

National Park Service Cultural Landscapes Inventory 2023



Fletcher's Cove

Chesapeake & Ohio Canal National Historical Park

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Introduction

Cultural Landscapes in the Cultural Resources Inventory System

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Cultural Landscape Inventory Name:	Fletcher's Cove
Cultural Landscape Inventory Number:	600270
Parent Cultural Landscape Inventory Name:	Chesapeake and Ohio Canal
Parent Cultural Landscape Inventory Number:	600268
Park Name:	Chesapeake & Ohio Canal National Historical Park
Park Alpha Code:	3100
Park Org Code:	CHOH
Property Level:	Component Landscape

Landscape/Component Landscape Description

The content of the Fletcher's Cove CLI has largely been adapted from the Fletcher's Cove Cultural Landscape Report that was prepared by Quinn Evans in 2022.

Fletcher's Cove is situated within the Chesapeake & Ohio Canal National Historical Park in Northwest Washington, District of Columbia. The 44-acre Fletcher's Cove cultural landscape is a natural feature of the Potomac River that played a role in human cultures throughout history. Affected by tidal flows, the area was a fertile fishing ground used by Indigenous Peoples with human occupation at the cove documented to at least as early as 9500 BCE. In the eighteenth century, canals represented the future of commerce and transportation in the United States, and by the early nineteenth century, George Washington's Potomac Company constructed the Little Falls Skirting Canal, which terminated in Fletcher's Cove. The Company was established in 1784 with the mission to establish a reliable navigable connection between Western Maryland and Washington, D.C.

Some of the earliest known developments in the area include the construction of the extant 1801 Abner Cloud House and a contemporaneous, nonextant grist mill that later developed into an industrial complex for guano production. Later, between 1828 and 1831, the C&O Canal was built, utilizing the Potomac Company's canal prism and extending it from Fletcher's Cove to Georgetown. The canal prism, towpath, and associated features are visible in the cultural landscape today and provide interpretive and recreational opportunities for park visitors. During the period of canal operation, Fletcher's Cove became a hub of commercial and residential activity. As early as the 1850s, the area was also utilized for recreation. Fletcher's Boathouse rented rowboats to fishermen and visitors. These uses persist today with over 600,000 visitors every year.

Significance Summary

The C&O Canal was listed in the National Register of Historic Places under Criteria A, C, and D in the areas of Architecture, Commerce, Conservation, Engineering, Military, and Transportation. This CLI proposes that Fletcher's Cove is eligible for individual listing in the National Register of Historic Places under Criteria A, C, and D in the areas of Commerce, Conservation, Transportation, Engineering, and Archeology. The period of significance extends from 1793 to 1966, which encompasses the physical development of Fletcher's Cove including the mill, mill races, guano factory, and circulation associated with the canal and industrial buildings.

Analysis and Evaluation Summary and Condition

Several landscape characteristics help to convey the historic character of the site, including natural systems and features, land use, topography, spatial organization, constructed water features, circulation, views and vistas, vegetation, buildings and structures, small-scale features, and archeological sites. Overall, the Fletcher's Cove cultural landscape retains integrity in location, design, setting, materials, workmanship, feeling, and association. Although there have been some changes since the historic period, the landscape retains the characteristics, physical

attributes, and historic associations it had during the period of significance from 1793 to 1966 and remains in fair condition.

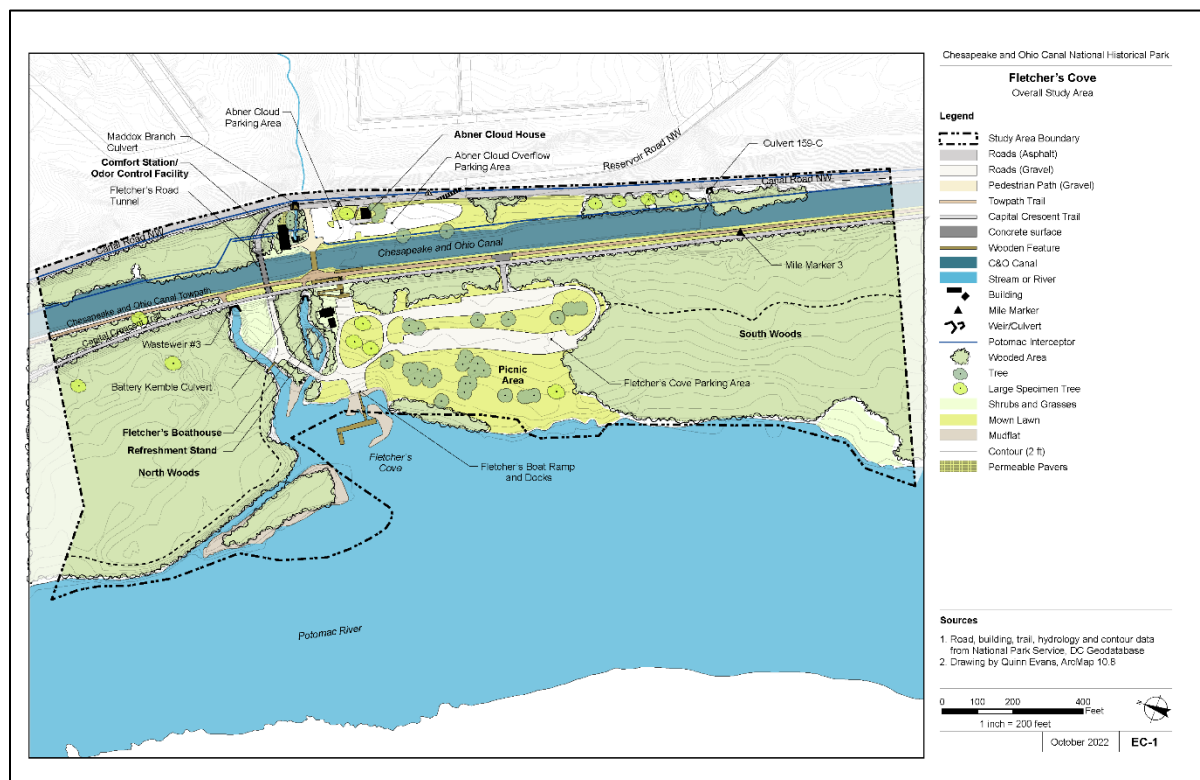
Landscape Hierarchy Description

Fletcher's Cove is a component cultural landscape of the Chesapeake and Ohio Canal parent cultural landscape.

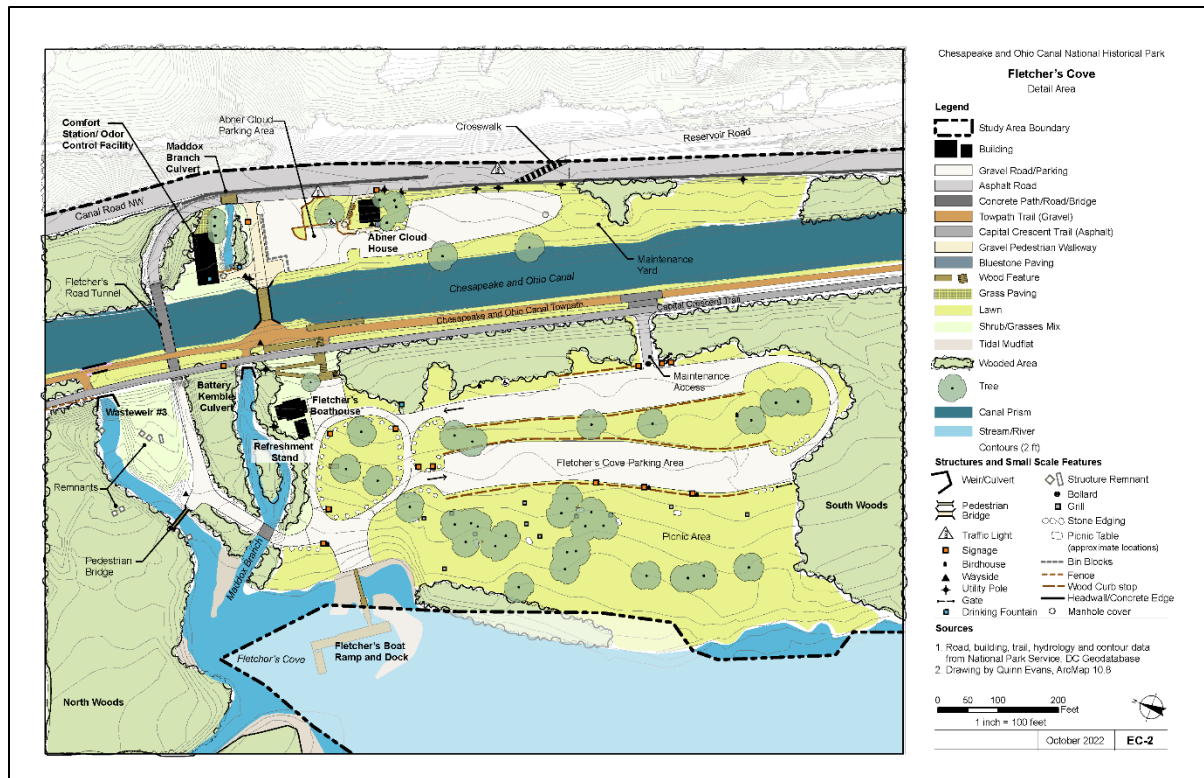
Landscape Type

Historic Vernacular Landscape

Site Plan



Drawing EC-1. Existing conditions drawing showing the Fletcher's Cove overall study area (Quinn Evans, 2022).



Drawing EC-2. Existing conditions drawing showing the Fletcher's Cove detail area (Quinn Evans, 2022).

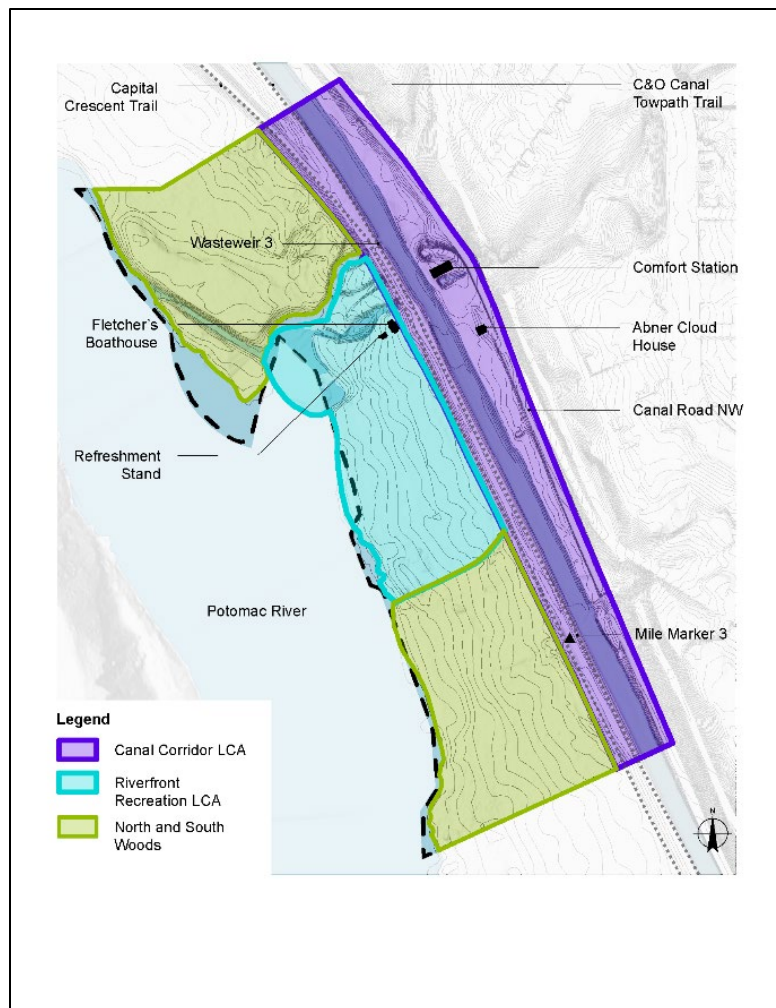


Figure 1-1. Landscape Character Areas (LCAs) used to describe the Fletcher's Cove cultural landscape (Quinn Evans, 2022).

Other Names

Table of Other Names

Name	Type
Abner Cloud House	Both Current and Historic
C & O Canal	Both Current and Historic
Chesapeake & Ohio Canal	Both Current and Historic

Name	Type
Chesapeake & Ohio Canal National Historical Park	Current
Fletcher's Boathouse	Current
Potomac Canal Company	Historic
Lock Cove	Historic

Concurrence Information

Park Superintendent Concurrence:

Yes

Park Superintendent Concurrence Date:

August 29, 2023



In Reply, Please Refer to
I.B. (NCR-RESS)

August 16, 2023

Memorandum:

To: Cultural Landscapes Inventory Coordinator, National Capital Region
From: Superintendent, Chesapeake and Ohio Canal National Historical Park
Subject: Statement of Concurrence, Fletcher's Cove

I, Tina Cappetta, Superintendent of Chesapeake and Ohio Canal National Historical Park, concur with the findings of the Fletcher's Cove Cultural Landscapes Inventory, including the following specific components:

PERIOD OF SIGNIFICANCE: The Fletcher's Cove cultural landscape retains integrity to the following period of significance: 1793-1966

INTEGRITY: The landscape displays the seven aspects of integrity (location, setting, design, materials, workmanship, feeling, and association) as defined by the National Register of Historic Places

MANAGEMENT CATEGORY: Must be Preserved and Maintained

CONDITION ASSESSMENT: Fair

The Cultural Landscapes Inventory for Fletcher's Cove is hereby approved and accepted.

TINA CAPPETTA

Digitally signed by TINA CAPPETTA
Date: 2023.08.29 09:34:13 -04'00'

Superintendent, Chesapeake and Ohio Canal National Historical Park Date

INTERIOR REGION 1 • NORTH ATLANTIC-APPALACHIAN
CONNECTICUT, DELAWARE, DISTRICT OF COLUMBIA, KENTUCKY, MAINE, MARYLAND, MASSACHUSETTS,
NEW HAMPSHIRE, NEW JERSEY, NEW YORK, PENNSYLVANIA, RHODE ISLAND, VERMONT,
VIRGINIA, WEST VIRGINIA

HPO Concurrence:

Yes

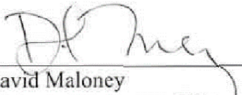
HPO Concurrence Date:

09/06/2023

**Statement of Concurrence
Fletcher's Cove Cultural Landscapes Inventory**

The preparation of this Cultural Landscapes Inventory for Fletcher's Cove is part of the National Park Service's efforts to update cultural resource inventories, as required by Section 110 (a) (1) of the National Historic Preservation Act.

- The D.C. Historic Preservation Office (DC HPO) concurs with the findings of the Fletcher's Cove Cultural Landscapes Inventory. The D.C. HPO further concurs that the cultural landscape resources of Fletcher's Cove, as enumerated, retain integrity to the site's period of significance (1793-1966) and contribute to its historic character.



David Maloney
District of Columbia Historic Preservation Officer

9/6/2023

Date

Please email signed PDF copy to Cortney Gjesfjeld, National Capital Region Cultural Landscapes Inventory Coordinator at cortney_c_gjesfjeld@nps.gov.

Completion Status Explanatory Narrative

The information provided in this CLI was adapted from the Fletcher's Cove Cultural Landscape Report (2022) by Cortney Cain Gjesfeld, NCR CLI Coordinator. Park staff reviewed and provided comment on the CLI prior to submittal to the District of Columbia Historic Preservation Officer for concurrence.

Archival Research and In-person Research:

For additional information associated with the development of the CLR by Quinn Evans, please see details below.

Research was conducted at the park archives in Williamsport, Maryland, on 16 November 2021. Justin Ebersole and Blyth McManus gave Mike Mitchell an introduction to the park's collections, including maintenance files and various reports. Much of the materials dated to the 1970s–90s and covered topics such as dredging, the construction of the island, and the construction of the stairs and ramp. Of particular note is a ca.-nineteenth-century painting with an unknown date and by unknown artist that depicts the site. Research was conducted at the Peoples' Archive at the Martin Luther King, Jr., Memorial Library in Washington, DC, on November 18, 2021.

Archival holdings consulted include the library's photograph collection, books, and vertical files on the C&O Canal and the Palisades neighborhood. The materials covered a variety of topics, including the construction of the C&O Canal, the history and development of Palisades, and the mid-1950s demolition of houses that flanked the Abner Cloud House along Canal Road NW.

