCLE RESEMBLED A BOW TIE. IT ALSO HAS BEEN SEGMENTED AND TUNNELLED UNDER TO EASE TRAFFIC FLOW. THE SQUARE AT THE INTERSECTION OF PENNSYLVANIA AND SOUTH CAROLINA AVENUES WAS DIVIDED INTO SIX SMALL TRIANGLES IN THE 1880s. LATER, FOUR OF THE TRIANGLES WERE MERGED INTO TWO, AND MEDIANS WERE INSTALLED ON PENNSYLVANIA AVENUE. THE AREA WAS EXCAVATED IN THE 1970s FOR SUBWAY CONSTRUCTION AND THE SOUTH WEST SEGMENT OF THIS SQUARE NOW FEATURES THE EASTERN MARKET METRO STATION.



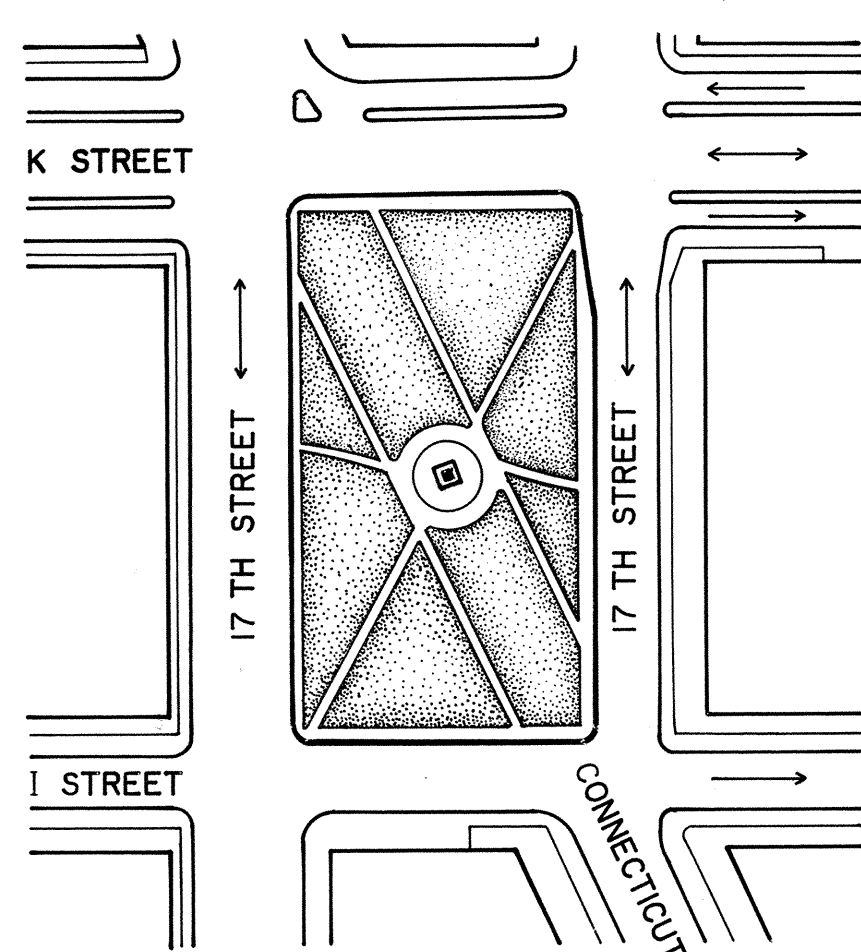
IV RESERVATION NOS. 28, 29



V EDMUND BURKE / SAMUEL GOMPERS PARKS
