

THE CONDUIT

NEWSLETTER OF THE PALISADES CITIZENS' ASSOCIATION

PALISADES, A TREASURE OF SEARS KIT HOUSES

BY MICHAEL ALAN FINN, AN ARCHITECT WHO HAS LIVED IN THE PALISADES FOR 40 YEARS AND RESTORED LOTS OF NEIGHBORHOOD HOUSES

You may be living in a Sears house in the Palisades and not even know it! In the golden age of Sears, when you could order virtually anything from their catalogue, "Sears Modern Homes" were one such thing. Parts would arrive by truck, and you and your friends or someone you hired would assemble all the clearly labeled bits, much like Legos! There was no waste the way there is when you're building from scratch.

In its heyday, Sears made Facebook and Microsoft look like the corner store! It was the largest of the companies to offer pre-fabricated homes. It remained a standard and a model. Between 1908 and 1940, it sold over 100,000 homes in more than 370 styles and sizes, mostly on the East Coast and in the Midwest, with a handful scattered elsewhere in the United States. Because they were not documented when built and because many relevant Sears records have been destroyed, these houses can be difficult to identify. Washington, with at least 250, has one of the largest numbers of documented Sears houses.

In the post-war era there were several other manufacturers of pre-fabricated houses, which were similarly affordable – the crucial consideration. Unlike Sears houses, these styles were built conventionally. For example, Levitt houses were built at the end of World War II as inexpensive and modest homes, without basements, for returning GIs and their families. Levitt & Sons began by creating

suburban subdivisions on Long Island. There are seven of them in the United States and Puerto Rico, including Bowie, Crofton and Largo in Maryland, and some of them were called Levittowns. They were the beginning of suburbia, where similar people, in this case mostly veterans, wanted to live together. Families tend to stay in them for generations, continually adding and renovating. It is surprising that William Levitt never ran for governor, he was such a business genius!

Other homes from that period were associated with the architects who designed them. There was Joseph Eichler, whose houses are prized in California. In Washington there was Charles Goodman, of whose houses, also mid-century modern, quite a few are left and are in renewed fashion and demand.

There is a nostalgia today for the different types of recognizable mid-century houses that were built on a large scale. People who buy them tend to want to connect to history and form personal relationships with them.

Many companies make modular houses today. They owe a debt to Sears, whose idea of affordability was so innovative that it is surprising that no one has revived it.

If you want to research your house, try this: For starters, the lumber was often stamped with a number, so if you have any unpainted lumber in your basement ceiling and find a number, you have a Sears house. If the exterior of your house is in the Arts and Crafts style, you may have a Sears house. If you have wooden double-hung windows with the weights and ropes still intact, chances are you have a Sears house. Just take a look!



A CLASSIC SEARS HOME

THE TROLLEY THAT BUILT THE PALISADES REMEMBERING THE #20

BY DAN DALRYMPLE

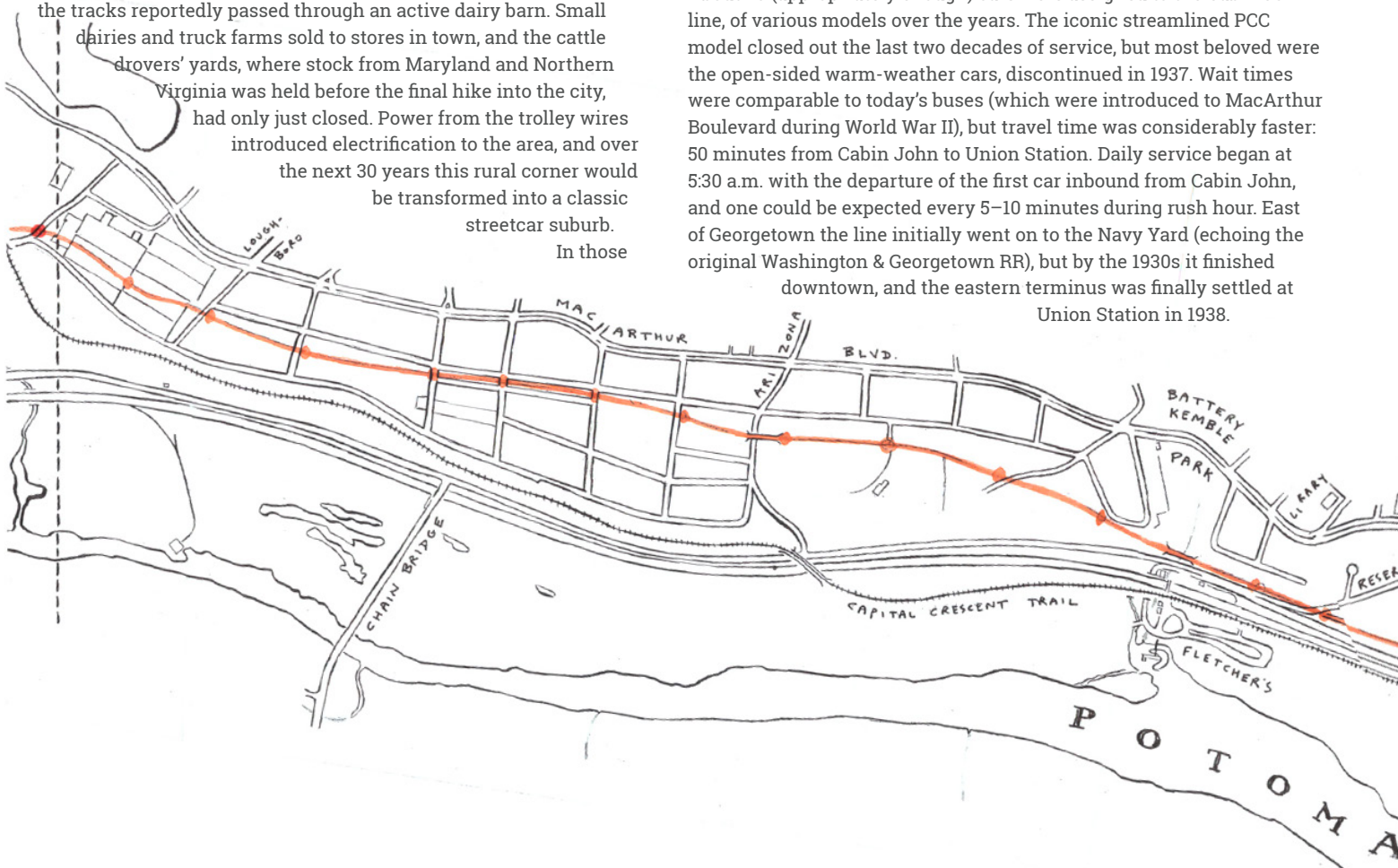
Dan grew up in the Palisades, exploring the overgrown trolley tracks. He created the Historical Palisades map fifteen years ago. He now lives in Maine.