Online Research:

The online collections of both the Library of Congress (LOC) and National Archives and Records Administration were consulted. An 1827 map that shows the project site was discovered in the

National Archives' online collection. A number of historic maps and diagrams were found in the online collections of the LOC. These documents offered particularly helpful information about the physical arrangement of the project site from the early nineteenth century. The online collection of the Historical Society of Washington, DC, was consulted. Several photographs of the project site dating to the mid-twentieth century were found in their collection.

Geographic Information

Area (Acres)

44 acres

Land Tract Number(s)

Reservation 404 (Section) 3 from Potomac Palisades Parkway-Key Bridge to DC Line, NW
including the following tracts: 101-100, 101-103.

Boundary Description

The Fletcher's Cove cultural landscape encompasses a 44-acre parcel of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP), located in Washington, DC. Fletcher's Cove is located approximately 3.5 miles north of the canal terminus in Georgetown along the Potomac River. The Potomac River defines the western boundary of the study area, the northern boundary runs west to east approximately 850 feet north of Wasteweer 3, the eastern boundary is defined by the east side of Canal Road NW, and the southern boundary runs east to west just south of Mile Marker 3 on the Towpath Trail (Figure 1-1). The cultural landscape is situated between Canal Road and the Potomac River and is significant for its association with residential, recreational, industrial, and transportation purposes for the past 200 years.

Latitude/Longitude

Table of Latitude/Longitude with Cultural Landscape Boundary Points

Geometry	Latitude	Longitude	GeoDatum	Elevation (Meters)	Position Source	Position Accuracy
Point	38.921453	-77.102505	1983 NAD	—	GIS	—
Point	38.9197805	-77.1009222	1983 NAD	---	GIS	---
Point	38.9154630	-77.0986360	1983 NAD	---	GIS	---
Point	38.9144337	-77.1015201	1983 NAD	---	GIS	---
Point	38.9148451	-77.1015238	1983 NAD	---	GIS	---
Point	38.9150502	-77.1013517	1983 NAD	---	GIS	---
Point	38.9155686	-77.1014092	1983 NAD	---	GIS	---
Point	38.9168453	-77.1019987	1983 NAD	---	GIS	---
Point	38.9173058	-77.1023584	1983 NAD	---	GIS	---
Point	38.9174107	-77.1023576	1983 NAD	---	GIS	---
Point	38.9188151	-77.1027741	1983 NAD	---	GIS	---
Point	38.9191322	-77.1032095	1983 NAD	---	GIS	---
Point	38.9181884	-77.1035947	1983 NAD	---	GIS	---
Point	38.9185555	-77.1042097	1983 NAD	---	GIS	---
Point	38.9192049	-77.1044684	1983 NAD	---	GIS	---
Point	38.9196305	-77.1049356	1983 NAD	---	GIS	---
Point	38.9204583	-77.1055465	1983 NAD	---	GIS	---
Point	38.9204676	-77.1045642	1983 NAD	---	GIS	---

Regional Landscape Contexts and Narratives

Physiographic

The following information is adapted from the Fletcher's Cove Cultural Landscape Report (2022) prepared by Quinn Evans. Citations are identified by a number enclosed in parenthesis at the end of a sentence (e.g. (14)), while the endnotes are located after the physical history.

The Fletcher's Cove study area is situated near the convergence of three distinct physiographic zones. The site is twelve miles below the Fall Line, a narrow zone defined by rapids and waterfalls between two other zones—the Piedmont Plateau and Atlantic Coastal Plains (2). The Piedmont Plateau is known for hard igneous and metamorphic rocks and is characterized physically by rolling hills and large rocks (3). By the end of the Jurassic period (201.3–145.0 MYA), an upland plain of crystalline rocks had tilted to the southeast and begun eroding over time (4). The higher parts of that plain of decaying rocks became known as the Piedmont Plateau. The higher, western part of present-day Washington, DC, including the Palisades neighborhood, is situated on the Piedmont Plateau. The flatter, southeastern two-thirds of Washington is a part of the Coastal Plain province, which is sandy and gravelly compared to the rockier plateau (5). Located at the base of the steep bluffs of the Piedmont Plateau, Fletcher's Cove is approximately 43 feet above sea level.

Over the course of millions of years, the power of the Potomac River and the erosive nature of its flow ultimately shaped and reshaped the geomorphology of the site. The process that formed the current shoreline of the Potomac River, as well as the cove of present-day Fletcher's Cove, began approximately five million years ago in the Cenozoic period and continues to the present (6).

Cultural

The cultural landscape at Fletcher's Cove includes historic buildings and structures, natural and built topography, and constructed water features, primarily the Chesapeake & Ohio (C&O) Canal. The landscape is a combination of successional woodland and open areas maintained as

mown lawn for recreation. Remnants from past structures and uses such as milling, manufacturing, and transportation are a part of the historic landscape at Fletcher's Cove.

Political

The C&O Canal NHP runs the length of the 184.5-mile towpath and associated canal infrastructures from Cumberland, Maryland to Georgetown, Washington, DC.

Location Map Graphic Information

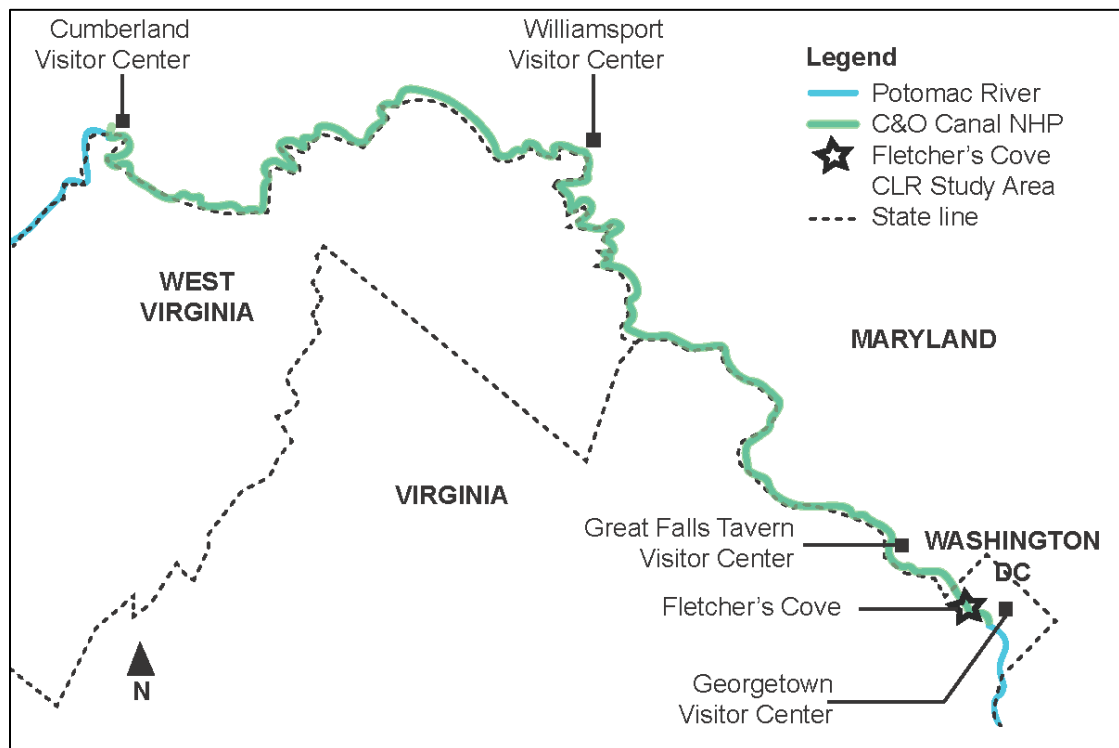


Figure 1-2. Regional context map. Not to Scale (NTS), (Quinn Evans, 2022).

State and County

State

District of Columbia

County

Washington County

Management Information

Management Category

Must be Preserved and Maintained

Management Category Date

August 29, 2023

Management Category Explanatory Narrative

Fletcher's Cove meets the criteria for Management Category A – Must be Preserved and Maintained. The cultural landscape is located within the nationally significant Chesapeake and Ohio Canal National Historical Park Historic District and contributes to the park's legislated significance. Additionally, the Chesapeake and Ohio Canal as a historical unit, which is a special designation within the NPS, and its management is further guided by Section 5.2 of the National Park Service Management Policies (NPS 2006):

Superintendents will ensure full consideration of the park's cultural resources and values in all proposals for operations, development, and natural resource programs, including the management of wilderness areas. When proposed undertakings may adversely affect national historic sites, national battlefields, and other predominantly cultural units of the national park system that were established in recognition of their national historical significance, superintendents will provide opportunities for the same level of review and consideration by the Advisory Council on Historic Preservation and the Secretary of the Interior that the Advisory Council's regulations require for undertakings that may adversely affect national historic landmarks (36 CFR 800.10).

The Management Category Date is the date the CLI was first approved by the park superintendent.

Management Agreements

Table of Management Agreements

Management Agreement	Other Management Agreement	Management Agreement Expiration Date	Management Agreement Explanatory Narrative
Concession Contract/Permit	---	---	The docks are managed by Guest Services, LLC, under a concessions contract through Rock Creek Park, which also includes the Thompson Boat Center and Key Bridge Boathouse.

Legal Interests

Table of Legal Interests

Legal Interest Type	Fee Simple Reservation Expiration Date	Other Organization/Agency	Legal Interest Narrative
Fee Simple	---	None	Fletcher's Cove is held in fee by the National Park Service.

Adjacent Lands Information

Do Adjacent Lands Contribute?

Yes – Adjacent lands do contribute

Narrative

Adjacent lands are lands located outside of the boundaries of the park. Successional woodland areas located outside of the park in the District of Columbia and Virginia contribute to the cultural landscape. These lands buffer Fletcher's Cove from urban development, which help to maintain the historic character as well as the setting, feeling and association of the site. In addition, the Potomac River also serves as a contributing adjacent land that defines the western edge of the cultural landscape.

Located in managed wilderness?

No

Uses Information

Functions and Uses

Table of Functions and Uses

Major Category	Category	Use/Function	Historic Use	Current Use	Primary Use
Transportation	Water-Related	Canal	Yes	Yes	Yes
Transportation	Water-Related	Boat Launching Area	Yes	Yes	No
Transportation	Road-Related	Automobile	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Outdoor Recreation-Other	Yes	Yes	Yes
Domestic (Residential)	Single Family Dwelling	Single Family House	Yes	No	No
Commerce/Trade	Commerce Trade-Other		Yes	No	No
Industrial/Processing/Extraction	Manufacturing Facility (Mill)	Manufacturing Facility (Mill)-Other	Yes	No	No
Agriculture/Subsistence	Agricultural Field		Yes	No	No

Public Access

Public Access

Other Restrictions

Public Access Narrative

Fletcher's Cove is open daily from sunrise to sunset. The Abner Cloud House is operated by the Colonial Dames of America and is open to the public monthly. Access to the site via Canal Road is subject to weekday morning and evening one-way rush hour restrictions.

Associated Ethnographic Groups

Ethnographic Study Status

No survey conducted

National Register Information

Documentation Status

Entered – Inadequately Documented

Documentation Narrative Description

Fletcher's Cove was listed administratively in the National Register of Historic Places as part of the C&O Canal National Monument on October 15, 1966. Since administrative listings did not originally include documentation, a National Register of Historic Places nomination was not prepared for the C&O Canal until 1979. The periods of significance for the canal were 1800–1899 and 1900–(nomination forms from this era listed significance in 100-year periods). In 2015, an updated National Register of Historic Places nomination was prepared with a boundary increase and additional documentation. A resource inventory included in the updated nomination combined newly identified contributing and noncontributing resources with those listed in the 1979 nomination. The updated nomination identified the Fletcher's Road Culvert (ca. 1830), Abner Cloud House (1801), Battery Kemble Culvert (ca. 1830), Wasteweir #3 (1850) and the Arizona Avenue Railroad Bridge (1906) as contributing as well as the Fletchers Boat House Archeological Site (8000 BCE-1600 CE) and the Pierce Mill Ruins (Edes Mill) Complex Archeological Site (19th century). Noncontributing features included the Fletcher's Boat House Office and Snack Bar (1962). In addition, the nomination identified the Bike Shop (1972) and Metal Shed (1963) as noncontributing. Despite the updated National Register nomination, the cultural landscape associated with Fletcher's Cove has not been adequately documented.

Concurrence Eligibility

Eligible – SHPO Consensus Determination

Date

09/06/2023

Narrative

The District of Columbia Historic Preservation Officer concurred with the findings of the Fletcher's Cove CLI on September 6, 2023.

National Register Significance Level

National

National Register Significance

Individual

National Register Classification

District

Statement of Significance

Summary of Significance

The C&O Canal was listed in the National Register of Historic Places under Criteria A, C, and D in the areas of Architecture, Commerce, Conservation, Engineering, Military, and Transportation. Fletcher's Cove is eligible for individual listing in the National Register of Historic Places under Criteria A, C, and D in the areas of Commerce, Conservation, Transportation, Engineering, and Archeology. The period of significance is 1793 to 1966.

National Register Criteria for Evaluation

Criterion A—Commerce, 1793–1924

The Fletcher's Cove project area is significant under Criterion A at the national level in the area of Commerce as a site along two prominent canals that enhanced commercial activity on the

Potomac River. As the location of the lift locks of the Potomac Company's Little Falls Skirting Canal, the Fletcher's Cove area played a prominent role in the operations of the canal's commercial activities. In the early years after the establishment of Washington, DC, the skirting canal was part of a network of other such canals that contributed to the commercial development of the new capital city and neighboring Georgetown. The area was also the location of buildings related to the operation of the canal, including a toll house and lock house. After the demise of the skirting canal, the locale was a site along the C&O Canal, where commercial boats passed between Georgetown in Washington, DC, and Cumberland, Maryland. Between 1828 and 1924, the canal was an important contributor to the commercial development of the capital city.

Criterion A—Transportation, 1793–1924

The Fletcher's Cove project area is significant under Criterion A at the national level in the area of Transportation as a site through which the Little Falls Skirting Canal and C&O Canal passed, beginning in 1793 with the construction of the Little Falls Skirting Canal and lasting until the demise of the C&O Canal in 1924. Constructed in the early 1790s, the Little Falls Skirting Canal, part of a network of skirting canals, extended from the Little Falls to present-day Fletcher's Cove. The C&O Canal was constructed from 1828 to 1850 and extended along the east bank of the Potomac River between Washington, DC, and Cumberland, Maryland. The canal served as a vital transportation route for the nascent economy of the capital city. The canal primarily transported coal from western Maryland to the port of Georgetown. The canal was constructed during a period historians have identified as the Canal Era (1800–1850) in the United States, an era in which the nation attempted to ease intra-continental transportation by building canals.

Criterion A—Conservation: Creation and Development of C&O Canal

National Historical Park, 1938–1966

The Fletcher's Cove project area is nationally significant under Criterion A in the area of Conservation as part of the C&O Canal National Historical Park. The C&O Canal was acquired by the National Park Service in 1938, and efforts were soon undertaken to preserve and commemorate features along the canal. Although the only extant building and structures on the site dating to the C&O Canal period are the Abner Cloud House, Wasteweir #3 and several culverts, the prism of the canal and towpath through the site is retained. Two New Deal-era Civilian Conservation Corps (CCC) camps comprised of African American enrollees completed work on the section of the canal in the Fletcher's Cove area. The Mission 66 era initiated significant changes to the area, as the NPS program refocused its conservation efforts through the lens of enhancing recreational use.

Criterion C—Engineering: Stone Locks

As the terminus of the Little Falls Skirting Canal, Fletcher's Cove was chosen as the site at which lift locks, designed to convey boats both into and out of the canal, would be constructed. Locks emerged in Europe in the late eighteenth century and were an important enhancement to the operation of canals. Historian Robert Kapsch writes that the wooden Little Falls locks were revolutionary for their time and some of the first constructed in the United States (1). The wooden locks were removed and stone locks were installed in 1812. Remnants of the stone locks are located in the ravine below Wasteweir 3 within the Fletcher's Cove cultural landscape.

Criterion D—Archeology

Under Criterion D, Fletcher's Cove possesses national significance in the area of Archeology: Historic, Non-Aboriginal for the data it has yielded. The site possesses significance under Criterion D at the local level for its demonstrated and potential ability to provide important information about the pre-contact occupation of the Washington, DC, region from the Early Archaic to Middle Woodland periods. The period of significance could be extended or revised

based on pre-contact archeological findings.

Cultural Landscape Period of Significance

The period of significance for the cultural landscape extends from 1793 to 1966. It achieved its primary significance in the period of 1793 to 1924, from the construction of the Little Falls Skirting Canal at the Fletcher's Cove to the demise of the C&O Canal. The landscape achieved additional significance in the 1930s due to the National Park Service acquisition of the property in 1938 and work on this section of the canal by two CCC camps comprised of African American enrollees. Subsequent development of the park through the NPS Mission 66 era brought further significance to the cultural landscape. The integrity of the cultural landscape is assessed in the Existing Conditions and Analysis section of the CLI.