RESERVATION NOS. 68, 68A, 69, 69A



VI MARION PARK
RESERVATION NO. 18

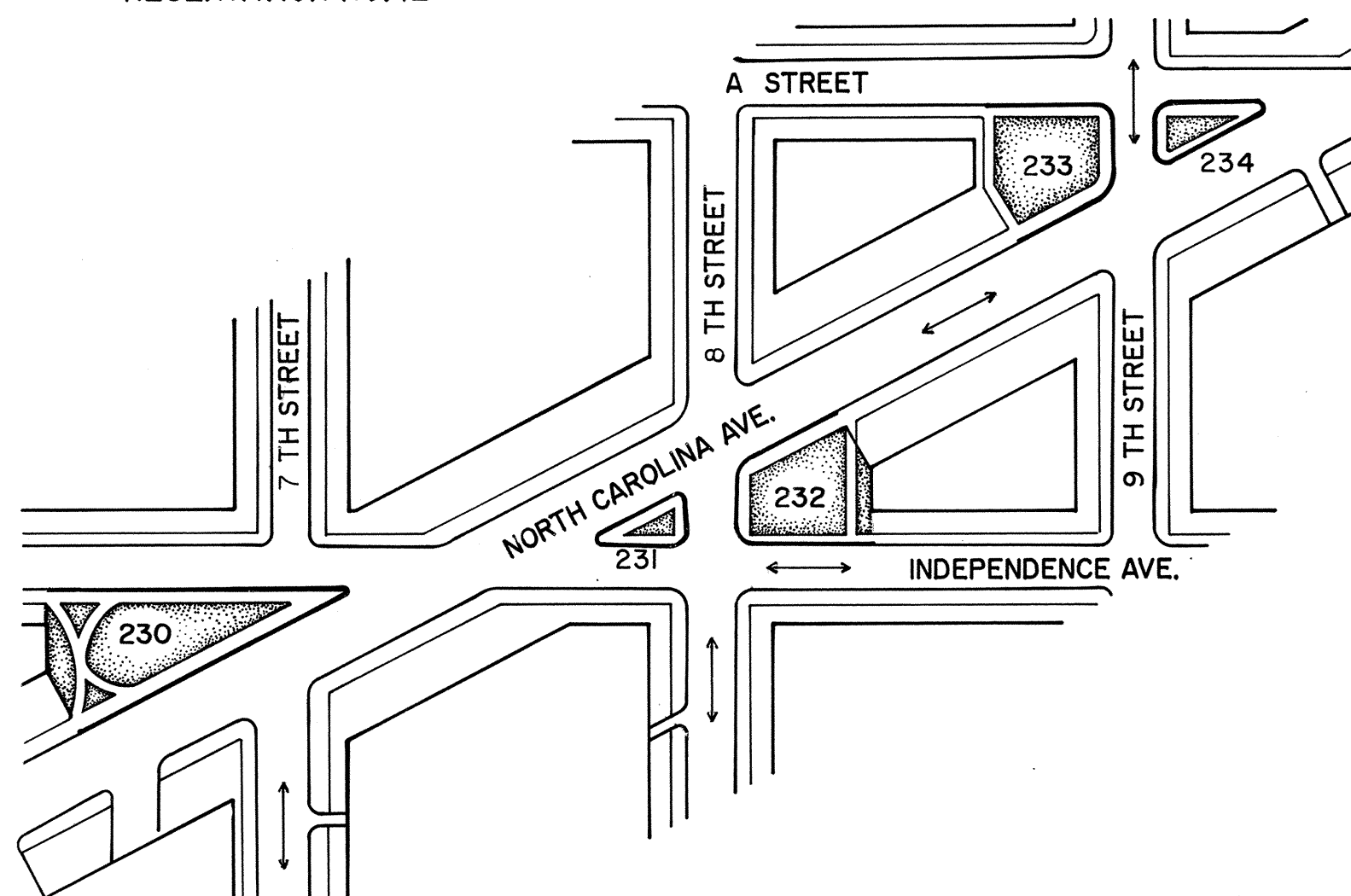


VII FARRAGUT SQUARE
RESERVATION NO. 12

STREET SHIFTS AT INTERSECTIONS:

THE VERTICAL AND HORIZONTAL STREETS OFTEN SHIFT IN LONGITUDE OR LATITUDE WHERE THEY INTERSECT WITH THE DIAGONAL AVENUES, AND THEREBY CREATE RECTANGULAR OPEN SPACES. IN SOME CASES, TRAFFIC ON THE AVENUE CONTINUES UNINTERRUPTED THROUGH THE OPEN SPACE, DIVIDING IT INTO SMALLER RESERVATIONS. AT ONE SUCH RECTANGLE ON PENNSYLVANIA AVENUE, THE SPACE IS DIVIDED