The principal landmarks of the Palisades tend to be linear: the Potomac, the canal, the aqueduct, MacArthur Boulevard and a pair of slender green corridors once occupied by rail lines, the B&O spur along the canal (now the Capital Crescent Trail) and, atop the bluffs, the route of the old #20 Cabin John trolley. Proposals for redeveloping this right-of-way into a more formal public amenity have been debated for decades, and in light of Metro's recent application for a demolition permit for the trestle at the foot of MacArthur Boulevard, a look back at the line's history seems in order.

Washington was home to streetcars for a century, from the introduction of horse cars in 1862, cable cars in 1890 and electric cars in 1893. Through the nineteenth century the District's street railways were operated by numerous competing companies, which by 1900 had been consolidated into two, then in 1933 down to one, Capital Transit. Our Cabin John line opened in 1895–96 as the Washington & Great Falls Railroad (W&GFR), though it only went as far as Glen Echo, where it joined existing track from an 1891 line from Chevy Chase on out to the Cabin John Bridge.

A critical force in the creation of the Glen Echo line was real estate speculators Jacob Clark and Stilson Hutchins (founder of the *The Washington Post*), through whose Palisades of the Potomac subdivision the trolley would run. In 1895 the area was still largely farm country and woodlands, to the extent that when the W&GFR first went into service the tracks reportedly passed through an active dairy barn. Small dairies and truck farms sold to stores in town, and the cattle drovers' yards, where stock from Maryland and Northern Virginia was held before the final hike into the city, had only just closed. Power from the trolley wires introduced electrification to the area, and over the next 30 years this rural corner would be transformed into a classic streetcar suburb.

In those



years the first subdivisions were being laid out: Harlem, at the foot of what are now MacArthur Boulevard and Foxhall Road, Hurst and Clark's Addition at Clark Place, and the Palisades of the Potomac around Safeway. The trolley would continue to carry mail for Cabin John until 1955.

The topography of the six-mile route required extensive re-grading and the construction of eleven trestles. Bridges and car stops were both identified by number (progressing outbound), with the stops east of Battery Kemble sporadic, those west to the Dalecarlia Reservoir every block or so. The "Falls" car barn stood atop the bluffs east of the Foundry Branch trestle, but after World War II was torn down and the cars stored at the Wharves Barn in Southwest. The massive Union Terminal building, which survives with its clock tower near Key Bridge, was originally built to serve as a transfer point for this and other lines. They never materialized, so in 1911 the terminal was converted into a car barn (though not for the #20), and then in 1951 to offices for Capital Transit.

About 20 (appropriately enough) cars were assigned to the Cabin John line, of various models over the years. The iconic streamlined PCC model closed out the last two decades of service, but most beloved were the open-sided warm-weather cars, discontinued in 1937. Wait times were comparable to today's buses (which were introduced to MacArthur Boulevard during World War II), but travel time was considerably faster: 50 minutes from Cabin John to Union Station. Daily service began at 5:30 a.m. with the departure of the first car inbound from Cabin John, and one could be expected every 5–10 minutes during rush hour. East of Georgetown the line initially went on to the Navy Yard (echoing the original Washington & Georgetown RR), but by the 1930s it finished downtown, and the eastern terminus was finally settled at Union Station in 1938.

Washington streetcars relied on a two-man crew (a motorman and a conductor who collected fares) until 1936, when one-man cars with fare boxes were introduced. Fares were paid with paper tickets in the early years, later joined by metal tokens. Weekly passes offered a discount, and after consolidation paper transfers permitted free movement between formerly disparate lines. Fares were 10 cents by the 1930s and '40s, and reached 20 cents by the end of service on the line in 1960. Wartime labor shortages prompted the hiring of the first female operators in 1943, but their numbers declined after the war and were down to four by 1962. The motormen's union was much more resistant to the hiring of black operators, and though the first few were hired in 1955, motormen remained overwhelmingly white and male. Passenger seating on Washington's streetcars and buses was never segregated, as it was just across the river in Virginia (but taxis in the District were). Glen Echo Park remained closed to African-Americans until after trolley service to the park was discontinued.