National Register Significance Criteria

Criterion A: Event

Criterion C: Design/Construction

Criterion D: Information Potential

National Register Criteria Considerations

Not applicable

National Register Periods of Significance (with Historic Context Themes)

Table of National Register Periods of Significance

Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
1793 CE – 1966 CE	Developing the American Economy	Shipping and Transportation by Water	Canals

Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
1793 CE – 1966 CE	Creating Social Institutions and Movements	Recreation	General Recreation
1793 CE – 1966 CE	Expanding Science and Technology	Technology (Engineering and Invention)	Transportation
1793 CE – 1966 CE	Peopling Places	Other Peopling Places	Other Peopling Places
1793 CE – 1966 CE	Transforming the Environment	Historic Preservation	The Federal Government Enters the Movement

National Register Areas of Significance

Table of National Register Areas of Significance

Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
Archeology	Historic-Non-Aboriginal	—
Commerce	—	—
Conservation	—	—
Engineering	—	—
Transportation	—	—

National Historic Landmark

No

World Heritage Site

No

National Natural Landmark

No

NRIS Information (with Other Certifications)

NRIS Name (Optional)

Chesapeake and Ohio Canal National Historical Park Historic District (Boundary Increase and Additional Documentation)

NRIS ID (Required)

14001236

Other Name (Optional)

Chesapeake and Ohio Canal National Historical Park (CHOH)

Primary Certification Date (Optional)

02/02/2015

NRIS Name (Optional)

Chesapeake and Ohio Canal

NRIS ID (Required)

66000036

Other Name (Optional)

Chesapeake and Ohio Canal National Historical Park

Primary Certification Date (Optional)

10/15/1966

Other Certification (Required, if applicable)

08/09/1979

Chronology & Physical History

Chronology

Table of Chronology

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
9500	BCE	7500	BCE	Inhabited	The area was utilized by Indigenous communities during the Early Archaic Period.
3300	BCE	1400	BCE	Inhabited	The locale now known as Fletcher's Cove was inhabited by Indigenous peoples during the Late Archaic Period.
1000	BCE	200	BCE	Inhabited	Fletcher's Cove was utilized by the Accokeek people during the Early Woodland Period. Evidence of period hearth features have been identified within the cultural landscape.
900	BCE	1650	CE	Inhabited	Fletcher's Cove was inhabited by Indigenous peoples during the Late Woodland Period. Archeological evidence of long-term storage pits and stone tool production suggests that the site may have been used for more than just short-term habitation.
1608	CE	1608	CE	Explored	Captain John Smith was the first Englishman to explore and map the Potomac River and its Eastern Branch (Anacostia River).
1632	CE	1632	CE	Established	King Charles I conveyed the authority to Cecilius "Cecil" Calvert, the second Lord Baltimore, to establish the colony of Maryland and issue land grants (Ditifeci 2003).
1689	CE	1689	CE	Land Transfer	The Fletcher's Cove area was part of a land grant awarded to William Hutchinson and John Addison. Known as White Haven (or Whitehaven), the patent consisted of 759 acres that stretched along the north bank of the Potomac River from the present-day Key Bridge to Chain Bridge Road.

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1765	CE	1765	CE	Purchased/Sold	John Ballendine purchased land in Amsterdam, which was located southeast of White Haven.
1774	CE	1774	CE	Built	Ballendine began construction of a canal on the Amsterdam tract. The canal began at a "cove called the Riffles of the Potomac River, near High Island." Present-day Fletcher's Cove served as the lower terminus of Ballendine's canal. Ultimately, work on the canal was terminated after only a year of construction.
1782	CE	1782	CE	Purchased/Sold	After Ballendine's death in 1782, his son, Thomas William Ballendine, sold the Amsterdam tract to Abner Cloud Sr.
1784	CE	1784	CE	Purchased/Sold	Nicholas Way, Samuel Paxson, and Abner Cloud acquired a 150-acre tract known as Arrell's Folly, which was located northwest of Amsterdam and White Haven.
1785	CE	1785	CE	Purchased/Sold	Way, Paxton, and Cloud acquired 37.25 acres of White Haven.
1785	CE	1785	CE	Established	The Potomac Company was established in 1785 for the purpose of improving navigation on the Potomac River. The company went bankrupt in 1819.
1789	CE	1789	CE	Purchased/Sold	Abner Cloud sold his land holdings to his son, Amos Cloud.
1793	CE	1793	CE	Established	The Potomac Company initiated the condemnation of land in the Fletcher's Cove area for the purpose of building a skirting canal.
1791	CE	1795	CE	Built	The Little Falls Skirting Canal was constructed over Ballendine's canal and, when completed, ran 2.17 miles. Constructed between 1791 and 1795, the canal extended

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					from Little Falls to present-day Fletcher's Cove.
1793	CE	1793	CE	Built	A toll house was built in the Fletcher's Cove area "adjoining the first set of locks".
1794	CE	1794	CE	Built	The Potomac Company's 1794 annual report noted that the wooden "frames of the Locks at the little Falls are put in, planked & walled up."
1795	CE	1795	CE	Land Transfer	In October 1795, Abner Cloud, Jr. received approximately 195 acres of White Haven for 5 shillings from his brother-in-law, Jesse Bailey.
1795	CE	1795	CE	Built	In 1795, the Maryland legislature passed a petition to construct a road, "not exceeding sixty feet in width, from George-town to a bridge to be erected over the river Potowmack at or near the little falls." Ultimately, the road was cut into the bluffs above the Fletcher's Cove area. By the 1850s, the circulation route had been renamed "Canal Road".
1801	CE	1801	CE	Built	Cloud, Jr. constructed a house southeast of the toll house and approximately 175 feet east of Maddox Branch.
1812	CE	1818	CE	Built	The Potomac Company constructed new 12-foot-wide stone canal locks northwest of the earlier locks.
1812	CE	1813	CE	Purchased/Sold	Abner Cloud, Jr., died in 1812, and his administrators sold his estate the following year.
1819	CE	1819	CE	Purchased/Sold	By 1819, John Kilty Smith owned the land between Little Falls and the Abner Cloud House.

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1820	CE	1820	CE	Purchased/Sold	Smith sold four acres to Leonard Johns, pursuant to an agreement between Smith and the Potomac Company that a mill be constructed on the land.
1820	CE	1820	CE	Built	By 1820, a new lock house was located near the "new" locks, "immediately on the canal" and "near the stone mill built by Leonard H. Johns." The lock house was built for the Little Falls Skirting Canal and continued in operation for the C&O Canal. The lock house's specific location and the date it was demolished are not known.
1821	CE	1821	CE	Built	By December 1821, the <i>Daily National Intelligencer</i> noted that Johns had "commenced grading" at the mill he had recently built at this site.
1824	CE	1824	CE	Purchased/Sold	Leonard Johns sold the mill and associated four-acre tract to John Lyons.
1825	CE	1825	CE	Established	The Chesapeake and Ohio Canal was chartered.
1828	CE	1850	CE	Built	The Chesapeake and Ohio Canal was constructed between Georgetown, Washington, DC, and Cumberland, Maryland.
1830	CE	1830	CE	Built	By 1830, the section of the canal from Seneca, Maryland, to Lock Cove (i.e., Fletcher's Cove) was completed.
1831	CE	1831	CE	Built	A masonry culvert, measuring 14 feet wide and covered by an arch with a rise of 9.5 feet, was constructed under the canal. In addition, a new path was established, from the "route from Little Falls to Georgetown" (i.e., Canal Road) to the mill site.

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1850	CE	1850	CE	Built	Circa 1850, wasteweir (now known as Wasteweir 3) was constructed where the ravine met the canal.
1851	CE	1851	CE	Land Transfer	Leonard Johns' mill (constructed in 1821) was acquired by William A. Edes. The mill changed hands several times over subsequent decades, but at some point, acquired the moniker "Edes' Mill."
1861	CE	1865	CE	Established	By the Civil War era, a towpath running 184.5 miles was created parallel with the C&O Canal on the southwest edge of the canal and opposite the canal from the Abner Cloud House.
1872	CE	1872	CE	Built	A stone retaining wall was installed along Canal Road by builder John J. Shipman.
1872	CE	1873	CE	Built	Shipman constructed a culvert where the canal crossed Maddox Branch. At an unknown date, the six-foot wide stone culvert became known as Battery Kemble Culvert.
1880	CE	1889	CE	Established	Fletcher's Boathouse business was established at some point in the 1880s. The boathouse was described as being at the foot of New Cut Road (today's Reservoir Road NW) and Canal Road NW.
1882	CE	1882	CE	Land Transfer	The Transparent Ice Company acquired the four-acre Edes' Mill tract.
1890	CE	1938	CE	Retained	The Baltimore & Ohio Railroad acquired a majority of 1878 repairs bonds on the canal. From 1890 to 1938, court-appointed trustees oversaw canal operation and repairs.
1897	CE	1897	CE	Destroyed	In January 1897, the former Edes' Mill was largely destroyed by a fire. The roof, floors, and other wood components of the building

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					burned, while the stone components survived.
1909	CE	1909	CE	Built	An eleven-mile spur of the Baltimore & Ohio Railroad, known as the Georgetown Branch, was opened. The Georgetown Branch carried the railroad through Fletcher's Cove and was parallel with the C&O Canal and the towpath.
1924	CE	1924	CE	Abandoned	The C&O Canal closed to commercial navigation following flood damage.
1938	CE	1938	CE	Land Transfer	The federal government acquired the C&O Canal. The property was overseen by the National Park Service.
1952	CE	1952	CE	Built	By 1952, a metal-clad boathouse and frame refreshment stand had been constructed opposite the canal (to the southwest) from the one-and-a-half-story building behind the Fletcher's building. Also, a new bridge had been installed over the ravine by this date.
1953	CE	1959	CE	Demolished	The National Capital Planning Commission identified twenty-one houses located between Georgetown and Chain Bridge along Canal Road and K Street NW for demolition.
1957	CE	1957	CE	Land Transfer	The Abner Cloud House was acquired by the federal government. It was the only residence in the 4900 block of Canal Road NW that was spared from demolition. Other buildings that remained on site were associated with Fletcher's Boathouse.
1962	CE	1962	CE	Built	A new boathouse was constructed in the location of the former boathouse.
1963	CE	1963	CE	Built	A new concrete-block refreshment stand was built on the site of the former frame refreshment stand.

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1964	CE	1964	CE	Graded	Landfill were used to fill a sluiceway that ran northwest-southeast through the Fletcher's Cove isthmus. The landfill was largely taken from the bottom of the canal bed and placed in the sluiceway and on the river banks to help facilitate construction of the Potomac Interceptor Sewer.
1966	CE	1968	CE	Built	Construction of the Potomac Interceptor Sewer was completed in the vicinity of the Fletcher's Cove CLI boundary between 1966 and 1968. The sewer system extended from Washington Dulles International Airport to the Potomac Pumping Station near Georgetown.
1964	CE	1977	CE	Demolished	At some point between 1964 and 1977, the two buildings associated with the Fletcher's Boathouse business northeast of the canal were demolished.
1966	CE	1966	CE	Planned	The NPS prepared a redeveloped plan for the area around the boathouse; however, it was never implemented.
1966	CE	1966	CE	Established	The C&O Canal was administratively listed on the National Register of Historic Places.
1971	CE	1971	CE	Established	The property was designated as the C&O Canal National Historical Park.
1972	CE	1972	CE	Built	A bicycle shed was built near the boathouse and refreshment stand.
1972	CE	1972	CE	Damaged	Structures associated with the boathouse were damaged by flooding as a result of Hurricane Agnes.
1976	CE	1976	CE	Rehabilitated	Beginning in 1976, the Abner Cloud House was rehabilitated for use by the Colonial Dames of America Chapter III. The project included an extensive interior renovation,

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
					whitewashing the stone exterior, and restoring windows to the building.
1981	CE	1981	CE	Built	An arched, wooden footbridge was constructed across the canal to connect the Abner Cloud House to the recreational/parking area near Fletcher's Boathouse.
1985	CE	1985	CE	Abandoned	The Georgetown Branch of the B&O Railroad (part of CSX Transportation) ceased operation of the rail branch.
1986	CE	1986	CE	Built	A new 450-foot-long sluiceway was cut south of the pre-1964 sluiceway to correct inadequate waterflow to the cove and issues associated with siltation.
1986	CE	1986	CE	Established	A nonprofit organization known as the Coalition for the Capital Crescent Trail was established to convert the old Georgetown Branch railroad bed into a trail for walking, jogging, and cycling.
1994	CE	1994	CE	Built	The Capital Crescent Trail, an eleven-mile trail from Georgetown in Washington to Silver Spring, Maryland was completed.
1994	CE	1994	CE	Removed	Two box elder trees were removed from the recreational/ parking area around Fletcher's Boathouse.
1996	CE	1996	CE	Rehabilitated	The Canal Road retaining wall was repaired and raised. Repairs to the existing wall included a partial rebuilding in some areas.
1998	CE	1998	CE	Built	A new, wider bridge replaced the 1981 bridge across the canal. In addition, new stairs and a ramp were installed to enhance accessibility down the sloped site from the towpath and Capital Crescent Trail to the recreational/parking area around Fletcher's Boathouse.

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
2010	CE	2019	CE	Built	An NPS wayside was installed in the 2010s near the stone ruins northwest of Fletcher's Road. The wayside commemorated the history of the area as an industrial site.
2011	CE	2014	CE	Established	Sometime between 2011 and 2014, concrete bin blocks were placed along the northwest edge of the parking area near the Abner Cloud House to prevent vehicles from blocking access to the pedestrian bridge across the canal.
2013	CE	2013	CE	Built	An Odor Abatement Building, which included public restrooms, was constructed northwest of the Abner Cloud House. The brick building was intended to control odor from the Potomac Interceptor.
2013	CE	2013	CE	Established	Boulders were placed along the southwestern and southeastern edges of the lawn fronting the Abner Cloud House to prevent vehicles parking close to the building.
2015	CE	2015	CE	Established	Improvements to aid traffic entering the Fletcher's Cove area were introduced to the site, including the addition of traffic signals and pedestrian crossing signals.

Physical History

This section provides information on the physical development and evolution of the site, organized by time periods.

The following information is adapted from the Fletcher's Cove Cultural Landscape Report (2022) prepared by Quinn Evans. Citations are identified by a number enclosed in parenthesis at the end of a sentence (e.g. (14)), while the endnotes are located after the physical history.

INDIGENOUS USE BEFORE 1600 CE

The Fletcher's Cove area may have been utilized by Indigenous groups known as the Nacotchtanks, also known as Necostins or Anacostins (Algonquins), and the Accokeeks. The Nacotchtanks settled at the mouth of the Anacostia River in what is now Maryland and on Analostan Island (now Theodore Roosevelt Island) near present-day Georgetown (7). The Accokeek were an Indigenous group who lived on land in present-day northern Virginia and southern Maryland.

Although the Nacotchtanks and Accokeeks do not survive as modern tribes, the Piscataway Conoy Tribe of southern Maryland and the Piscataway Indian Nation and Tayac Territory are among their living descendants (8). The Piscataways trace their history in the region as far back as ten thousand years ago as a confederacy, which extended between the western shore of the Chesapeake Bay to the Potomac River and all land from the southern tip of St. Mary's County, Maryland, north to include Baltimore, Montgomery, and Anne Arundel counties to Washington, DC (9).

The location of Fletcher's Cove at the mouth of Maddox Branch prompted frequent visitation to the site by the region's Indigenous peoples. Maddox Branch provided a convenient travel route through the nearby bluffs (10). Evidence suggests the area was used by people as early as the

period referred to by archeologists as the Early Archaic period (9500–7500 BCE). The style of the lithic points found on the site reflect inhabitants' focus on hunting small, forest-adapted fauna such as white-tailed deer. Archeologists also argue that physical evidence suggests significant mobility for resource procurement along the Potomac River. Fragments identifying human habitation were also found on the site dating to the Late Archaic Period (3300–1400 BCE). During this period, large base camps, typically half an acre to five acres, were created near bodies of water for anadromous fish runs. However, it is not known whether a base camp was located in the Fletcher's Cove area (11). Evidence of Early Woodland (1000–200 BCE) use of the site was found by archeologists in the area around present-day Fletcher's Cove. Period hearth features found on the site are associated with the Accokeek peoples (12).