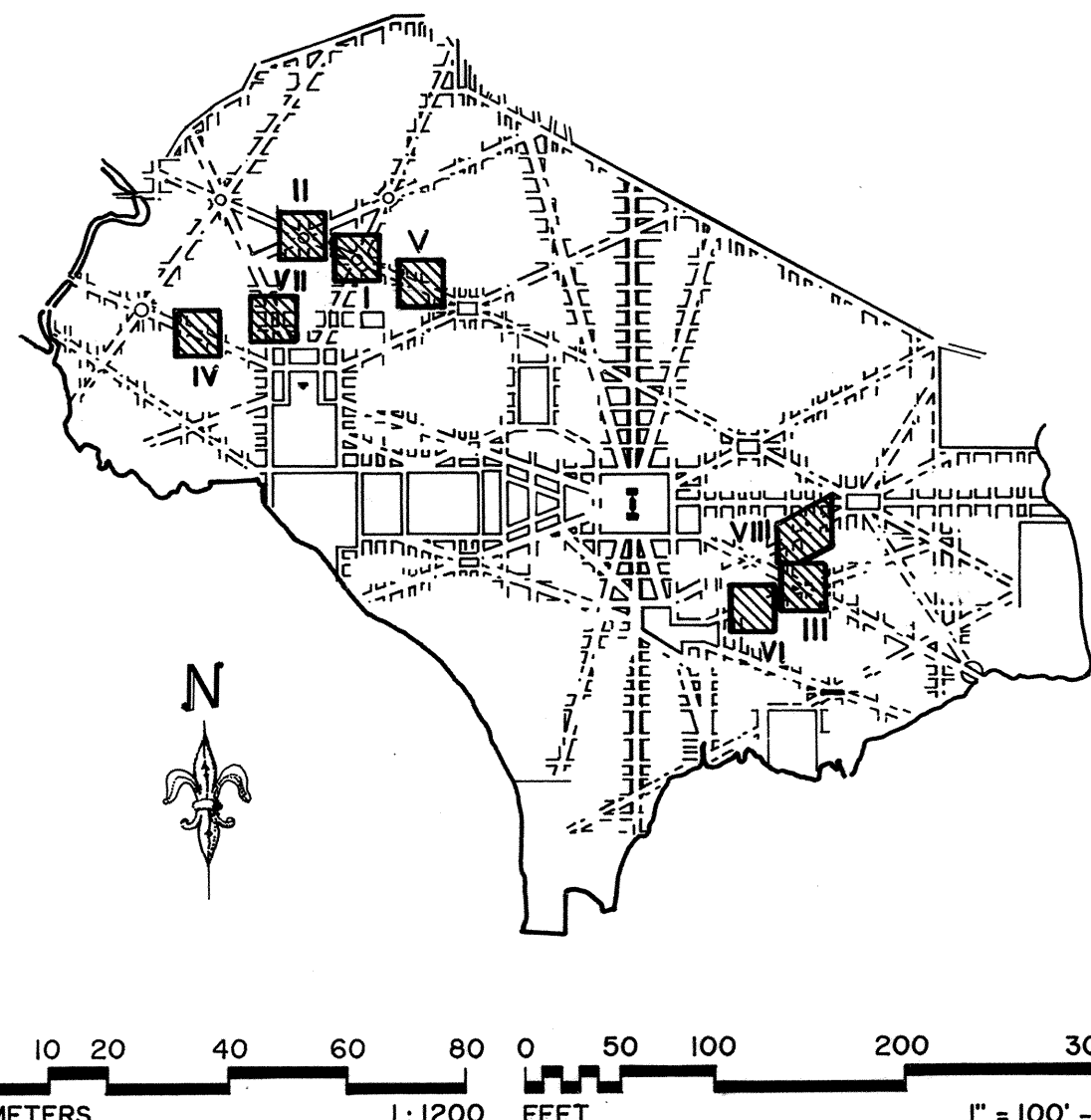
INTO PAIRED TRIANGULAR PARKS, RESERVATION NOS. 28 AND 29. AT ANOTHER ON MASSACHUSETTS AVENUE, FOUR RESERVATIONS ARE FORMED, TWO TRAPEZOIDS, NOS. 68 AND 69 AND TWO TRIANGULAR TRAFFIC ISLANDS, NOS. 68A AND 69A. AT MARION AND FARRAGUT SQUARES, THE AVENUE TRAFFIC IS DIVERTED AROUND THE OPEN SPACE TO CREATE LARGE RECTANGULAR PARKS.