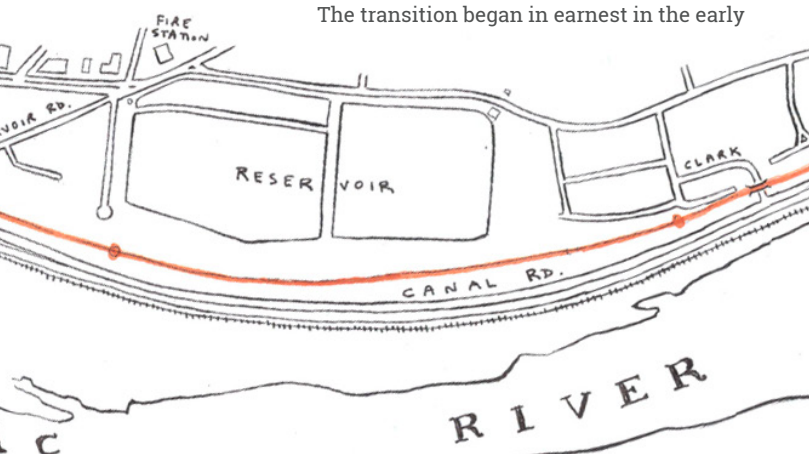
Like many streetcar lines around the country, the #20 supplemented its commuter clientele with weekend pleasure seekers venturing to the amusements at Glen Echo Park (1888-1968) and across the valley at the Cabin John Bridge Hotel (ca. 1860-1926). The trolley company purchased a majority stake in Glen Echo in 1911 and developed the formerly bucolic grounds by adding modern rides and diversions.



The Cabin John Hotel closed in 1926 and burned to the ground five years later. Glen Echo Park was sold off by Capital Transit in 1953 and, while it would survive the end of car service in 1960, was mortally wounded by its loss. Protests later that year forced the park to desegregate, and continuing tensions between patrons and the park led to a drop in attendance in the late '60s. It shut its doors in 1968.

Washington's streetcar system reached its peak ridership in 1943 amidst the wartime population boom and fuel rationing. The switch to buses had already begun some 20 years earlier and would only accelerate after the war. The underground electrical conduit system was expensive to build and maintain, and buses appeared as the money-saving alternative. Car lines that used overhead wires, however (like the #20 beyond Georgetown), remained far more economical than both conduit and bus lines, but this would not be enough to save them in the automotive age.

The transition began in earnest in the early

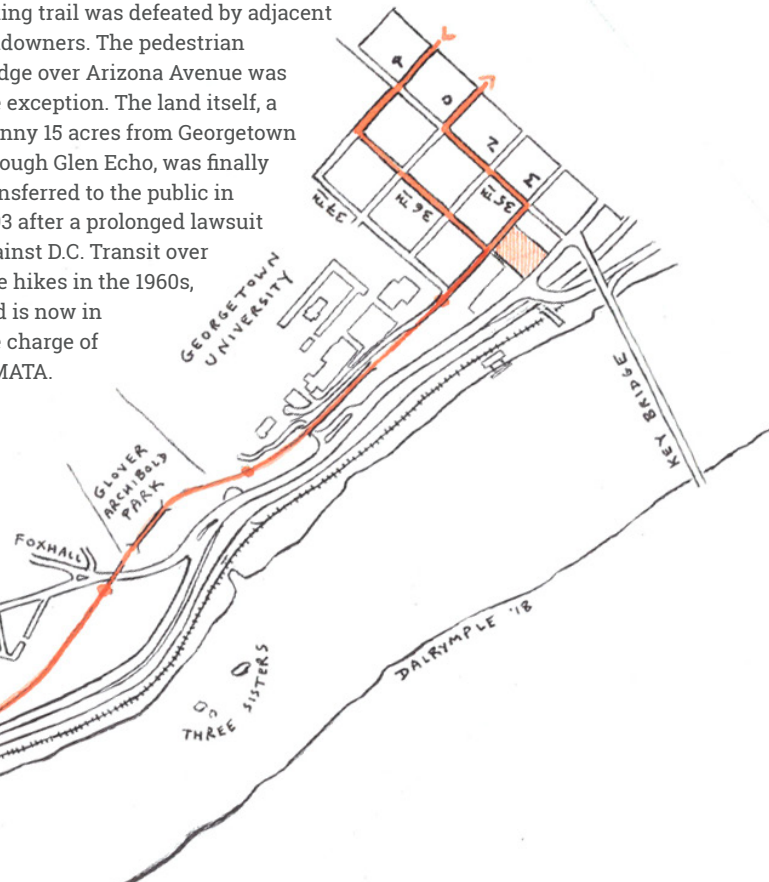


morning of January 3, 1960, when eight of the remaining fifteen routes switched over, including the #20. Ridership surged in the last few days as locals, many with children in tow, paid their last respects. "A little crowd of about 40 people made the last trip. They chattered all the way out and back. They jeered at the motorman.... They pulled the trolley off once. They rang bells when they didn't want to get off. They were kicking the old line that was breathing its last," reported the *Evening Star* on January 4, 1960. And the District of Columbia Transit System newsletter of February 1960 wrote: "At several stops there were cheering commuters lighting flares and throwing firecrackers and blowing horns, to send a farewell greeting to the last street car."

The remaining routes were converted on January 28, 1962. Eleven years later the DC Transit bus system would be taken over by the city in anticipation of the new Metrorail system, which opened its first few stations in 1976.

When Capital Transit was sold in 1956, there were about 550 streetcars on hand, most of them 15-20 years old. Of these, 190 were sold off to transit systems in Barcelona, Sarajevo and Ft. Worth, and a few others to museums and individuals. The rest were scrapped. Of the 200 or so survivors only about 20 remain today, perhaps two or three of them veterans of the Cabin John line. The last one left in the District is on display at the National Museum of American History, while the National Capital Trolley Museum in Colesville, Maryland, preserves seven. Exactly one car continues in public use on the street: for special occasions in Sarajevo.

The old right-of-way was left to grow up with brush. The stretch through Dalecarlia was taken to expand those facilities and a half-mile at Little Falls to build the Clara Barton Parkway. A water main was installed in the mid-1980s necessitating the demolition of most of the bridges in the Palisades; while a proposed hiking/ biking trail was defeated by adjacent landowners. The pedestrian bridge over Arizona Avenue was the exception. The land itself, a skinny 15 acres from Georgetown through Glen Echo, was finally transferred to the public in 1993 after a prolonged lawsuit against D.C. Transit over fare hikes in the 1960s, and is now in the charge of WMATA.