Late Woodland (900–1650 CE) long-term storage pits and evidence of ceramic vessels found near the Fletcher's Cove area suggest the site may have been used for more than just short-term habitation. This evidence suggests that food preparation occurred here. Additionally, archeological evidence suggests stone tools were made at the site (13). Although the region around present-day Washington, DC, was home to several Indigenous communities, anthropologists have not assigned specific tribal affiliations to the groups that utilized the area during this period. Rather, information on early inhabitants of the region relies on the accounts of seventeenth-century European travelers (14). Captain John Smith documented a settlement called Nacotchtank, on the east side of the Anacostia, established by the Indigenous group of the same name (15).

The romanticized stories of John Smith's voyages obscure the ravages brought by European explorers and settlers beginning in the seventeenth century. With European settlement in present-day Maryland and Virginia came the introduction of diseases, encroachment and forced removal, and the decimation of Indigenous traditions and culture (16). Such European-driven

forces extinguished Nacotchtank populations, forcing those surviving members to join the Piscataway people and lose their original identity and descendency.

COLONIAL MARYLAND, THE LITTLE FALLS SKIRTING CANAL, AND “LOCK COVE,” 1600–1825

The earliest documented European presence in the present-day Washington, DC, region was Captain John Smith and those who traveled with him on his 1608 voyage around the Chesapeake Bay. Smith's crew explored the Potomac River as far north as just beyond Great Falls to a point approximately near what is today called Blockhouse Point in Montgomery County, Maryland (17). Following Smith's voyage, European settlers began arriving in the region in significant numbers. Encroachment onto Indigenous lands was aided by rapidly decreasing Indigenous Populations (18).

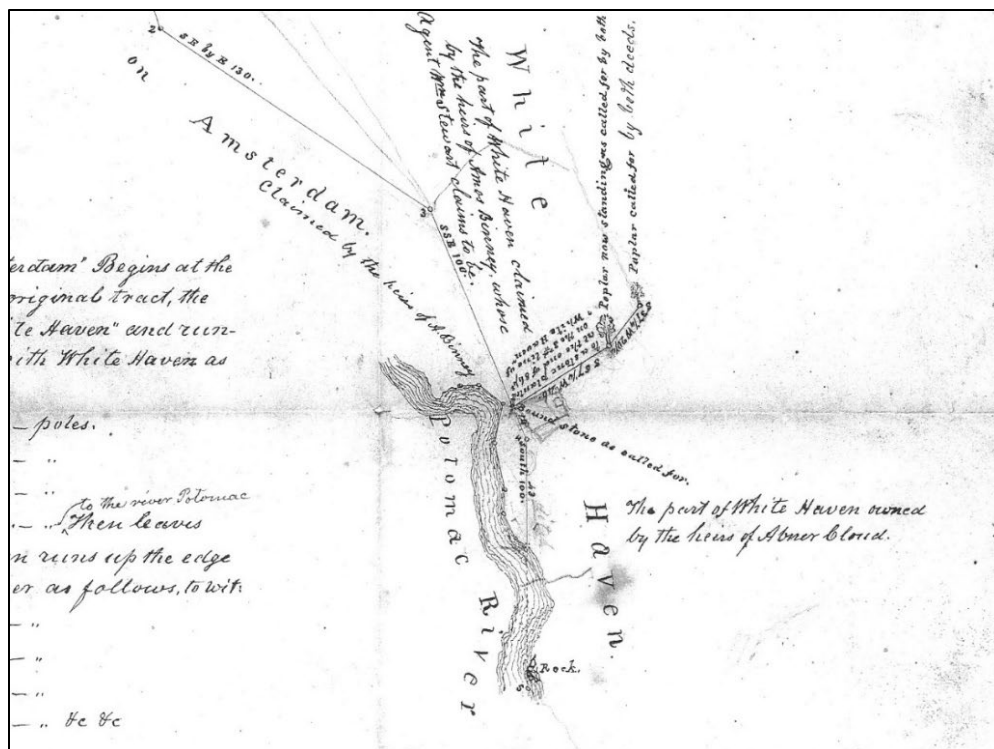


Figure 2-1. Plat map showing 1689 land grant for White Haven tract, ca. 1840s. The Fletcher's Cove area is located near the center of the map by the upper bend of the Potomac River (Collection of the Colonial Dames of America, Chapter III, Washington, DC).

As Indigenous populations significantly declined, Great Britain asserted control over the land encompassing present-day Maryland. In 1632, King Charles I gave to George Calvert, the first Lord Baltimore, the authority to establish the colony of Maryland and issue land grants. In 1689, the Fletcher's Cove area was part of a land grant given to William Hutchinson and John Addison. Known as White Haven (or Whitehaven), the patent consisted of 759 acres, which stretched along the north bank of the Potomac River from the present-day Key Bridge to Chain Bridge Road (Figure 2-1) (19). Southeast of White Haven was another tract known as Amsterdam.

In 1765, John Ballendine purchased land in Amsterdam. He began construction of a canal somewhere on his new land in 1774 (20). As the river gained importance in the nascent economy of the European settlements in Maryland, interest developed by the 1770s to find a more easily navigable path around Little Falls, an area of rapids northwest of the Fletcher's Cove area. Ballendine's canal began at a "cove called the Riffles of the Potomac River, near High Island." Present-day Fletcher's Cove served as the lower terminus of Ballendine's canal. Ballendine, however, aborted the work on the canal after only a year of construction (21). The Ballendine canal was never used for navigation (22). Ballendine's death in 1782 left the land to his son, Thomas William Ballendine, who sold his Amsterdam tract to Abner Cloud, Sr. (circa 1739–1795) (23). In 1784, Nicholas Way, Samuel Paxson, and Abner Cloud acquired a 150-acre tract known as Arrell's Folly, which was located northwest of Amsterdam and White Haven (24). By the next year, they acquired a 37.25-acre part of White Haven (25). Way, Paxson, and Cloud became partners in order to construct several mills using water power from Little Falls (26). Research to date has not uncovered evidence of any mills being built in the Fletcher's Cove area at this time. In 1789, Abner Cloud sold his land holdings to his son, Amos Cloud (27).

In 1793, an organization known as the Potomac Company initiated the condemnation of land in the Fletcher's Cove area for the purpose of building a skirting canal. The Potomac Company was

established in 1785 for the purpose of improving navigation on the Potomac River. Work began on the canal in 1791, but land was still being obtained in some areas, such as the Fletcher's Cove area, in 1793. Establishing the river as a commercial route was an important cause to the company's first president, George Washington. What was known as the Little Falls Skirting Canal or Little Falls Canal was one of five skirting canals constructed by the company for navigation around the Potomac River's impassable rapids, such as Little Falls. The Little Falls Skirting Canal was constructed over Ballentine's canal and, when completed, ran 2.17 miles (28). Constructed 1791–1795, the canal extended from Little Falls to present-day Fletcher's Cove. Enslaved persons, approximately 60–100, comprised the majority of the builders who constructed the canal. The enslaved persons who built the canal were conscripted from nearby plantations (29).

The land records of Montgomery County that document the land condemnation for the canal right-of-way note that the canal took a turn at a “place known by the name of Garrison Cove or lock harbor” (present-day Fletcher's Cove). Louis Berger Group argues in their 2008 archeological report that the name “Garrison Cove” referred to a fort (i.e., garrison) that belonged to a militia called the Potomac Rangers, who patrolled the countryside with help from Indigenous guides to fight off attacks by other Indigenous groups. Louis Berger Group believes the fort was situated on a nearby hill, most likely the hill on the west side of present-day MacArthur Boulevard NW (30). Historian Robert Kapsch also referred to the inlet as Woodward's Cove, but the source of his name is not known (31).

The canal cut through the northwest third of the Fletcher's Cove area. The terminus at present-day Fletcher's Cove (i.e., the turn mentioned in the land records) was the location of wooden lift locks constructed for the canal (32). Locks were machines designed to lift boats a distance of 8–18 feet. The development of lift locks was a significant technological innovation in the eighteenth century (33). Three 18 foot-wide wooden locks were constructed at the Little Falls Skirting

Canal's terminus at present-day Fletcher's Cove (Figure 2-2) (34). They were among the first locks constructed in the United States. It is not known who designed the locks, but, according to Kapsch, the Potomac Company's records suggest a European engineer was responsible. Although no drawings survive of the Little Falls locks, according to Kapsch, the wooden locks designed by architect Benjamin Henry Latrobe for the Washington City Canal in 1810 were likely similar to those installed at present-day Fletcher's Cove. Latrobe's section drawings of the locks are a valuable resource for understanding the Little Falls locks (Figure 2-3 and Figure 2-4). Kapsch writes that because the Little Falls locks were revolutionary for their time and received a great deal of fanfare, Latrobe likely noticed them (35). The Potomac Company's 1794 annual report noted that the wooden "frames of the Locks at the little Falls are put in, planked & walled up" (36). Builder Leonard Harbaugh led the group that constructed locks. The locks became so associated with this site that monikers such as "lock harbor" or "Lock Cove" were applied in late eighteenth- and early nineteenth-century documents (37).

A diagram produced in 1816 shows the canal turn and locks as adjacent to a toll house (see next paragraph) (Figure 2-5). A detail of a site plan from 1802 for a proposed extension of the canal helps further place the location of the canal turn/locks by showing the toll house's location near present-day extant features, such as the Abner Cloud House (more on this house below) (Figure 2-6). The canal soon filled with sediment and debris and eventually had five sluice gates and two waste dams, intended to clear silt and debris from the canal (38).

Constructed in 1793, the toll house was the first documented structure built in the Fletcher's Cove area. Little is known about the building. William Roberts, who lived in the Abner Cloud House (see next paragraph) in the 1810s, mentioned that the toll house was part of the land condemned for the canal in 1793 and that it was "adjoining the first set of locks" (Figure 2-5 and Figure 2-6) (39).

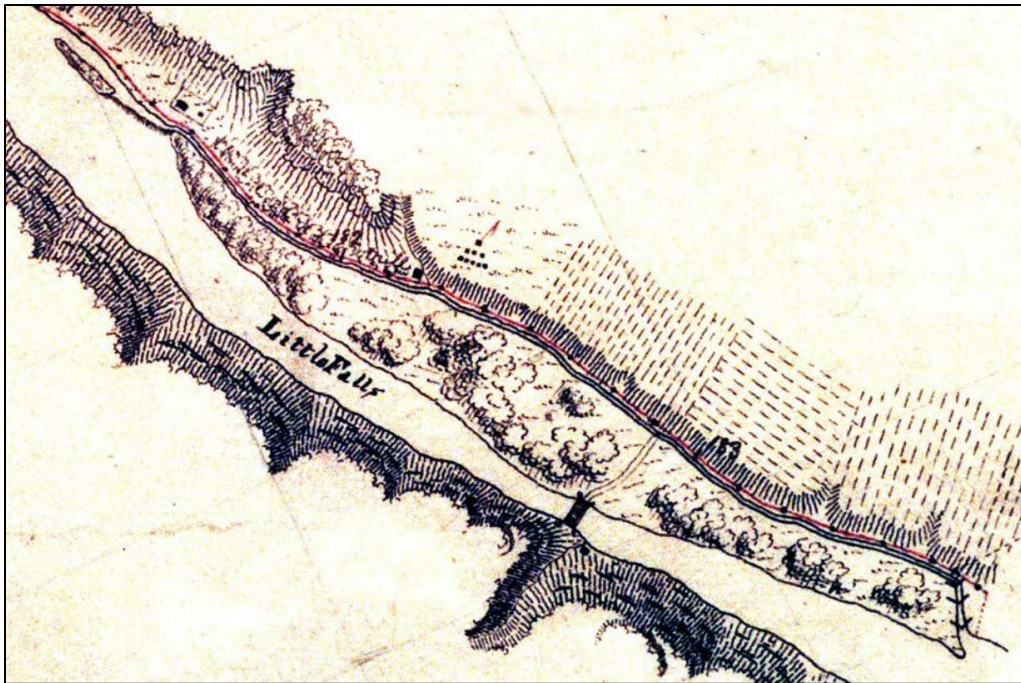


Figure 2-2. Drawing of wooden locks at the terminus of the Little Falls Skirting Canal at Lock (Fletcher's) Cove. The northwestern end of the Fletcher's Cove area is situated at the lower right of the image. Drawing by James Geddes, 1827 (National Archives and Records Administration).

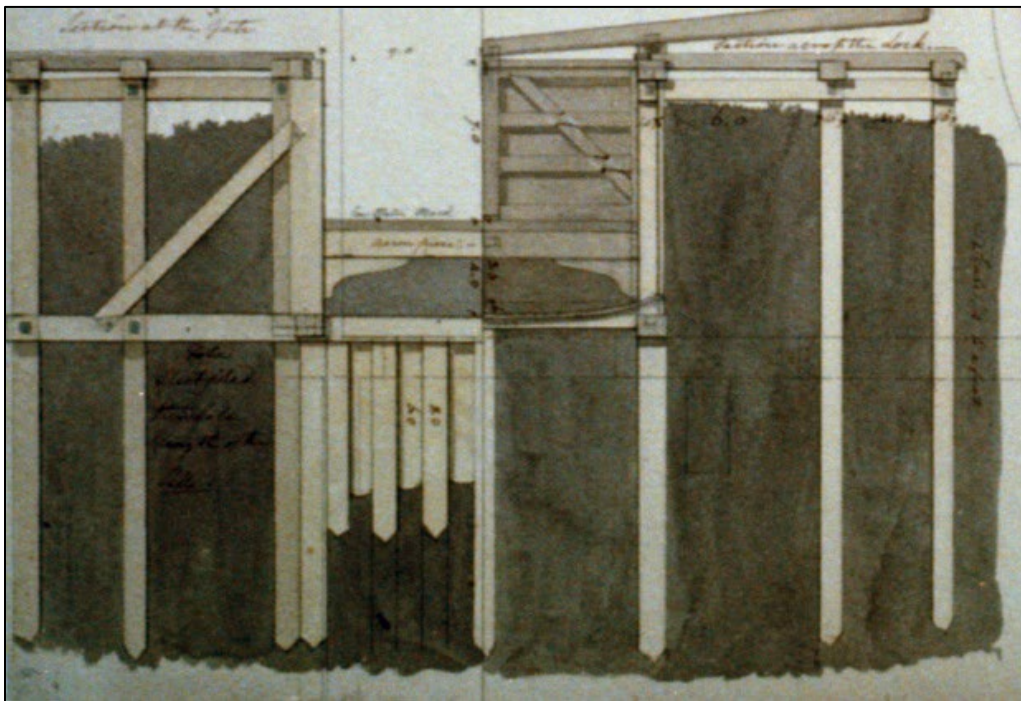


Figure 2-3. Benjamin Henry Latrobe, section drawing, Washington City Canal, 1810 (Library of Congress).

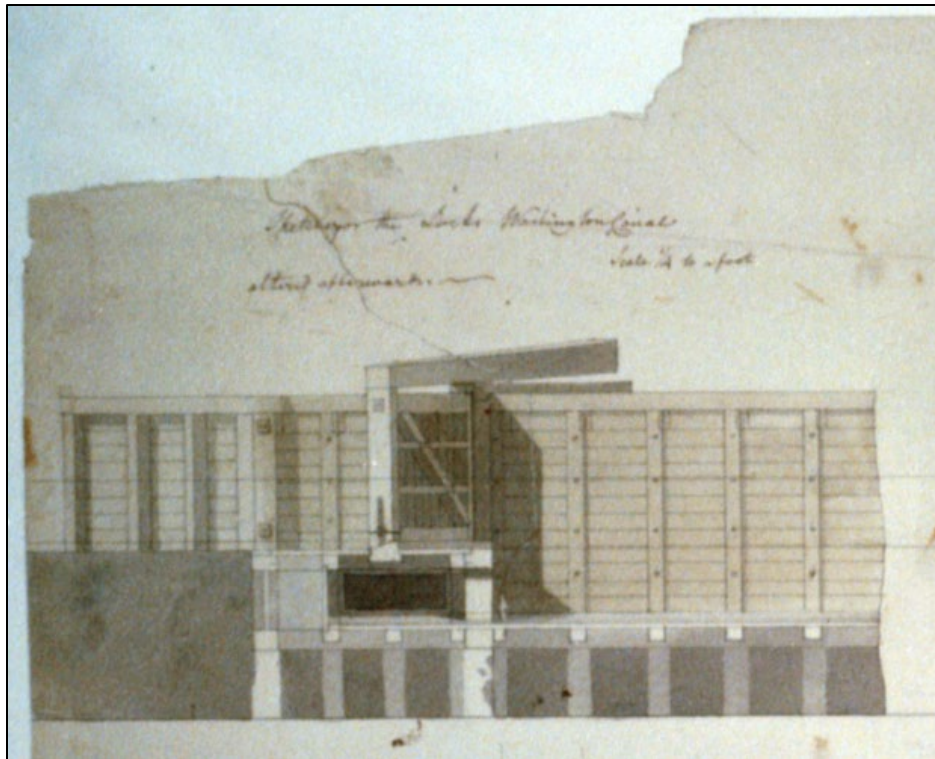


Figure 2-4. Benjamin Henry Latrobe, section drawing, Washington City Canal, 1810 (Library of Congress).

