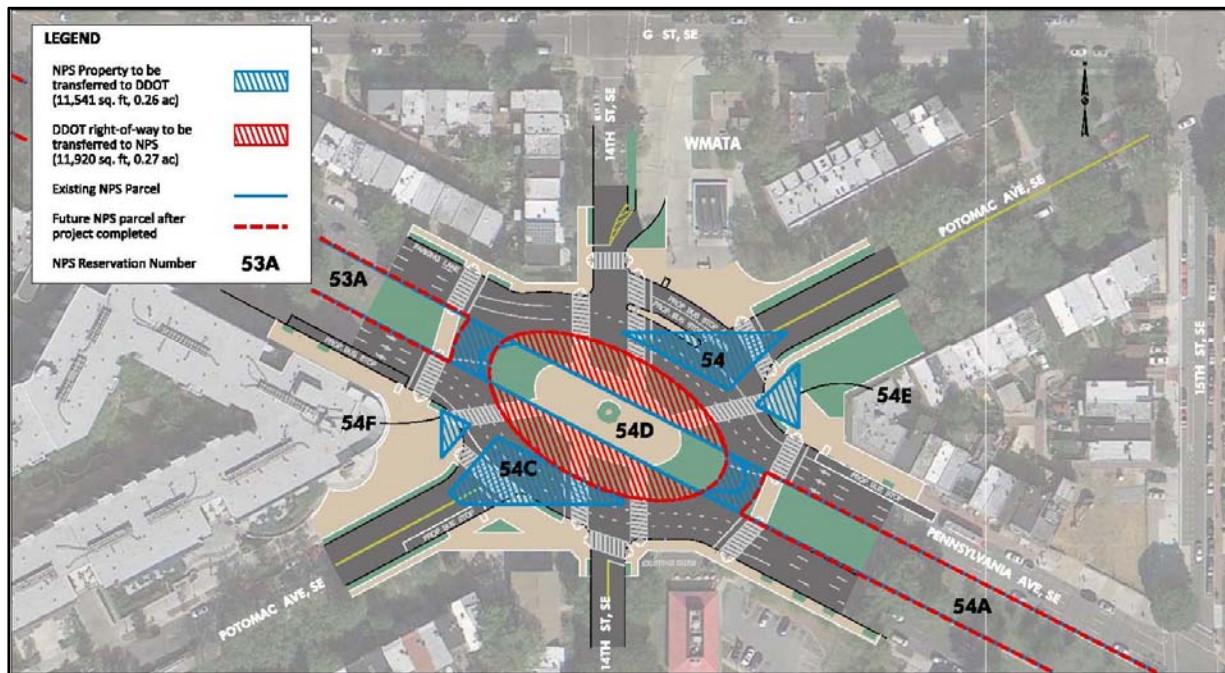


FIGURE 5-13  
NPS and DDOT Land Exchange for Alternative 4 – Ellipse Park



The Ellipse Park design is modeled on reservation shapes illustrated in L'Enfant's Plan and also creates a centralized park space (Barthold and Leach, 1994). The central Ellipse Park does not have sharp corners, as compared to the Rectangle Park, which allows for narrower travel lanes and more open park space. Three lanes in each direction would be constructed on Pennsylvania Avenue SE. The centralized park space would include enhanced landscaping and hardscaping. Two of the five existing bus stops would be relocated, and one would be removed. The Ellipse Park design would create the largest amount of public open space of the proposed alternatives.

The revisions under Alternative 4 would be very similar to those under Alternative 3. Three lanes in each direction would be constructed on Pennsylvania Avenue SE (which would remain one way in each direction), but the lanes would go around the central ellipse park space. Pennsylvania Avenue SE would be slightly realigned to accommodate the central open space and would no longer be parallel. A mid-block crosswalk would be provided for pedestrians crossing Pennsylvania Avenue SE and would be aligned with 14th Street SE.

The Pennsylvania Avenue SE alignment, a contributing element of the L'Enfant Plan, would be altered where the previous median would be replaced with the ellipse-shaped open space in the center of the intersection. This design was modeled primarily on reservation shapes for avenue intersections as illustrated in L'Enfant's Plan (Barthold and Leach, 1994). This design is also similar to the rectangle park depicted at this intersection in Baist's 1915, Volume 2, Plate 30 and 1921, Volume 2, Plate 30 *Real Estate Atlas of Surveys of Washington, District of Columbia*. As such, the realignment of