IF YOU WANT TO READ A LONGER VERSION OF THIS ARTICLE, PLEASE EMAIL DAN AT DANA.DALRYMPLE@VERIZON.NET

ASSOCIATION AFFAIRS

THE 52ND PALISADES FOURTH OF JULY PARADE AND PICNIC – A COMMUNITY EFFORT!

Summer is hitting high gear – and so are preparations for our 52nd consecutive Palisades Fourth of July Parade and Picnic. This year it will be held on Wednesday, July 4, at 11:00 am. This all-volunteer parade, sponsored as always by the Palisades Citizens' Association, is arguably one of the largest and most widely known community Fourth of July parades in the DC area – and certainly the marquee annual event for the Palisades.

As in past years, the 2018 parade will include a full complement of floats, antique cars, politicians, fire engines, marching bands and horses. And we will again host a free community picnic at the rec center. We also look forward to finally cutting the ribbon at the newly renovated Palisades Recreation Center, which will officially open on July 4th.

What does it take to pull off an event like this? The help of dozens of Palisades neighbors like you. And we need your help again to make this year's edition the best it can be! From the parade floats to the hot dogs, this is all-Palisades, and your help – even for a small amount of time – is much appreciated. Here are ways you can make a contribution:

1. Consider participating in the parade itself! From the Millwood Mob to the Community Preschool of the Palisades, represent your street or organization! All entries are welcome – from decorating bicycles to marching with fellow dog-walkers! There is no pre-registration, all you have to do is show up at MacArthur and Whitehaven ready to march. The parade lineup starts at 10:00 am, and spots are first-come, first-served!

And, of course, your entry could win prizes donated by local businesses. Categories include the Palisades Pride Award, the Patriotic Pet Award, Founding Fathers Award and the General MacArthur Award! The parade prize committee is busy right now rounding up prizes and will be tough but fair judges on parade day!

2. Help out with the parade and picnic! We need parade marshals, who watch out for the kids and – to the extent possible – keep the parade moving smoothly down MacArthur. Joe Neal has graciously volunteered to serve as head marshal. We also need folks to help out at the picnic, cutting watermelon, pouring drinks and setting up. This can be done before the parade moves at 11:00 even. Please contact Anne Ourand at 202-363-7341 or at palisadesdc@hotmail.com if you can spare some time!

3. And, finally, one of the chief ways we raise money for all this is by selling our annual t-shirt every June weekend starting Saturday, June 2, at the annual Lions Club flea market, and Saturdays and Sundays in front of the Safeway and at Farmers' Market until July 4th. All it takes is two hours of your time! Signing up for a couple of hours is easy: log onto www.signupgenius.com/go/904084caea922a75-4thofjuly3. T-shirt chair Maria Garcia thanks you!

We cannot do this without your support. Please take a moment to help us make this year's 52nd Fourth of July parade the best ever. And see you at the Parade!

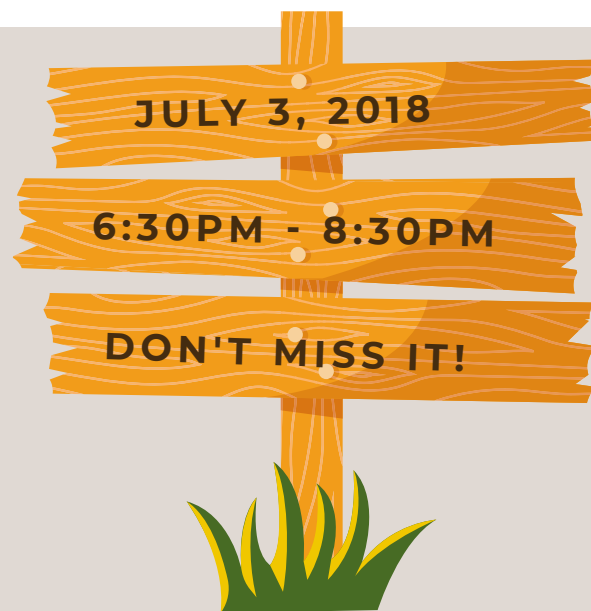


HOEDOWN!

PALISADES REC CENTER – BASEBALL FIELD TENT

Live Music | Square Dancing | Pie-eating Contest | Key School Chorus | Free Ice Cream | Community Fun!

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LETTER FROM THE PRESIDENT

Our new and expanded Palisades Recreation Center field house is scheduled to re-open this coming July 4th. If you haven't had a chance to take a peak first-hand, the new building features generous views of the Potomac gorge, and the new wing nicely compliments the original building and the park as a whole.

The final design for the Palisades Recreation Center building was the product of a comprehensive community input process, including a Statement of Principles endorsed unanimously by the Palisades Citizens' Association in 2015. In order to relieve some of the traffic and parking congestion at the rec center entrance and promote other healthy living benefits, the Statement of Principles included language about enhancing pedestrian and non-motorized access to the site, including improved ADA access. In the fall of 2017 the city's Department of Transportation began a process to make good on that principle, culminating in a public presentation on April 10, 2018*. Key features of the project vision include:

1) REPLACEMENT OF THE ARIZONA AVENUE PEDESTRIAN BRIDGE

The current bridge is not easy on the eyes, it's not well-rated structurally, and it's nearly three feet lower than federal and local minimums for pedestrian bridges – as can be seen in the damage the bridge has already sustained from trucks scraping against it. The city is proposing a new steel truss bridge with foundation fortifications – including preserving the original trolley-era foundation on the western side.