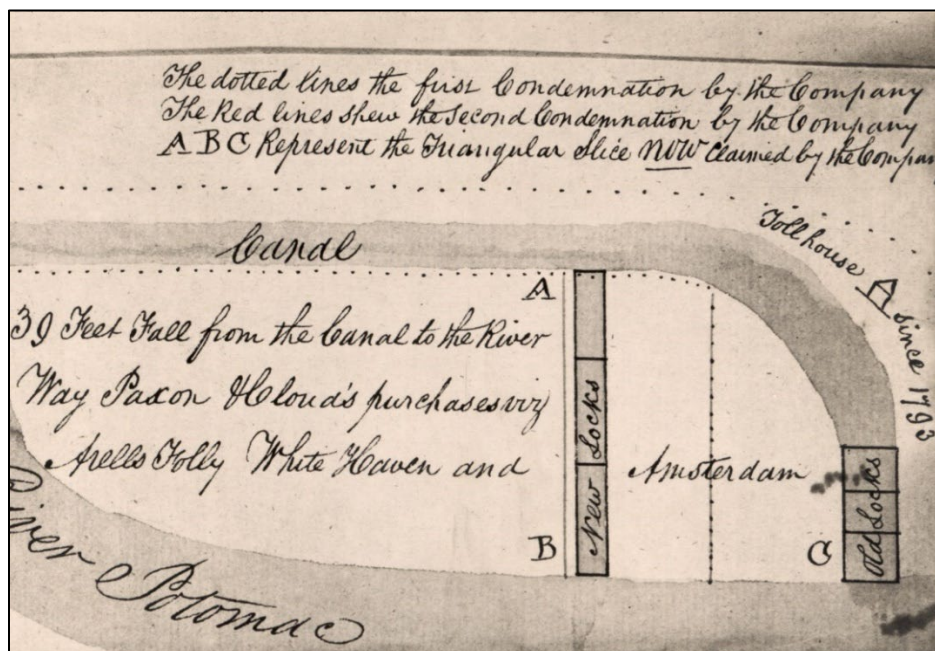


Figure 2-5. Diagram showing the locations of the old and new locks at Lock (Fletcher's) Cove, 1816 (Library of Congress).

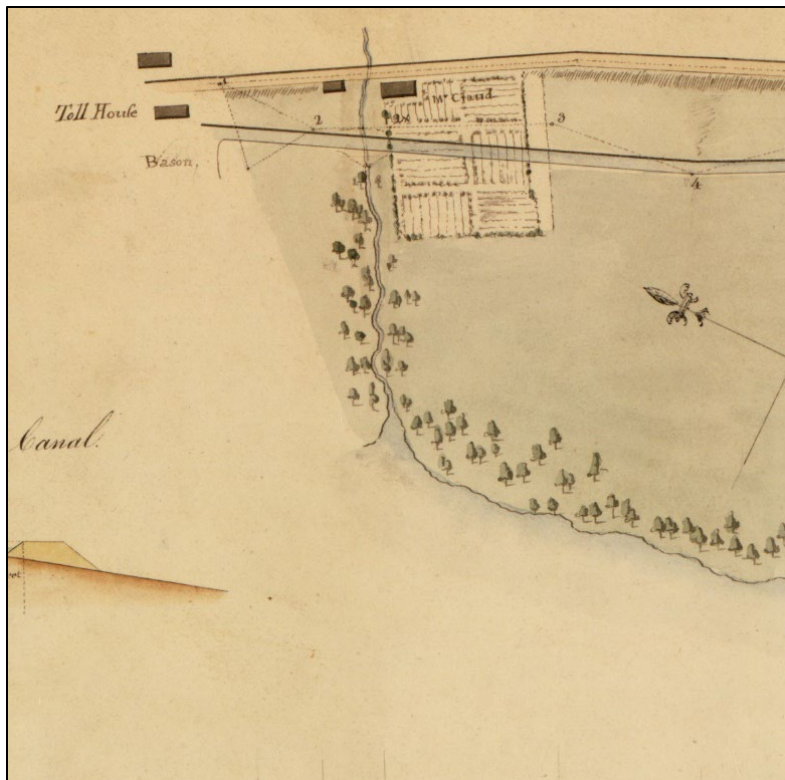


Figure 2-6. Detail of site plan. Benjamin Henry Latrobe and N. (Nicholas) King, "Plans and sections of the proposed continuation of the Washington Canal from Rock Creek to Little Falls of the Potomac, Washington, DC" 1802 (Library of Congress).

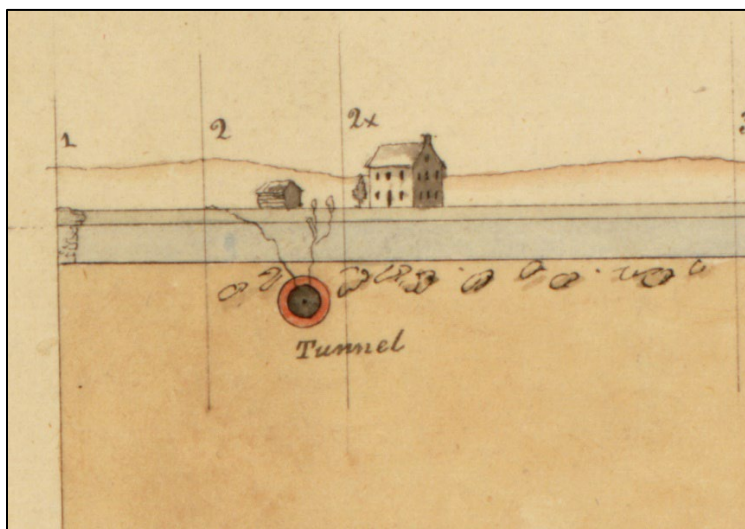


Figure 2-7. Section detail, from larger drawing. Benjamin Henry Latrobe and N. (Nicholas) King, "Plans and sections of the proposed continuation of the Washington Canal from Rock Creek to Little Falls of the Potomac, Washington, DC" 1802 (Library of Congress).

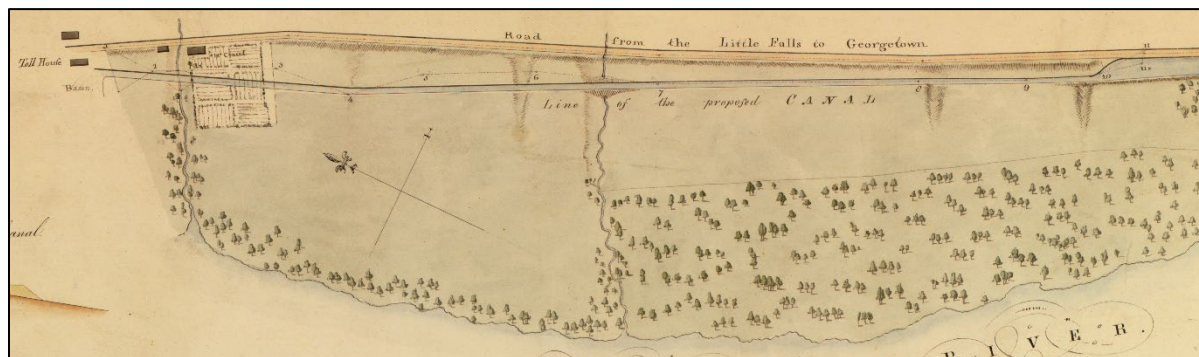


Figure 2-8. Full drawing. Benjamin Henry Latrobe and N. (Nicholas) King, "Plans and sections of the proposed continuation of the Washington Canal from Rock Creek to Little Falls of the Potomac, Washington, DC" 1802 (Library of Congress).

The 1816 diagram showed that it was on the southeastern side of the canal. Roberts noted in 1816 that the building at that time "has lately been repaired and enlarged" (40). In October 1795, Abner Cloud, Jr., (1775–1812) received approximately 195 acres of White Haven for 5 shillings from his brother-in-law, Jesse Bailey (41). In 1801, Cloud constructed a house southeast of the toll house and approximately 175 feet east of Maddox Branch (Figure 2-6). The Abner Cloud House was built into a sloped site. The house was comprised of three stories under a side-gable roof and had fieldstone walls and foundation. Its three-bay front façade featured an off-center front door in the southeasternmost bay. Decorative features included jack arches crowning the window openings. Fronting the house was what appears in an 1802 drawing by Benjamin Henry Latrobe and Nicholas King to be an agricultural field (Figure 2-6). An 1813 estate sale listing suggests the field may have been used for tobacco production (42). This land may have been worked by enslaved persons, seven of whom were listed in the Cloud household in the 1800 census (43). It is probable that smaller houses or structures for enslaved persons were located near the house. Livestock listed in the 1813 estate sale included sixteen hogs, eight horses, and five cows (44). If the animals were on the property near his house, there may have also been a barn or some other structure that

housed animals. A section drawing included with the 1802 site plan shows one structure in addition to the Abner Cloud House and toll house—an unidentified one-story structure northwest of Maddox Branch and the Cloud house (Figure 2-7). It is possible the structure was either a house or a barn.

A significant circulation feature of the Fletcher's Cove area by this time was a road that ran parallel to the Potomac River. Another detail of the 1802 site plan shows the route, labeled "route from Little Falls to Georgetown," running northeast of the Abner Cloud House, toll house, and unknown structure (Figure 2-8). The road originated in 1795, when the Maryland legislature passed a petition to construct a road, "not exceeding sixty feet in width, from George-town to a bridge to be erected over the river Potowmack at or near the little falls" (45). The road was cut into the bluffs above the Fletcher's Cove area. This road was renamed Canal Road by at least the 1850s (46).

The 1802 drawing captures the southeastern two-thirds of the Fletcher's Cove area in the late eighteenth and early nineteenth centuries (Figure 2-8). The drawing shows a largely wooded area on the Potomac shore with no recorded structures.

Beginning in 1812, the Potomac Company constructed new canal locks northwest of the earlier locks. The 1816 diagram documents the "new locks," as well as the "old locks" to the southeast (Figure 2-5). As the old wooden locks had decayed by 1812, the company determined the new locks would be built in stone. In addition, the size of the old locks, at 18 feet wide, proved too wide, wasting water and lockage time. The new stone locks, 12 feet in width, were installed at a different site upstream so that the original locks could still be in operation and tolls could continue to be collected while the new locks were under construction (47). New land was condemned northwest of the original locks, extending across land previously part of both the

White Haven and Amsterdam tracts. Completed in 1818, the new locks were installed either in a newly excavated ravine or in an existing ravine, which ran northwest–southeast and emptied into the Potomac River (48). The old locks were at some point removed. The installation of the new locks also required terminating the canal at an earlier point—the location of the new locks. Moving the canal terminus required filling the portion of the canal southeast of the new locks.

Abner Cloud, Jr., died in 1812, and his administrators sold off his estate the following year. By 1819, John Kilty Smith owned the land between Little Falls and the Abner Cloud House (49). In 1820, Smith sold four acres to Leonard Johns, pursuant to an agreement between Smith and the Potomac Company that a mill be constructed on the land. The tract “being for one mill site” was described as “all that piece or parcel of land commencing at a stone near the new [L]ocks” (50). The easternmost edge of the tract began at the western edge of the condemnation for the “new” locks. An individual named George Johnson further confirmed Leonard Johns as responsible for the construction of the mill “near the Potomac Company’s old locks” (51). The desire to build a mill at this site was primarily due to its proximity to the canal, which provided the necessary water power (52).

By December 1821, the *Daily National Intelligencer* noted that Johns had “commenced grading” at the mill he had recently built at this site. The newspaper article mentions that Johns’ Mill was “within a few yards of the [L]ocks of the Potomac Company” and that it was “on a [C]anal eighteen feet wide and four feet deep, parallel to that of the Potomac Company” (53). The identity of the other canal is not known, but it is possible the newspaper was referring to the mill race as a canal. The mill building was constructed of stone and comprised of three stories, northeast of the “new” locks. An 1835 *Daily National Intelligencer* article described Johns’ Mill as 30 feet by 40 feet and noted that it “has two twelve feet overshot wheels, runs two pair six feet burs, has all the requisite machinery complete, and is capable of manufacturing 60 barrels of [F]lour per diem”

(54). An 1828 map by H.W. Brewer shows a mill race (believed to be the tailrace) extending southwest from the mill building and curving southeast to empty into the cove. The headrace is depicted as extending briefly northeast and then taking a hard turn northwest (Figure 2-9).

The location of the mill and its proprietor has long been a source of debate. In the early twentieth century, ruins of a stone structure near the mill site (southeast of the “new” locks/ravine) were determined to have been part of the mill building itself. Allen C. Clark’s 1930 article “The Old Mills” was an important source of a narrative that developed attributing the mill to Abner Cloud—that he built and operated the mill and that the stone ruins were the remains of Leonard Johns’ original mill building. Clark included a photograph of the stone ruins with a caption that read “Cloud-Edes Mill” (the latter name a reference to subsequent owner). Clark based his information about Cloud’s involvement and the mill’s location on an *Evening Star* article from September 21, 1869 (55). This narrative of Cloud’s association with the mill was repeated in several secondary histories related to the Fletcher’s Cove area, including an undated information sheet on the Abner Cloud House and a National Park Service interpretive marker near the stone ruins mistakenly believed to have been the mill building.

Historian Catherine D. Ball has worked to correct this incorrect narrative of the mill’s origins. Ball explains that there is no primary evidence Cloud was ever associated with the mill. The NPS marker states that Abner Cloud’s widow Susanna Cloud operated the mill until her death in 1852. However, as Ball points out, no primary sources affirm Susanna Cloud’s involvement with the mill. In fact, she remarried in 1814 and died in 1817, not 1852 (56). Another key source of this misinformation, Ball argues, was the writings of Washington, DC, lawyer Hugh Taggart. Taggart presented a variation of this narrative in his article “Old Georgetown,” published by the Columbia Historical Society (now Historical Society of Washington, DC). Taggart, however, attributed the mill and Abner Cloud House to Amos Cloud, another critical error (57). Leonard Johns had the

mill constructed but, in 1824, sold the four-acre tract to John Lyons (58).

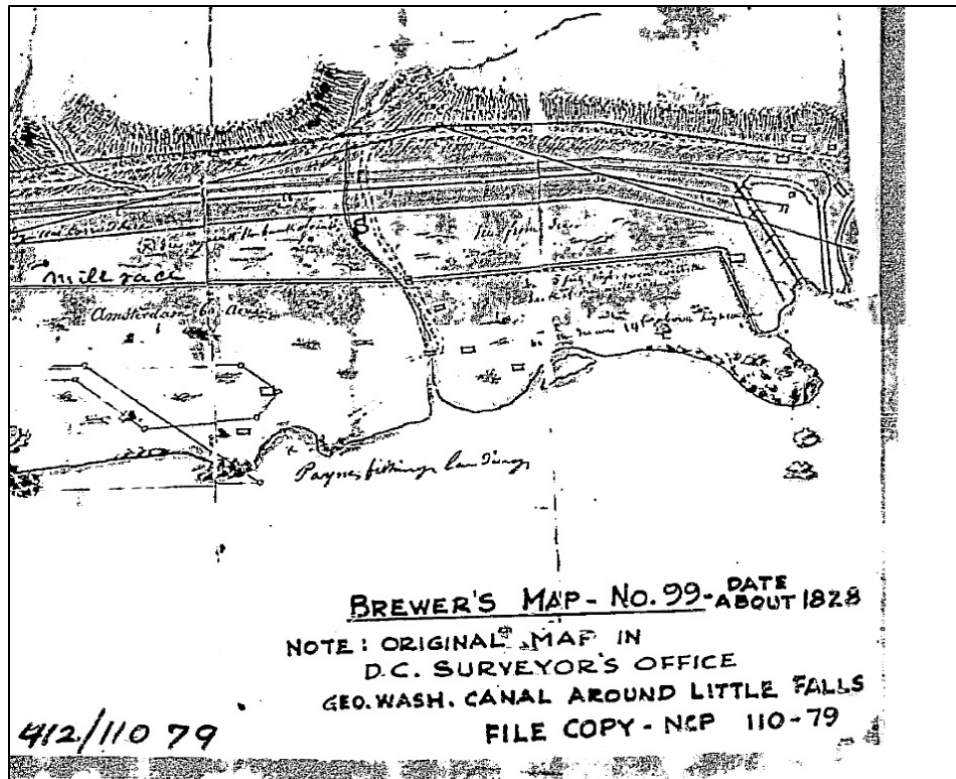


Figure 2-9. Map of Little Falls Skirting Canal. The map shows the paths of the mill races and the old and new locks. H.W. Brewer, 1828 (National Park Service).