VIII RESERVATION NOS. 230, 231, 232, 233, 234

STREET AND AVENUE INTERSECTIONS:

BECAUSE THE PLANNED AVENUES AND STREETS ARE WIDER THAN VEHICULAR TRAFFIC REQUIRES, A "PARKING" SYSTEM WAS DEVELOPED WHEREBY BUILDING OCCUPANTS ARE RESPONSIBLE FOR MAINTAINING THE LAND BETWEEN THE FACADE OF THEIR BUILDING AND THE SIDEWALK. AT THE ACUTE ANGLES CREATED WHERE DIAGONAL AVENUES INTERSECT THE IRREGULAR GRID, MANY SMALL, TRIANGULAR OR TRAPEZOIDAL OPEN SPACES FALL BETWEEN THE PAVED ROADWAYS OR SIDEWALKS, AND THE ASSIGNED FRONT YARDS. THESE LEFTOVER SPACES FREE-STANDING, OR ABUTTING AN ADJACENT CITY SQUARE FORM A NETWORK OF TINY, ANGULAR RESERVATIONS ALONG THE CITY'S AVENUES.



DRAWN BY: SANDRA M. E. LEIVA, 1991; ROBERT R. ARZOLA, 1993

NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

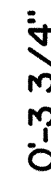
PLAN OF THE CITY OF WASHINGTON
WASHINGTON, DISTRICT OF COLUMBIA

SURVEY NO.
DC-668

HISTORIC AMERICAN
BUILDINGS SURVEY
SHEET 27 OF 32 SHEETS

LIBRARY OF CONGRESS
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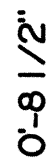
IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN BUILDINGS SURVEY, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING



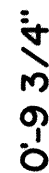
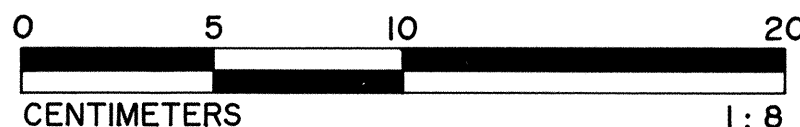
POST-AND-CHAIN FENCE, LATE 19th CENTURY



FINIAL-TYPE POST CAP (SHOW ON POST AT LEFT)



U.S. PUBLIC BUILDINGS AND GROUNDS POST CAP



IRON URN-FINIAL FENCE, 1930'S

AS HORSE-DRAWN VEHICLES MADE WAY FOR AUTOMOBILES, HOWEVER, THE OPB&G WORRIED LESS ABOUT THE RAVAGES OF ANIMALS AND MORE ABOUT THE COST OF PARK MAINTENANCE. FURTHERMORE, EARLY TWENTIETH-CENTURY DESIGNERS CONTENDED THAT THE METHODICALLY

FOR THE MOST PART, THE SIMPLIFIED, CLASSICAL PARK DESIGNS POPULAR AFTER THE TURN OF THE CENTURY WERE PUT IN PLACE DURING THE GREAT DEPRESSION. WORKS PROGRESS ADMINISTRATION LABORERS REPLACED MEANDERING PATHS AND DENSE FOLIAGE WITH STRAIGHT WALKS AND OPEN LAWNS FRAMED BY HEDGES. THE STANDARD IRON URN-FINIAL FENCES INSTALLED IN LARGER RESERVATIONS DURING THESE CITYWIDE PARK IMPROVEMENTS INCORPORATE CLASSICAL SYMMETRY AND ORNAMENTATION. EXAMPLES OF THESE STURDY FENCES REMAIN IN NUMEROUS DOWNTOWN PARKS AROUND STATUARY AND FORMAL HEDGES TO PREVENT PEDESTRIANS FROM BREAKING PATHS THROUGH THE SHRUBS.

DRAWN BY: JULIANNE JORGENSEN, 1990; PATRICK B. GUTHRIE, 1992; ROBERT R. ARZOLA, 1993

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PLAN OF THE CITY OF WASHINGTON

NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

SURVEY NO.
DC-668

**HISTORIC AMERICAN
BUILDINGS SURVEY
SHEET 30 OF 32 SHEETS**

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