2) ADA-ACCESSIBLE RAMP ON BOTH SIDES OF SHERIER PLACE

The current pedestrian ramp from Sherier Place on the western side of Arizona Avenue would be replaced with an ADA-accessible ramp (with a longer, more gradual pitch). An additional pedestrian ramp has been proposed for the eastern side of the bridge to provide more convenient opportunities for neighbors to cross Arizona Avenue safely and to introduce a needed additional access point to the grounds of the rec center

3) TROLLEY TRAIL GRADING AND SURFACE ENHANCEMENTS

A 10-foot-wide crushed stone surface is proposed along the trolley trail between Galena Place and the intersection of Nebraska Avenue and Sherier Place (about a half mile in either direction of the rec center). The objective is to address persistent drainage concerns, provide ADA access and encourage non-motorized access to the rec center grounds for users of all abilities in all kinds of weather. Crushed stone is a natural surface, and it represents a compromise between those who have advocated for an asphalt surface and those who prefer that the entire 30-foot-wide trail remain grass and dirt. Almost everyone in our community agrees that the drainage and grading issues along the trolley trail need urgent attention, but the city cannot make those investments without also upgrading the trail surface to the ADA standard – which is a worthy goal on its own. Ultimately, the proposed trail enhancements will better connect our community with the new Palisades Recreation Center at its heart.

4) LANDSCAPING AND OTHER AMENITIES ALONG THE TROLLEY TRAIL

The scope of the project includes a variety of peripheral improvements along the renovated stretch of the trolley trail, including drainage infrastructure, privacy plantings for contiguous neighbors, native landscaping, bollards to prevent unauthorized vehicle access and speed-control features. No trail lighting is envisioned. Unfortunately, the city has not yet secured an agreement from Pepco to bury its overhead electric wires along the trolley trail – a missed opportunity we hope will be addressed.

5) SIDEWALK EXTENSION DOWN ARIZONA AVENUE TOWARD CANAL

A sidewalk extension is planned starting at the southwest corner of Arizona Avenue and Sherier Place and terminating at Arizona Avenue and Carolina Place. The city is currently studying how to connect it to the C&O Canal towpath and the Capital Crescent Trail via the patch of National Park Service land at the bottom of Arizona Avenue.

Taken together, the near-complete modernization of the Palisades Recreation Center and the proposed reconstruction of the pedestrian bridge along with the adjoining trolley trail enhancements represent the biggest changes to public space in the Palisades in a generation. Like the city as a whole, the Palisades is growing and evolving, and I'm thankful to our elected leaders for investing in our community. The Palisades Citizens' Association will continue to engage the city over the particulars of this new project as they are developed, and I encourage you to be part of that conversation in the coming months.

AVI GREEN

* FULL DETAILS ARE AVAILABLE AT [DDOT.DC.GOV/PAGE/RECONSTRUCTION-AND-REHABILITATION-PEDESTRIAN-BRIDGE-AND-CONNECTING-TRAIL-ARIZONA-AVENUE-NW](https://ddot.dc.gov/page/reconstruction-and-rehabilitation-pedestrian-bridge-and-connecting-trail-arizona-avenue-nw)

FEDERATION OF DC CITIZENS ASSOCIATIONS SPRING 2018 UPDATE

BY NICK KAUFFMAN, FEDERATION BOARD MEMBER AND PCA LIAISON

At present, the critical policy issue before the Federation is the mayor's proposed amendments to the framework of the District of Columbia Comprehensive Plan (CP). The CP is the legislative foundation that guides land-use policy in the District. Analysis of the proposal indicates that the mayor's proposed amendments are heavily tilted in favor of developers, so much so that residents would have little standing to challenge future land-use decisions. The Federation represents a large number of Citizens and Civics Associations, as noted on its website, and it entered a resolution in opposition to this proposal into the hearing record of the DC Council earlier this year. The Committee of 100 on the Federal City is also opposed to the mayor's proposal. The DC Council will consider the proposed amendments in its Committee of the Whole and make a decision later this year, possibly prior to the summer recess, according to Chairman Phil Mendelson. Residents can contribute to the dialogue by posting comments on the Palisades Listserv and by sending them to or calling Ward 3 Councilmember Mary Cheh, Chairman Mendelson and the at-large members Anita Bonds, David Grosso, Elissa Silverman and Robert C. White, Jr.

The Federation sponsored a candidates' forum for DC Council chair and at-large seats on April 14, which offered an opportunity for DC residents to interact with the candidates. Participating were: incumbent Councilmembers Mendelson, Bonds and Silverman and candidates Ed Lazere, Dionne Reeder, Marcus Goodwin, Jeremiah Lowery and Aaron Holmes. Councilmembers are key to any legislation regarding the Comprehensive Plan. The councilmembers, as well as the candidates in attendance at the forum, all expressed great reservations about the mayor's proposal to amend the Comprehensive Plan. Other topics of discussion included the environment, affordable housing, inclusionary zoning, community policing, employment opportunities for District residents, job training and education. More information can be found at www.dccitizensfederation.org and www.Committeeof100.net.



CAROLINA PARK REVITALIZATION

The PCA is supporting the city's effort to revitalize Carolina Park, located between Macomb Street, Manning Place, Sherier Place and Potomac Avenue. In an effort to provide aggregated community guidance, the general membership of the PCA unanimously endorsed a "Statement of Principles" in May regarding the project's design, implementation and maintenance. The full text can be found on the PCA website. For the latest updates, email Juliana Stein at stein.juliana@gmail.com.



THE AIRPLANE NOISE RESISTANCE

Unfortunately the US Court of Appeals for DC did not agree on the merits of the legal case raised by the Fair Skies Coalition (of which the PCA is a member). The Coalition has filed a Petition for Rehearing. On another front, Rep. Eleanor Holmes Norton (D-DC), co-chair of the Quiet Skies Caucus and a senior Member of the House Transportation and Infrastructure Committee's Aviation Subcommittee, has gotten several provisions to help address airplane noise included in the House bill (H.R. 4) to reauthorize the Federal Aviation Administration. The Coalition is supporting her efforts as the bill proceeds through Congress. These initiatives are expensive. Please go to the PCA website to make a donation in support of these ongoing efforts. For the latest updates, email Ken Buckley at toground@rcn.com.