Some sources have also suggested the ravine that fed the “new” locks was the body of water that fed the mill (59). However, as discussed further in this section, historic maps clearly show mill races, northwest of the ravine, as the true water sources of the mill (60). Moreover, the “new” locks were 12 feet wide, and the 1821 *Daily National Intelligencer* article noted the body of water that fed the mill, which the article labeled a canal that paralleled the Little Falls Skirting Canal, as 18 feet wide (61). Therefore, the mill could not have been fed by the ravine that led to the “new” locks.

In addition to the mill building, Abner Cloud House, toll house, and the unidentified one-story structure northwest of Maddox Branch, other structures were documented within the Fletcher’s

Cove area. A lock house dating to at least 1820 was located near the “new” locks, “immediately on the canal” and “near the stone mill built by Leonard H. Johns,” according to the testimonies of former canal workers charged with overseeing the locks (62). These workers, Jacob Payne, Edward McNerhany, and Luke Flanagan, lived in the lock house at different times. The lock house was built for the Little Falls Skirting Canal and continued in operation for the C&O Canal (see next section) (63). The lock house’s specific location and the date it was demolished are not known.

By 1832, a frame house was built “near to and adjoining” Johns’ Mill. An individual named Zachariah Green mentioned in an 1836 testimony having lived in a small frame house “on the river-shore below the mill” near the Potomac Company’s (by this point, former) locks (64). It is possible the house was on the site before 1826.

Green’s house was indicative of the changing nature of the area around Johns’ Mill. Although maps from this period do not indicate these residences, accounts such as those by Green and others place the residential structures near the mill. Those maps that do show such houses date from the mid-late nineteenth and early twentieth centuries and present inconsistent information as to their number and location (see next section). These maps are mostly consistent in locating a number of residences northwest of the Abner Cloud House. The area had been sparsely populated before the 1800s, in the era of large land tracts. By the 1820s, a working-class neighborhood seems to have developed around the Abner Cloud House and Johns’ Mill. In Green’s 1836 testimony, he noted the mill employed “ten to twelve coopers, three to four millers, and four to five boatmen” who lived on land on or adjacent to the mill site.

The Fletcher’s Cove area was primarily used during this period for transportation along the canal, industry, fishing, residences, and agriculture. A sale advertisement by the heirs of Abner

Cloud, Jr., explains that the Fletcher's Cove area had several advantages, including "fish stands, and a shad and herring fishery" (65). The location of these structures is not known.

The Potomac Company's canals were not as productive or effective as intended. The company's canal and lock system only worked during the river's periodic high-water stages. By 1819, the company went bankrupt (66).

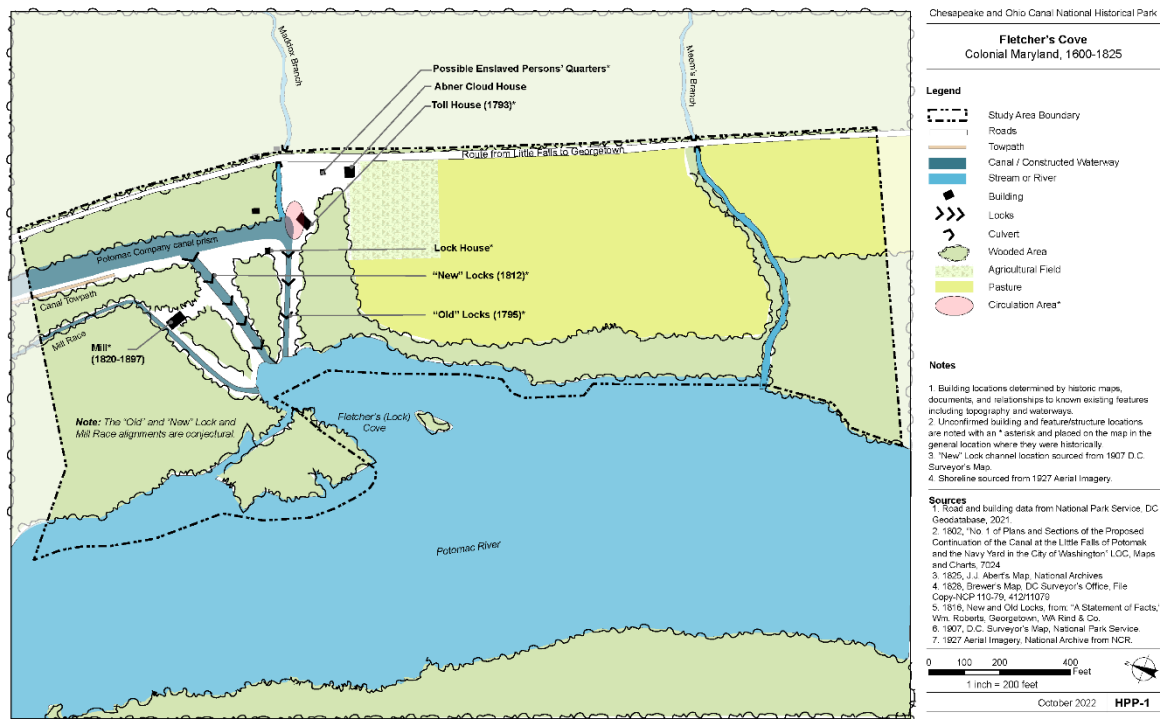
LANDSCAPE CONDITION, 1600–1825

The overall Fletcher's Cove area landscape circa 1825 was strongly defined by the site's natural systems and features: the Potomac River to the west and the steep slopes of the Piedmont Plateau to the east. The Maddox and Meem's Branches flowed east to west across the area. The natural topography of the area was mostly flat to gently sloped in the Potomac River floodplain. Land uses included transportation via the Potomac Company canal and Canal Road NW (known at the time as the "route from Little Falls to Georgetown"), commerce centered around the Toll House and Johns', later Edes', Mill, and agricultural use associated with the Abner Cloud House and enslaved persons who lived and worked on site. The Fletcher's Cove area was organized around residential and commercial development centered around the Potomac Company canal.

Constructed water features included the canal prism and the channels associated with the "old" and "new" locks and the Mill Race. Primary circulation routes included the Potomac River, canal and towpath, and the route from Little Falls to Georgetown. Secondary circulation routes between these areas, especially between the road, Abner Cloud House, Toll House, and canal, were likely but not documented on maps from the time. Vegetation was a mix of woods and pasture or agricultural fields. The area surrounding the canal was mostly wooded, except for areas immediately adjacent to the mill, Potomac Company canal, and towpath. Views to Fletcher's Cove and the Potomac River were accessible where the lock channels cut through Riparian forest, including near the Toll House.

Landscape conditions circa 1825 are illustrated on Historic Period Plan 1, HPP-1 provided below.

A larger version of the plan is provided in the Landscape Documents section of CRIS-CL.



Drawing HPP-1. Historic Period Plan for Fletcher's Cove, 1600-1825 (Quinn Evans, 2022).

INDUSTRIAL, RESIDENTIAL, AND EARLY RECREATIONAL USE AND THE C&O CANAL, 1826–1938

The failure of the Potomac Company's canals did not negate the need for a canal along the Potomac River. This need was concurrent with the increasing interest in an effective trade route between the headwaters of the Ohio River in Pennsylvania and the Chesapeake Bay. What became known as the Chesapeake and Ohio Canal was chartered in 1825 to accomplish this goal. Rather than the system of Skirting canals implemented by the Potomac Company, the C&O Canal planners designed a single route paralleling the path of the Potomac River (67). The canal was constructed between 1828 and 1850, running from Georgetown, Washington, DC, to Cumberland, Maryland (68). The canal, however, was not a continuous structure, as it included

two stretches known as slackwater, where canal boats were pulled out into the Potomac River. Cost overruns and difficulties building the canal through rocky terrain caused significant delays to construction and, as a result, the canal never reached the Ohio River. Furthermore, by 1850, the growing dominance of the railroad as a transportation method for people and goods rendered many canals increasingly less desirable (69). Nevertheless, the canal remained active until 1924.

The new canal significantly reshaped the landscape of the Fletcher's Cove area. H.W. Brewer's 1828 map shows the arrangement of the site just prior to construction of the new canal (Figure 2-9). By 1830, the section of the canal from Seneca, Maryland, to Lock Cove (i.e., Fletcher's Cove) was completed. By the following year, the canal reached Georgetown (70). At least the lower half-mile of the Little Falls Skirting Canal, including the section that ran through the Fletcher's Cove area, was repurposed as part of the C&O Canal (71). What remained of the old canal was at this time extended, near the site of the circa-1793 toll house, to travel southeast toward Georgetown. Brewer's map captures the location of the toll house, still on the site in 1828, then at the terminus of the Little Falls Skirting Canal. However, as the toll's house location on the map indicates, the building of the C&O Canal through the Fletcher's Cove area, completed by 1830, required demolition of the toll house. Further, the canal cut through the agricultural plot fronting the Abner Cloud House, as depicted in the 1802 drawing (Figure 2-6). The new canal's path likely rendered the locks at the site useless.

Other landscape changes the canal brought to the Fletcher's Cove area included altered pedestrian circulation and the introduction of new small-scale built features. As the Little Falls Skirting Canal terminated at the locks (old and new), the mill site could have been accessed by a path from the southeast, beyond the canal terminus. With the new canal cutting completely through the site, a path to bypass the canal was necessary. To solve this problem, a masonry culvert, 14 feet in width and covered by an arch with a rise of 9.5 feet, was constructed under the

canal in 1831 (72). In addition, a new path was established, from the “route from Little Falls to Georgetown” (i.e., Canal Road) shown on the 1802 map to the mill site. The route is captured on a detail of an 1872 map (although it appears in lesser detail on maps as early as 1861) (Figure 2-10). The 1872 map shows the path beginning at the “route from Little Falls to Georgetown,” taking a sharp turn down a ramp and running northwest parallel to the road, curving to the southwest to travel through the road culvert under the canal, extending over a bridge covering the ravine (and the location of “new” locks), continuing to the southwest below the mill, and crossing a bridge over the mill tailrace. By the mid-twentieth century, stone pavers covered the ramp portion of the path (73). It is not clear when the pavers were installed or how long they were extant. This path at some point became known as Fletcher’s Road.

In the 1830s–40s, the Fletcher’s Cove area continued to serve functions established earlier in the century: industrial, transportation, residential, agricultural, and fishing. Although the agricultural plot fronting the Abner Cloud House was significantly disrupted, a map from 1861 depicts what appears to be an agricultural field southeast of the mill site and southwest of the Abner Cloud House and the C&O Canal (Figure 2-11).

The same map also captures a small structure adjacent to the agricultural field. By the 1870s, the house belonged to an individual named “Miss Stuart,” according to the 1878 Hopkins map. As previously mentioned, the Potomac Company’s lock house on the Fletcher’s Cove area was still in operation for the C&O Canal as late as 1836, but its location is not known. The 1828 Brewer map shows three additional structures northwest of the Abner Cloud House and one structure on the other side of the Little Falls Skirting Canal terminus from the toll house (Figure 2-9). However, the southeastern-most of these structures was perhaps the one-story structure from the 1802 drawing. As previously mentioned, the frame house “near to and adjoining” Leonard Johns’ mill was extant until at least 1832.

In 1851, Leonard Johns' 1821 mill, then operating as a grist and flour mill, was acquired by William A. Edes. The mill changed hands several times over subsequent decades, but at some point acquired the moniker "Edes' Mill." Alternatively, the mill was also referred to as "Canal Mills" or "Lock Mill," the latter a reference, again, to the nearby canal locks (74). An *Evening Star* article from 1887 referred to the mill as "Morgan's mill," although the source of this name is not known (75). By 1868, the mill building had been expanded to four stories and 51 feet by 75 feet in dimensions (76). The 1861 map shows a structure north of the mill building. The figure also provides a valuable resource for understanding the vegetation on the site, showing pasture with patches of native woodland (Figure 2-11). The function of this north mill building is not known, but the map locates the building along the mill race, indicating it was part of the mill operations. At least three additional buildings were located in close proximity to the mill, presumably all functioning as part of mill operations (Figure 2-10).



Figure 2-10. Detail. Board for the Improvement of the Harbors of Washington, DC, "Map of the Potomac River from Georgetown to the Foot of Little Falls," 1872 (Library of Congress).

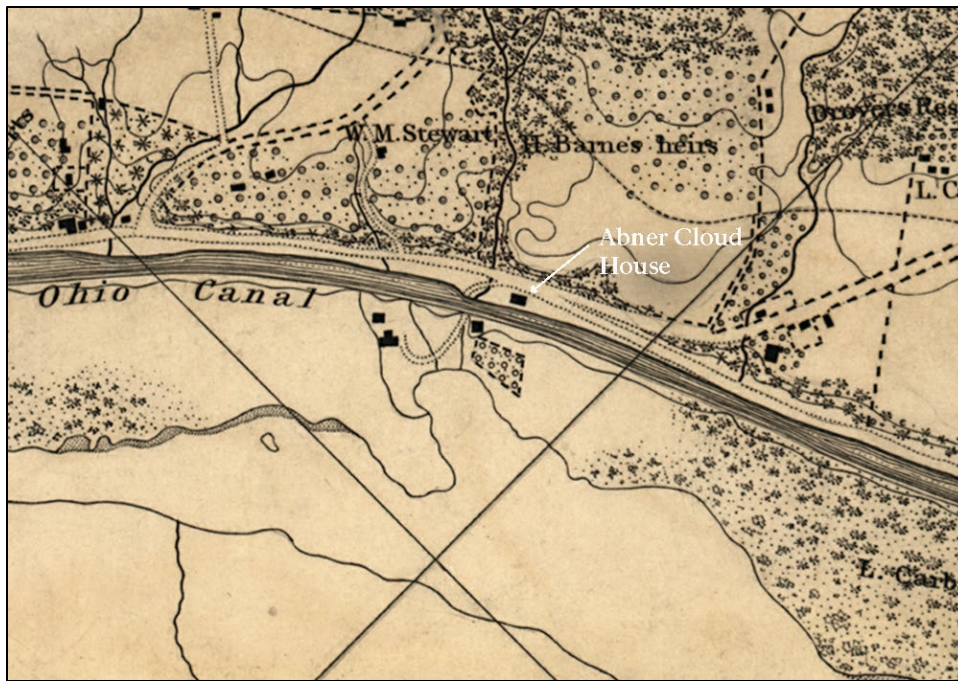


Figure 2-11. Detail. A. Boschke, "Topographical Map of the District of Columbia," 1861 (Library of Congress).

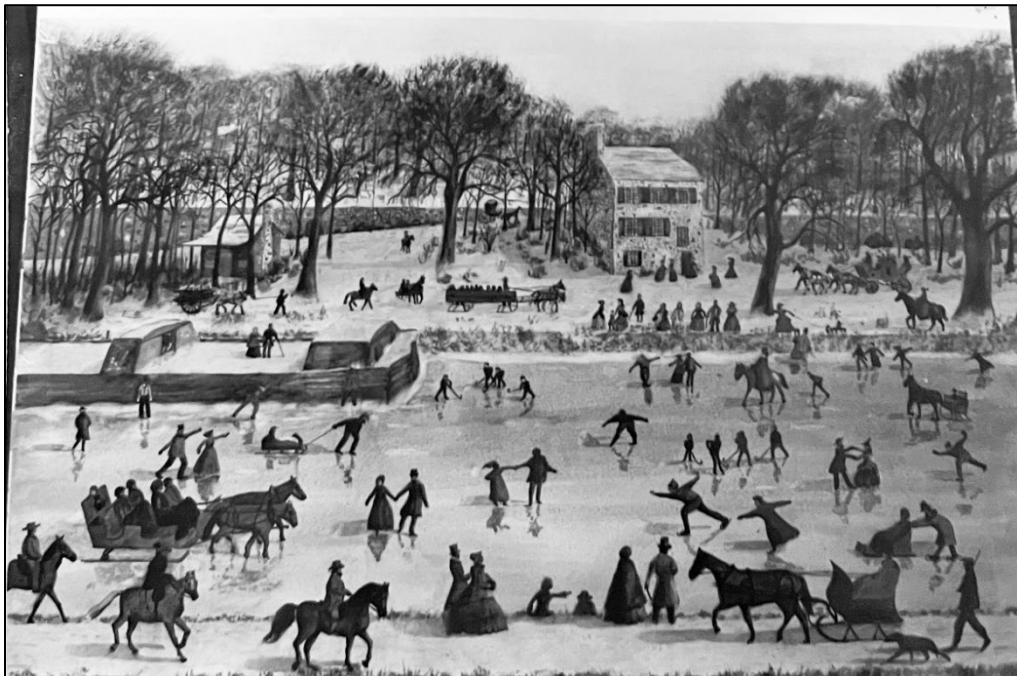


Figure 2-12. Earl Minderman, "Skating at the Abner Cloud House," 1981. Minderman's painting was the artists vision of how the area around the Abner Cloud House might have appeared in the nineteenth century (Thomas Hahn Collection, George Washington University).