MEDSTAR GEORGETOWN RENOVATION

Construction has begun on a multi-year renovation of MedStar's Georgetown University Hospital. MedStar plans for all outbound trucks to reach Canal Road either via Reservoir Road or Arizona Avenue, and anticipates an average of one truck every five minutes, Monday through Saturday. The PCA has expressed reservations about the use of the Arizona Avenue route given the close proximity to Key School and the general congestion that already exists there. However, the construction plan was approved by ANC 3D and the DC Department of Transportation. This is an issue that may require further attention as our neighborhood begins to feel the impact. For the latest updates, email Jack Wells at jackwells1@mac.com.

DDOT TRAFFIC MEASURES IN KENT CORNER

DDOT has begun implementing measures to address the increase in cut-through traffic in Kent Corner in the last few years. Residents have been engaged in extensive discussions among themselves and with DDOT for over two years in an attempt to define the problem and find a solution. As a result of that effort, DDOT began making adjustments to internal residential streets in March. These changes have include mounting new "do not enter" signs during rush hour, disallowing certain turns and installing traffic-calming features. They have been accompanied by methods to hasten the flow of traffic along MacArthur, Loughboro and Dalecarlia, including new light-signal patterns and street repaving. Once all changes are in place, DDOT will evaluate the success of this initiative and reassess if necessary.



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NEIGHBORS

FROM PEKING TO THE PALISADES IN 100 YEARS

BY MAYA LATYNSKI (WITH A LOT OF HELP FROM NICK KAUFFMAN)

Mr. William Fraser turned 100 last October, and he has a letter with Queen Elizabeth's congratulations and best wishes hanging proudly on a living room wall. He is half-English and half-Scottish. He came to Washington in the 1950s when he married an American. They met in the Philippines, where he worked for a bank and she was the US ambassador's daughter. Since she wanted to go back to live in the States, they did, moving straight to the Palisades. He continues to live in the same house on Arizona Avenue where they raised their four children.



Mr. Fraser's father, David Fraser, a veteran of the Boer War, was a "big shot with the *London Times*." His interests focused on Asia. He wrote four books about the countries he covered for the paper. One of them described a trip he took on horseback along the foothills of the Himalayas, starting in Calcutta, and then on to Turkey.

Bill was born in China and had an idyllic childhood "in the very good climate of Beijing, with excursions to a place in the countryside." But as things "began getting rough in China" in the 1920s, he and his younger brother, Donald, aged eight and six, were sent back to be educated in England. They traveled on the Trans-Siberian Railway and onto Ostend with their mother, who deposited them at boarding school in Surrey. There, cricket was Bill's favorite sport. In Washington he founded a cricket club which still plays on the Mall.

"Father thought I should be a newspaper man, but war interfered." While Donald went into the RAF, Bill joined the British Army and served in the China-Burma-India theater. He was shot by the Japanese on the border between Burma and India at Chinwin River when he ordered his company to advance across an open field. He still has bits of shrapnel inside a lung.

In Washington Mr. Fraser went to work for the World Bank, where he was one of the first people to believe in the usefulness of computers. He was put in charge of them. "They were not attractive to the older generation, they thought them ridiculous. The first one at the Bank was almost as big as this room, it was sitting like an old-fashioned dummy and was especially good for accounting." He was sent by the Bank to New Zealand and Australia and Asia, but never back to China.

Mr. Fraser has recently adopted a beehive for his backyard, and is studying beekeeping. One of his achievements in the neighborhood was to join with Dana Dalrymple and John Finney (for whom a bench in the little park on Loughboro Road is named) to promote the installation of a sidewalk on Arizona Avenue. He likes Saint David's Church. He advises young English people wondering whether to come to live in the United States absolutely to do it. He has clearly been very happy here himself!



ARTISTS OF THE PALISADES

DAVID COX WATERCOLOR PAINTINGS

David Cox and his wife, Mary Jane, are longtime residents of Kent/Palisades. David holds a Bachelor of Architecture from the University of Illinois and a Master of Architecture from the University of Pennsylvania. He served as a captain in the US Army in Washington and in Vietnam in 1970. In 1981 he co-founded Cox Graae + Spack Architects in Georgetown, which recently completed the Palisades Library, the Duke Ellington School of the Arts, Wilson High School and the Field School, and has done many other prize-winning projects. David is a fellow of the American Institute of Architects and was awarded the Centennial Medal for his service to the profession and the community by the Washington Chapter of the AIA in 2009.

David has been painting in watercolor for the last 20 years, initially small architectural travel sketches and later more complex floral and landscape paintings. His wife's backyard flower garden, with its seasonal displays of luminous color and abstract shadow patterns, provides endless inspiration for his floral works. The close observation of how sunlight falls on various surfaces and casts shadows is an essential part of his paintings. Several of David's works have been selected for inclusion in books on watercolor painting, and in 2011 one of his floral paintings was selected in an international competition for a year-long national floral art exhibition tour.



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THE WRITING LIFE

ELIZA MCGRAW

Will Kubzansky writes about the Nationals for *Federal Baseball*, an SB Nation site. He is in the eleventh grade at Edmund Burke School, where he edits the school newspaper.

HOW DID YOU GET INTERESTED IN JOURNALISM IN THE FIRST PLACE?