Figure 2-13. Detail. Griffith Morgan Hopkins, Jr., "Atlas of fifteen miles around Washington, including the County of Prince George, Maryland / compiled, drawn, and published from actual surveys by G.M. Hopkins," 1878 (Library of Congress).

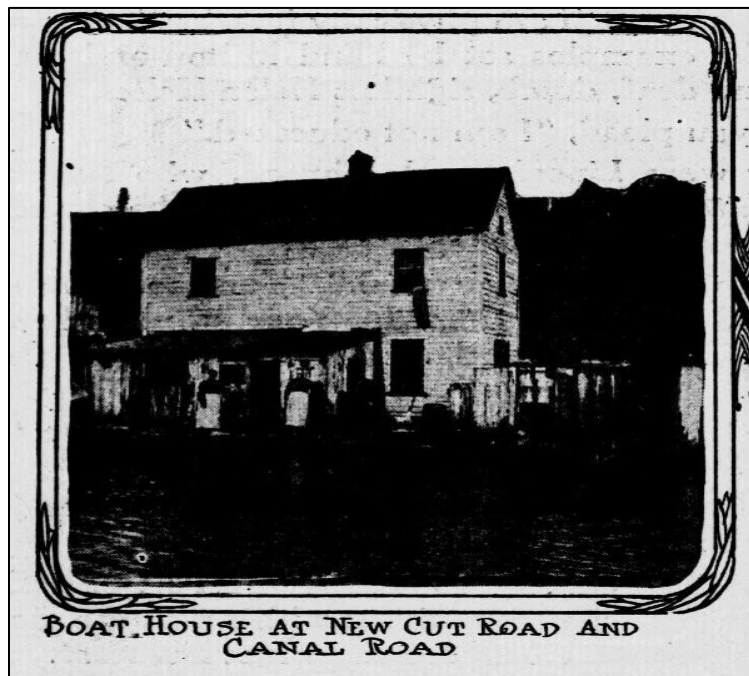


Figure 2-14. Photograph of a building associated with the Fletcher's Boathouse business, 1912. This building was described as being located near the intersection of Canal Road and New Cut (now Reservoir)

Road (Evening Star, April 21, 1912). Reprinted with permission of the DC Public Library, Star Collection © Washington Post.

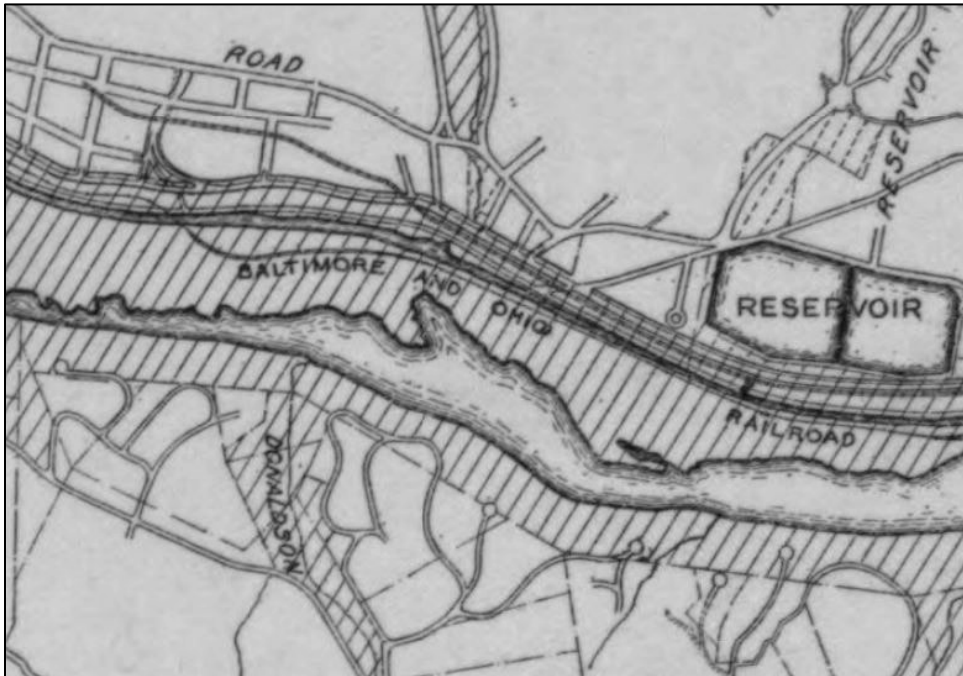


Figure 2-15. Detail of map showing the Georgetown Branch spur of the Baltimore & Ohio Railroad. "Upper Potomac Park Project to Preserve the great Falls and Palisades of the Potomac," 1927 (Library of Congress).

The mid-nineteenth century brought changes to some of the smaller built features of the site.

Circa 1850, a wastew weir (now known as Wastew weir 3) was constructed where the ravine met the canal. The 1872 map shows that a bridge was built over the wastew weir outlet channel (Figure 2-10). The wastew weir was constructed of stone, with dual openings closed by wicket gates (77).

The mill headraces were reconfigured at least twice over the course of the mid-nineteenth century. The 1828 Brewer map and other maps from this era show the headrace in what is believed to be its original arrangement. The headrace was depicted extending from the mill building and taking a hard turn northwest (Figure 2-9). However, when the C&O Canal was constructed, the headrace was reconfigured (78). An 1868 plat map shows the modified headrace

extending north and then slightly northeast toward the canal. An 1872 map shows that additional changes had been made to the mill races by this time. The map shows the original, but reconfigured, headrace serving both the original mill building and the later building to the north. Near the north building the tailrace branches off and follows a path separate from the original tailrace to empty into the cove. In addition, by 1872, a second headrace is shown extending from the original mill building's north elevation to pass alongside the north building and terminate at the canal (Figure 2-10). The presence of a second headrace suggests the mill had two wheels.

Artist Earl Minderman's 1981 painting, part of a series on life on the C&O Canal, imagines how the area around the Abner Cloud House might have looked in the nineteenth century (Figure 2-12). A small cabin is depicted northwest of the Abner Cloud House. It is shown as comprising a single story, with a side-gable roof, shed porch, and a stone chimney. It is not known whether this cabin existed or was just a product of the artist's imagination. The cabin may be the structure Benjamin Henry Latrobe and Nicholas King depicted to the left of the Cloud House in their 1802 site plan (Figures 2-6 and 2-7). Although it was not depicted in this painting, a second story porch was added to the Cloud House at some point in the mid-nineteenth century.

By at least the US Civil War era (1861–1865), a towpath running 184.5 miles was created parallel with the C&O Canal on the southwest edge of the canal and opposite the canal from the Abner Cloud House (79). The towpath was a banked dirt trail. In 1872, a stone retaining wall was installed along Canal Road by builder John J. Shipman. That same year and into 1873, Shipman also constructed a culvert where the canal crossed Maddox Branch. The six-foot wide stone culvert at some point became known as Battery Kemble Culvert (80).

Industrial use of the Fletcher's Cove area increased in the second half of the nineteenth century. An 1878 map suggests a building southeast of the mill buildings was a guano factory (Figure 2-13).

When the building was constructed and when the guano factory began and ceased operations is not known. In 1882, the Transparent Ice Company acquired the four-acre Edes' Mill tract. Which building of the mill complex (as shown on the 1872 map) was modified to accommodate the ice production process is not known. An 1895 *Washington Times* article suggests the building that housed Edes' Mill was repurposed as the ice factory (81). Ice production required water, provided easily by the mill races. The 1892 map only shows two structures on the mill site—the original mill building and the structure to its north first documented in the 1861 map. Curiously, the structure that may have housed the guano factory is not depicted.

US census records from the 1850s–70s indicate the continued presence of a working-class neighborhood, particularly along Canal Road, northwest of the Abner Cloud House. The 1878 map shows a number of these houses (Figure 2-13). The 1850 census, for instance, lists the residents of these houses, including John Frizzell in the Abner Cloud House, as “laborers” or other various working-class professions. Edward Woody, identified in the census as a butcher, is depicted on the 1878 map three houses to the northwest of Frizzell (82).

In addition to the fish stands and fishery previously mentioned, recreational use of the site was expanded when the Fletcher's Boathouse business was established at some point in the 1880s. The boathouse was described as being at the foot of New Cut Road (today's Reservoir Road NW) and Canal Road NW (83). A 1912 photograph shows the boathouse as a two-story, side-gable dwelling (Figure 2-14). The exact original location of the boathouse is not known. The *Evening Star* noted in 1914, “On Sunday you will see scores of little boats on that part of the river, most of them motionless because their occupants are fishing” (84). At some point in the 1880s, Joseph Fletcher (1855–1909) established the boathouse business. Following his death in 1909, the business was operated by his son, George M. Fletcher (1890–1913). George died in 1913, and his mother, Annie Fletcher, continued the business until her death in 1917 (85). Annie's son, Joseph

C. Fletcher (1885–1950), maintained the business until his death in 1950 (86).

After the Edes' Mill building ceased operating as a mill, and perhaps as part of the ice factory, the original mill building was reportedly used as a residence (87). By the 1890s, the Edes' Mill building, no longer in use, was in "dilapidated" condition. A newspaper article described it as "deserted and lying idle." In January 1897, the building was mostly destroyed by a fire (88). The roof, floors, and other wood components of the building burned, while the stone components survived (89). Various accounts of the ruins of Edes' Mill appeared in subsequent decades. The photograph Allen C. Clark included of the "Cloud-Edes Mill" shows a ruinous stone building. However, the building in the photograph is only two stories and seems to occupy a smaller footprint than the original mill building's footprint suggested by various maps from the period (Figure 2-16). It is possible that the ruin documented by Clark and others was a different building on the mill site. A similar photograph in the collection of the Historical Society of Washington, DC, again assigned this ruinous structure as the ruins of Edes' Mill (Figure 2-17).

Early twentieth-century photographs of the ruin typically show it overgrown with vegetation, situated in a heavily forested area. This condition is confirmed in a July 12, 1914, edition of the *Evening Star*. The article was written by the Rambler, the nom de plume of J. Harry Shannon, who authored a number of articles in the 1910s–20s on Washington and its vicinity. The Rambler offered the following description of his exploration of the abandoned site he believed housed Edes' Mill:

Though Eads' [sic] mill is nearly overgrown with sycamores—and these trees grow inside as well as outside the ruin of the mill—there is a small, meadow-like space or clearing, broken in numerous places by clumps of silver poplars. . . In this irregularly shaped clearing the Rambler saw within a few yards clumps of horse nettles, beds of the blue spring daisy or robin's

plantain; little groves of sweet cicely, tangles of wild geranium or crane's bill, patches of yarrow or Achillea millefolium, one of the most common of the wayside weed, that, with the coarse, roughly-toothed leaves in whorls and that with the alternative, nearly opposite leaves. . . All around, deep blue and fragrant, was a riot of ground ivy or Gill-over-the-ground, that persistent little member of the mint family which grows around old houses. . . Nearby were white patches of chickweed, both the stellaria common, adored by canaries, and the giant chickweed. . . There were golden dashes splashed by buttercups. . . Among the grasses were bluegrass and red top, of course, in full flower, old man's beard grass or anthropogonia and varieties of the panicums (90).

In addition to the "wild plants and flowers," the Rambler also noted the presence of a still extant mill race (91). The mill race was also captured in the 1892 US Coast and Geodetic Survey maps of the Potomac. The concentration of trees around the mill site is reinforced in the earliest known aerial photograph that captures the Fletcher's Cove area, dating to 1922 (Figure 2-18). The photograph shows the rest of the area as more open, in contrast to the cluster of trees around the mill site. This condition is particularly evident in the area southeast of the mill site. There were also few trees or little vegetation along the river or canal. The Rambler also provided the directions to the mill ruins that provide further details on the condition and arrangement of the site:

To reach this mill you will find boys at the old stone house on the Chain bridge road close to the point of the intersection of the New Cut road who will cull you across the canal in a batteau for 5 cents. Or there is a culvert under the canal, but in which you are apt, nay you are sure, to get your shoes muddy and perhaps your feet wet. After passing the canal you cross the

cinder-topped way of the branch railroad which leads down to Georgetown.

Then you pass down a steep decline and cross the ravine through which water flows with a gurling roar. It is a deep and shady ravine and there used to be a bridge across it, but the bridge is gone excepting one of its heavy decaying timbers. This has been laid across the chasm, and you walk the plank. Over the creek the narrow path leads through bushes and weeds and with a few steps you are in the open space about the mill (92).

The description provides an important picture of the area near the mill in the early 1900s: overgrown and abandoned. In addition to the ruins he found on the site, he notes that the bridge across the ravine (the location of the “new” locks) was no longer extant, save one piece of timber.

Another transformational early twentieth-century addition to the Fletcher's Cove area occurred with the construction of a branch of the Baltimore & Ohio Railroad. Baltimore merchants established the railroad in 1828 to accelerate direct transportation between their city and the Ohio River. The railroad sought to make Baltimore as competitive economically as New York and Philadelphia, which had gained access to western trade routes with the construction of the Erie Canal. A line to Washington, DC, was completed in the early 1830s. However, the railroad only ran east of the city at this time. In 1909, an eleven-mile spur known as the Georgetown Branch was opened, carrying coal and building materials to local outlets in Chevy Chase, Bethesda, and Georgetown (Figure 2-15) (93). The railroad branch traveled over the Arizona Avenue Railway Bridge, which was completed ca. 1906-1908 and located approximately a half mile from the Abner Cloud House (94). It should be noted that drawings dated from 1908 have been located, which provided approval for the design of the Arizona Avenue Railway bridge by the DC City engineers. Based on the drawings, it appears that the B&O took an existing bridge from the Philadelphia Division and retrofitted it for use here on the Georgetown Branch. The Georgetown Branch

carried the railroad through the Fletcher's Cove area. The railroad's path through the Fletcher's Cove area was parallel with the C&O Canal and the towpath.



Figure 2-16. Photograph of ruinous structure mistakenly labeled the "Cloud-Edes Mill," 1930 (Allen C. Clark, "The Old Mills," Records of the Columbia Historical Society, Washington, DC).



Figure 2-17. Photograph of ruinous structure incorrectly believed to have been Edes' Mill, undated (Historical Society of Washington, DC).



Figure 2-18. Aerial photograph showing Fletcher's Cove site, 1922 (National Park Service).

Alterations to small-scale features occurred during the first two decades of the twentieth century. At some point in the early 1900s, concrete extensions were added both to the culvert over Fletcher's Road and the Battery Kemble Culvert when the railroad was built on the towpath side of the canal (95).

In addition to commercial traffic, the C&O Canal also served recreational purposes. A 1909 photograph taken on the southwest bank of the canal, looking southeast toward the Abner Cloud House, shows recreational boating parties. Two people in the foreground of the photograph are shown stepping off of a boat and onto the towpath (Figure 2-19). The right side of another image shows the towpath against a backdrop comprised of the open area southeast of the mill site (Figure 2-18). The photograph captures an overall open state along the canal. Another feature shown in the image is what appears to be an unidentified outbuilding along the canal and northwest of the Abner Cloud House.

Use of the Fletcher's Cove area shifted when the C&O Canal closed to commercial navigation in 1924, following flood damage in March of that year. In 1890, the B&O Railroad acquired a majority of 1878 repairs bonds on the canal, which did not negate the legal status of the 1848 mortgage. From 1890 to 1938, court-appointed trustees oversaw canal operation and repairs. No longer on an important commercial waterway, the Fletcher's Cove area had a mostly recreational and residential function during this period.

By the late 1930s, the railroad, facing financial difficulties caused by the Great Depression, sought to sell the entire canal to the government. Because they did not have the legal authority to sell the canal and the canal company still existed as a legal entity; receivers were appointed in 1938 to allow for the sale. The money was applied to the railroad's debt to the federal Reconstruction Finance Corporation, a Depression-era agency (96). Under federal ownership, the C&O Canal

was overseen by the National Park Service (NPS).

Because the locations of some earlier structures, such as the lock house and the frame house mentioned by Zachariah Green, are not known, it is difficult to determine when they were demolished. They likely were razed during this period. No physical alterations of the Fletcher's Cove area in the 1920s through the 1930s have been found in research to date.