When I was nine, I read *Sports Illustrated for Kids*, and there was a little advert in the magazine that said, apply to become a kid reporter. So I sent them 500 words on the World Cup. And I sort of had this moment of realization at around ten or eleven, which is a lot earlier than most people do, so I got lucky there, that I would really like to do this. And it sort of progressed from there, and eventually I reached out to this website that I'd been reading a lot, *Federal Baseball*, and said to them, do you need any help? Because I'd be happy to work for free. And that sort of progressed into what I do now.

WHAT DO YOU DO FOR FEDERAL BASEBALL TODAY?

So I do three things. One is every day if there is some news about the Washington Nationals on the internet, it's my job to read it, do 50 words on it, put it all together in one big post of the day. It's like a short summary of every news article on the Nats.

THAT COULD BE A LOT.

It is a lot. In the playoffs it's an hour-long task, in December it might take ten minutes max. The second thing I do is shareable content, so if Bryce Harper hits a home run, then it's my job within fifteen minutes to find a video and get something really quickly up on the site. And then the third thing I do, mostly in the summer when school's not insane, is I write opinion pieces. Longer stuff on the Nationals, or statistical stuff.

WHAT IS THE MOST INTERESTING ARTICLE THAT YOU'VE DONE?

I think the one that I am most proud of was when last summer Anthony Rendon, the third baseman, was having a really phenomenal season, and so I sort of dove deep into his FanGraphs, which is this site that has the crazy statistics, and asked, what's separating this season from all the other seasons? And I sort of isolated three or four things.

AND ARE YOU STILL WORKING FOR FREE?

No. I started getting paid end of the 2016 season. After a season they said, all right, we have these positions to fill. The whole conglomerate of websites – it's under the SB Nation. So that's basically a group of 400 websites, one about every sports team you could imagine. So the question is, how do we pay all these people? And the answer is, we're not going to pay them very much. Which is fine, I'm seventeen.

DO YOU HAVE PRESS CREDENTIALS?

[My editor] does. The team doesn't give them to minors. So maybe next year. The website has credentials – we have a writer who's a junior at JMU, so when he comes up, he can be credentialed.

WHEN DO YOU TURN 18?

January 2019. Not that anyone's counting down.

HOW DO YOU THINK THE BLOGS THAT ARE ALLOWED TO BE FANS, TOO, HAVE CHANGED SPORTSWRITING?

So when my editor is in the press box, he's with *The Washington Post* reporters. And when he sees the Nationals do something good, he's excited about it. And they're just like, "Here's something that happened." I think it's something that's not been totally figured out. On the days of big games ESPN is doing it more, they have Mike Wilbon go on in a Cubs jersey. It's sort of a line that's getting blurrier, and I think people are understanding that good writing can come from the intense, passionate part of being a fan.

DO YOU THINK [NATIONALS PITCHER] MAX SCHERZER IS THE MOST AMAZING THING IN THE ENTIRE WORLD?

He's phenomenal. It's just really nice having him on the hill every five days because you look up, and it's like ok, here's a win. Cross it off, don't worry about it.

HE'S MY FAVORITE.

I love [Nationals pitcher] Sean Doolittle also. Sean Doolittle's an interesting figure with his political – not only his views, but talking about them.

HOW IS THAT SOMETHING NEW OR DIFFERENT?

Baseball sort of has this culture of, in the clubhouse, you don't talk about politics. You don't really think about the outside world. You're here to play 162 games, go home. You see this with guys like Bryce Harper, who may go home and say whatever, but they're the most apolitical people in the world. It's a weird, weird time to be a Washingtonian right now, and so to have Sean Doolittle, this is someone who will be outspoken about the things that a lot of people in this town really care about. And is willing to speak up when things like Charlottesville happen.



DID YOU EVER PLAY BASEBALL?

I play it very nominally. I go to Burke, and we have a sports requirement, so I keep the bench warm. That's not a potential career for me. I was thinking when I was in the fourth grade, maybe when I grow, I'll learn how to throw a fastball. I can't throw a fastball. And that was that.

BUT BEFORE BURKE YOU WENT TO KEY.

Yes. And I think Key was really good in that you get to write for the *Northwest Current*, so that was a really fun thing for me, to see my name in the *Current*. And I have this vivid memory of Miss Bergantino talking to us about capturing small moments versus a long thing, and that was like the first time that made sense to me. Ms. Williams also – in journalism there's the nut graf, and Miss Williams sort of said every piece of your writing should have a so what? It should connect to something bigger. So when someone first introduced me to the concept of the nut graf, I was like yeah, I learned that in the fifth grade.

YOU COME HOME FROM SCHOOL, WHEN DO YOU ACTUALLY GET ONLINE AND START READING NATS STUFF? HOW DO YOU DO THAT WHEN THERE ARE DAY GAMES?

It's hard to do the writing during the season, because most of the news comes out after the game, so during the season it's the last thing I do before I go to bed. In the off-season it's a little easier – if there's stuff to write about – typically I can sort of do it at 5 pm.

SO WHAT'S THE FIRST THING YOU READ?

It depends on sort of what else I've had to do. If I'm in the middle of studying for a chem test or something, I'll finish my chem, and then start with the *Post* and work my way through the blogs and *MLB.com*. But if I've been watching the game, just typically I'll wait until the post-game quotes come out.

BECAUSE YOU DON'T HAVE CREDENTIALS, YOU DON'T GET TO BE THERE FOR THAT?

I was there once. So *The Washington Post* – no longer, which I am really sad about – had a student journalism program, a summer workshop. The summer before tenth grade, I got to spend the week in the *Post* newsroom, and I got to shadow Chelsea Janes and Jorge Castillo for an afternoon. I sat in the press box with them and I went down and I asked Dusty Baker a question in the post-game. And that was really phenomenal.

WHERE DO YOU LIKE TO WRITE?

Typically at my school's library, I write there a lot. And then at my desk, in my room, which is a pretty boring answer.

WHAT DO YOU LIKE ABOUT PALISADES IN GENERAL?

Within a three-house radius of me, I have three national news reporters including a White House correspondent, there are just journalists everywhere. Down on Sherier, there's Liz Clarke from the *Post* sports section. If I ever need advice about something, it's just such an incredible resource to be around here. Because you know there are a million people who have done it before right next to you.

WHO ARE YOUR FAVORITE SPORTSWRITERS? WHO DO YOU LIKE TO READ?

Tom Boswell, you really can't go wrong with him. I think Peter Gammons always has good influential things to say. *MLB.com* has this part of the site called *Céspedes Family BBQ*, and they're weird and they're young, and they are so much fun to read. And Barry Svrluga.

The last book I read was the *Once and Future Liberal*, and I just read *The Sellout*, which is racial satire. I'm sort of in the middle of this history of the *Daily Mail* in the UK, which I am enjoying but haven't had time for.

THAT MIGHT HAVE TO WAIT UNTIL AFTER CHEM.

Yes.

THIS INTERVIEW HAS BEEN EDITED.

WHERE IN THE
PALISADES?
IN CASE YOU MISSED
IT, THIS SOFA MADE A
BRIEF APPEARANCE AT
THE INTERSECTION OF
SHERIER AND ARIZONA
ON APRIL 1! WHY?!



FIRST PALISADES ARTS POP-UP! IS A HUGE SUCCESS

BY HEATHER GUSTAFSON, DIRECTOR OF PALISADES MONTESSORI

On February 25, PCA Board members Shoshana Rosenbaum and Heather Gustafson organized the first ever "Palisades Arts Pop-Up!" This vibrant community event was held at 5104 MacArthur Boulevard in the former Pro Feed Pet Store, soon to become the Palisades Montessori Infant and Toddler Center. While the center awaits its building permit, what better use for it than to host the creative talents of the Palisades?

The event began in the afternoon. Performing arts highlights included belly dancing by Gail Bailey, a virtuoso guitar performance by eight-year-old Jack Mitchell and Benjamin Rosenbaum's dramatic reading of the story "The Orange" from his book *The Ant King and Other Stories*.

The 2,500-square-foot space was transformed into a beautiful art gallery. The artists who exhibited their work were: Patti Francis (painting/collage), Penny Mause (paintings), Wyatt Scott (drawings), Wesley Scott (drawings), Willem Scott (drawings), Annabelle Harbold (drawings), Shaune Bazner (paintings), Howard Clare (photography) and Shoshana Rosenbaum (photography). Sales were made – most notably by young artist Emma Saunders. Kent Slowinski delighted the crowd with his "Washington Monuments" exhibit, tall acrylic sculptures with LED color-changing lights.

Makers Generation founder Mike Fahrasmene thrilled children and adults alike with his hands-on STEM Maker experiments, as well as a demonstration of hydraulics and fun coding computer games.

A dinner that included pizza and crudités was provided for all. Especially popular were the bags of chips. As the sun went down, the group settled in to watch three films by local filmmakers, Bulbul Tiwari, Doug Dupin and Shoshana Rosenbaum.

What a talented and artful Palisades community we have! Let's hope that we can do this again!





PALISADES COOKS: SAUCES, DRESSINGS AND DIPS!

BY CHRISTY HALVORSON ROSS

Christy is a Palisades resident and founder of Little Green.

Little Green cleanse participants know what an advocate I am of having salad ingredients on hand in your fridge at all times. A variety of good, clean greens. Red cabbage. Some root veggies... maybe cooked beets or raw carrots. Crunchy nuts. Possibly some protein like chickpeas rinsed and stored in a glass jar or a hard-boiled egg or some mung bean sprouts. What tips the scale, though, is having a delicious salad dressing or sauce that you love, ready-made.

Maybe it's a creamy tahini sauce, maybe a light French dressing or maybe a sweeter honey lemon dressing. But my food prep during the week is incomplete unless I have a full jar of delish dressing waiting. Then, at lunch or dinnertime, when I look in the fridge to figure out what to make, having a big nutritious bowl of greens and vegetables suddenly becomes a reality. I like to make one dressing at a time and use it for a few days, then whip up a new one.

The following recipe is one of Little Green's signature recipes: Pistachio Mint Pesto. It is so easy to make, and it's really beyond-delicious. You can use this over salad, in a modern-day "bowl" with veggies, grains and legumes, or on a sandwich. I know you'll love it!

PISTACHIO MINT PESTO

1/2 cup pistachios, shelled
 1 1/2 cups fresh mint leaves
 juice of 1 lemon
 1/4 tsp. Himalayan pink sea salt
 1/4 cup extra virgin olive oil



Instructions:

Puree pistachios in a Cuisinart until powdery. Add the mint, lemon and salt, and puree. Slowly drizzle in olive oil while blending, and add more if necessary to get the consistency you want. Store in a glass jar in your refrigerator. Makes about 4 servings.

CHECK OUT MY WEBSITE FOR MORE RECIPES!
WWW.LITTLEGREEN.ME

OUR HOPS MAY BE GREEN,

BUT OUR

SPIRIT

★ IS RED, WHITE AND BLUE. ★

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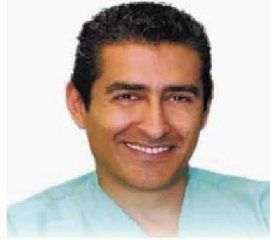
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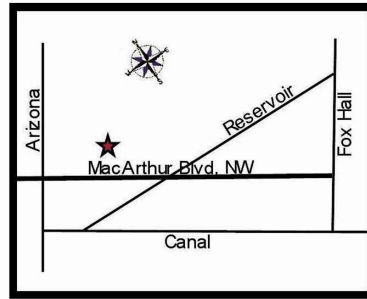
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WHERE IN THE PALISADES?

FIND OUT ON PAGE 11