Figure 2-19. Photograph showing the Abner Cloud House, C&O Canal, and towpath, looking southeast from towpath, 1909. By this time, a second-story porch had been added to the house and a wall was constructed northwest of the house (shown in front of the house from the viewpoint of the image) (Library of Congress).

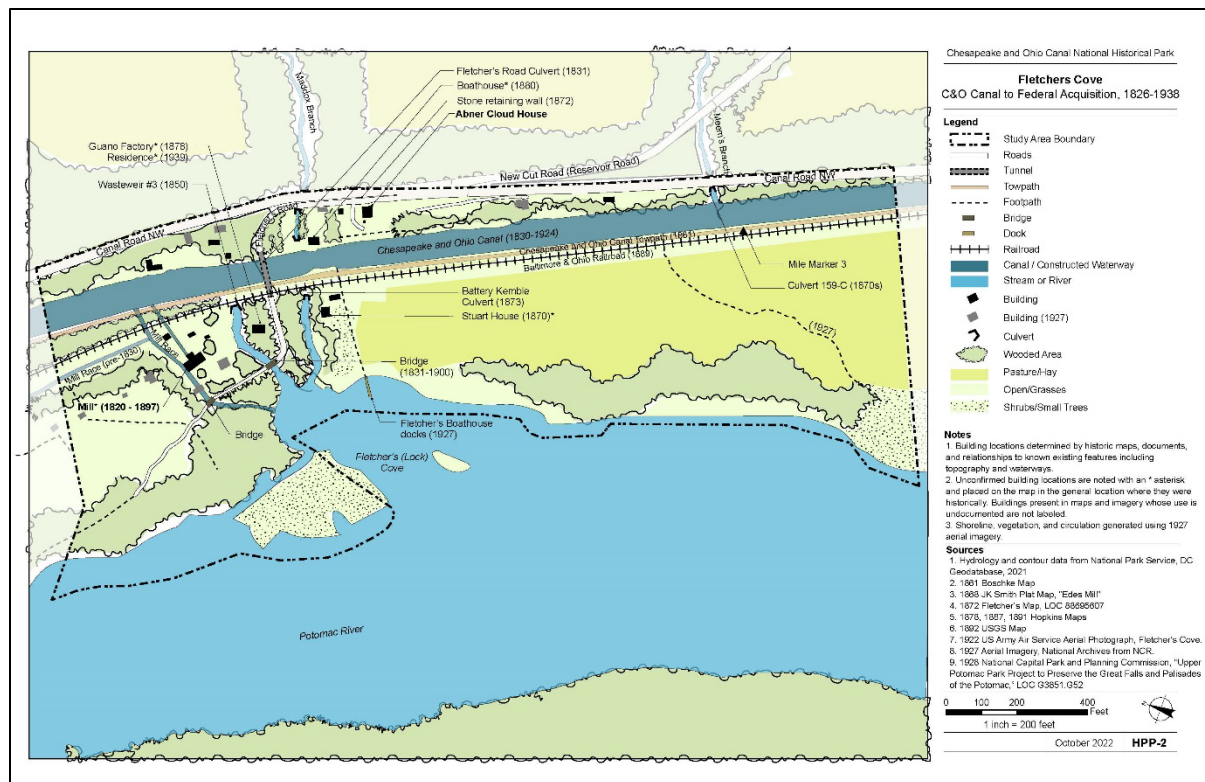
LANDSCAPE CONDITION, 1826–1938

The overall Fletcher's Cove constructed water features and circulation systems underwent significant changes during the period between 1826 and 1938. The construction of the

Chesapeake & Ohio Canal added a strong north–south alignment to the flow of water on site. Previously dominant east–west routes of the Maddox and Meem's Branches and lock channels were either incorporated into the canal system, as with Meem's Branch and the "new" lock channel, or routed under the canal, like the Maddox Branch. Commercial and transportation land uses peaked during this period, centering around the canal and Fletcher's Road, which provided access to the mill and other buildings in the North Woods area. Agricultural use occupied a significant portion of the site. The area was organized around the commercial hub at the intersection of Fletcher's Road and the C&O Canal and residential development spread from that area. Other constructed water features associated with the development of the C&O Canal include: Wasteweir 3, the Battery Kemble Culvert, Culvert 159-C, the canal prism, and towpath topography. (It should be noted that the Fletcher's Road Culvert did not convey water until 20th century activities resulted in minor tributary flow to it.) The canal, Canal Road NW, and later the Baltimore and Ohio Railroad, were primary circulation routes that ran parallel north to south through the area. Secondary circulation routes included: Fletcher's Road, an unnamed road that ran parallel to the river north of Wasteweir 3, and multiple footpaths. Vegetation was a mix of wooded areas and open areas maintained as pasture or hay. The North Woods area was partially deforested by commercial and residential development, with a wooded character along the Potomac River shoreline. The South Woods area was mostly open, with a band of small shrubs and trees along the shoreline and a wooded area separating that from pasture. Views between Canal Road NW and the Potomac River were retained near the Abner Cloud House. Due to less forested areas, it is likely that there were broad views to the river throughout the area. Numerous buildings and structures were located in the North Woods area. The Edes' Mill building was destroyed by fire in 1897, and a guano factory was likely located between Wasteweir 3 and Fletcher's Road, which was later replaced with a residence. In 1870 the Stuart House and one other structure were located between the canal and the river and Fletcher's Boathouse began operation from a building on the east side of the canal starting in the 1880s. Aerial imagery from

this period illustrates additional buildings but no documentation has been located to indicate their use.

Landscape conditions during the period of 1826–1939 are illustrated on Historic Period Plan 2, HPP-2 provided below. A larger version of the plan is provided in the Landscape Documents section of CRIS-CL.



Drawing HPP-2. Historic Period Plan for Fletcher's Cove, 1826-1938 (Quinn Evans, 2022).

NATIONAL PARK SERVICE STEWARDSHIP AND ENHANCED RECREATIONAL USE, 1939–1966

The physical development of the Fletcher's Cove area in 1939–1966 primarily reflected its shift to mostly recreational use under NPS ownership. Residential use of the area continued through the 1940s, but federal efforts in the 1950s solidified its use for recreation by the 1960s.

A 1939 report prepared by Thomas C. Vint, chief of planning at NPS Branch of Plans and Design, provides clues on the state of the former mill site during this period. The report captures a single-story, frame house on a stone foundation and a chicken coop south of the ravine, in the approximate location of the guano factory as it is drawn in the 1878 Hopkins map (Figure 2-20) (97). The chicken coop was likely associated with the house. When the house was constructed and when it was demolished are not known. The house was still extant in 1952 and its approximate location is annotated by a black circle on a 1952 plat map (Figure 2-21). It should be noted that the “frame dwelling” depicted on the plat map is the location of the former Ede’s Mill. The discrepancy on the map suggests that either somebody took advantage of the extant masonry mill foundation or the surveyors made a mistake.

As stewards of the C&O Canal, federal officials implemented projects to preserve canal-related historic buildings, such as lock houses, and other features, such as canal locks, throughout the 1930s and 1940s. Research to date has not discovered any documented improvements or alterations to the area around the Fletcher’s Cove in those decades. In 1943, NPS prepared a perspective drawing and plans of a new, much larger Fletcher’s Boathouse. The drawing does not indicate where the building was to be located on the site. The building was never constructed (98).

A USGS map from 1945 shows that even more houses had been built on Canal Road NW, northwest and southeast of the Abner Cloud House (Figure 2-22). By the 1940s, a building northwest of the Abner Cloud House was the main building of the Fletcher’s Boathouse business (Figure 2-23). This building was perhaps in the location of the Fletcher’s Boathouse building mentioned in the 1912 article. This Fletcher’s building was comprised of a one-story, side-gable main block with a shed rear addition. Behind the building was a one-and-a-half-story, side gable shed that was clad with metal siding. Julius Fletcher (1912–1979) assumed ownership of the

boathouse business in 1950, following the death of his father (99). An agreement was reached in 1939 between the Fletcher family and the National Park Service stipulating that the family could operate the boathouse business, despite the property being on federal land (100).



Figure 2-20. Photograph of area near mill site showing house at left, 1939 (Thomas C. Vint, Outline Report of Architectural Work on the Restoration of the Chesapeake and Ohio Canal for Recreational Use (Georgetown, DC, to Seneca, MD) (National Park Service, 1939), 15.

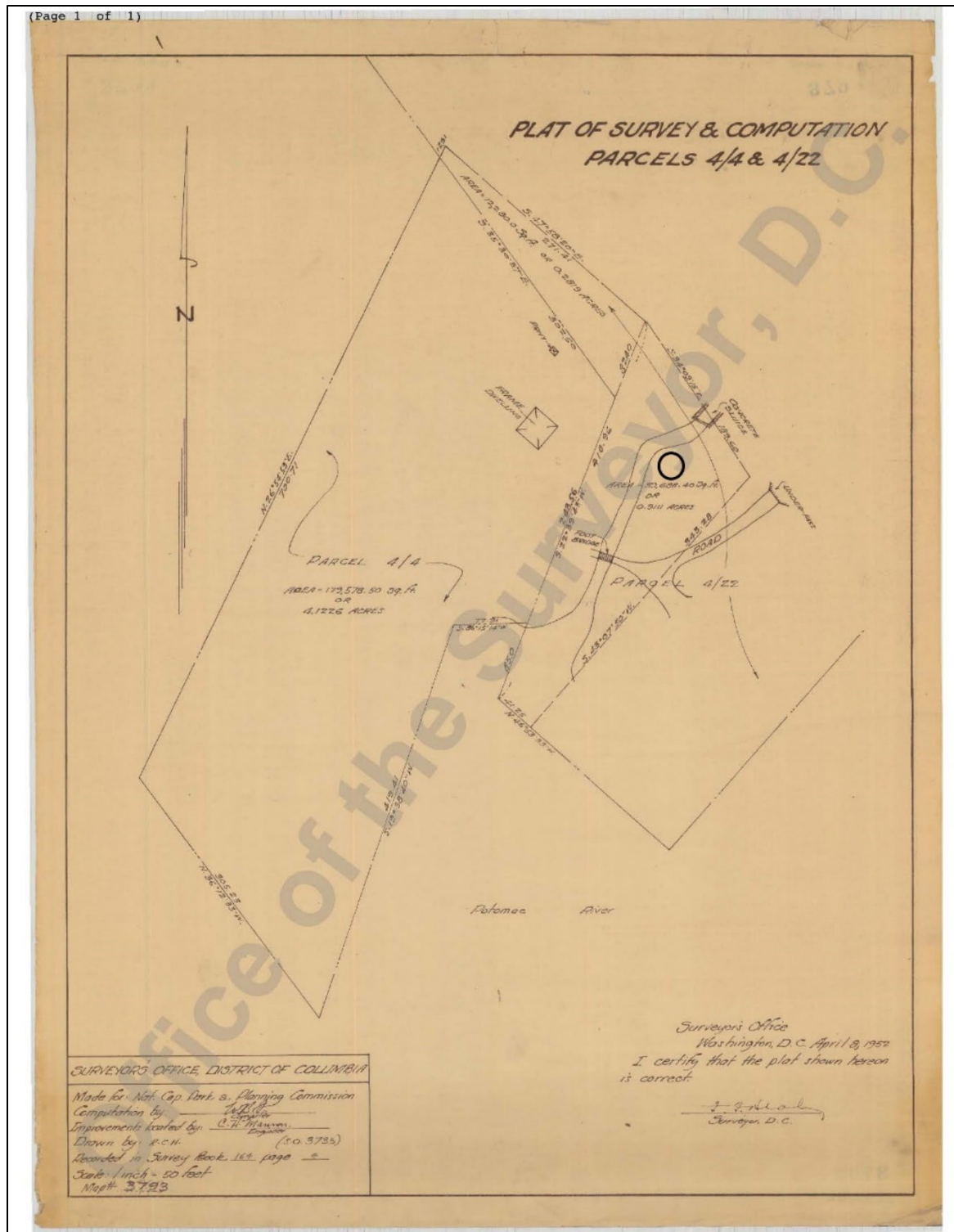


Figure 2-21. Plat map showing project area, 1952. The house captured in the 1939 Thomas Vint report is not depicted on this map, but its approximate location is identified by a black circle (Washington, DC, Surveyor's Office).



Figure 2-22. Detail of map showing project area, 1945 (US Geological Survey).

By the 1950s, the area around the Abner Cloud House and Fletcher's Boathouse building on Canal Road NW was used for parking. As seen in a 1958 photograph, two paths, one northwest of the Abner Cloud House and the other northwest of the Fletcher's Boathouse building, are shown branching off Fletcher's Road to the parking area (Figure 2-23). The two paths appear as muddy dirt roads in the photograph. The photograph also shows overgrown vegetation northwest of the Fletcher's Boathouse building, mature trees around the Abner Cloud House, and a mature forest between the canal and the river.

By 1952, a metal-clad boathouse and frame refreshment stand had been constructed opposite the

canal (to the southwest) from the one-and-a-half-story building behind the Fletcher's building (101). The metal boathouse and refreshment stand were located on the site of the residence first seen on the 1861 map, and belonging to "Miss Stuart" in the 1878 map. A 1951 aerial photograph shows boats lying on the ground near the buildings (Figure 2-24). Demolition of the prior house and construction of the boathouse and refreshment stand changed the function of this section of the Fletcher's Cove area from residential to recreational. The house shown in the 1939 report by Thomas Vint was still extant at this time (Figure 2-21).

The 1951 aerial shows a path leading southwest from the canal, in front of the metal-clad boathouse and refreshment stand to the cove (Figure 2-24). This was presumably the path boat renters took to the boat docks in the cove. The area southeast of the buildings is shown with a long clearing, flanked by clusters of trees to the northeast and southwest. This area was used for parking by boathouse customers. The 1951 aerial shows much of this cleared area with large patches where grass had worn down, likely because of its function as a parking lot. This clearing is not apparent in the 1922 aerial photograph. Aerial photographs suggest the wooded mill site remained in an overgrown state at this time. According to the C&O Canal National Register nomination, the National Park Service repaired or rebuilt the towpath in several places over time to maintain its continuity for recreational purposes, but it is not clear whether this was carried out at the Fletcher's Cove area (102). By 1952, a new bridge had been installed over the ravine, where the Rambler had indicated in 1914 that only a single timber remained of the older bridge (103).

Efforts to rehabilitate the portion of the canal around the Fletcher's Cove area accelerated in the mid-1950s. The site was targeted to be redeveloped as a recreational area. By the early 1950s, federal officials argued that the working-class neighborhood was a "24,000-square-foot health menace" (104). In 1953, the National Capital Planning Commission (NCPC) singled out twenty-one "shanties, shacks[,] and frame houses" as, according to public health officials at the time,

“sources of disease” and “unfit to live in”(105). The twenty-one houses were between Georgetown and Chain Bridge, along Canal Road and K Street NW. A concentration of such homes were in the 4900 block of Canal Road NW, the block that included the Abner Cloud House and was situated within the Fletcher's Cove area, as seen in the 1945 USGS map (106). NCPC acquired the sites for the National Park Service. Demolition of the houses occurred over the course of the 1950s, as disagreements over ownership of the lots were resolved.



Figure 2-23. Photograph of the Abner Cloud House and the Boathouse structures, looking southeast, 1958 (People's Archive, Washington, DC, Public Library).



Figure 2-24. Aerial photograph of project area, 1951 (National Park Service).



Figure 2-25. Photograph showing some of the homes along the canal demolished in 1958. Near the middle of the photograph is the Abner Cloud House, which was spared from demolition (Evening Star, March 6, 1958). Reprinted with permission of the DC Public Library, Star Collection © Washington Post.

Renewed attention to the residential community at Fletcher's Cove was concurrent with an NPS proposal in the early 1950s to construct a parkway on the C&O Canal. A heated debate ensued, as conservationist groups, including the Audubon Society of the District of Columbia, took to print and the airwaves to foment opposition. The groups instead argued for preservation of the canal for recreation purposes. By 1956, facing mounting public opposition, NPS abandoned the proposal (107).

By 1956, NPS officials shifted their plans for the canal to focus on recreation, as the conservationists had advocated. The new attention to conserving the land along the canal was part of a larger national effort that culminated in the Mission 66 program. Mission 66 was a ten-year initiative by the National Park Service to modernize and improve national parks after decades of decreased funding and deferred maintenance, in anticipation of NPS's fiftieth anniversary in 1966. Begun in 1956, the initiative marked the most significant federal funding for the National Park Service since the New Deal programs of the 1930s (108). The Mission 66 program funded more than 100 visitor centers, constructed or reconstructed over 2,700 miles of roads and over 900 miles of trails, provided many parks with adequate water, sewer, and electric service for the first time, and built hundreds of park residences, comfort stations, and other public-use property types. The project did not conclude with the NPS anniversary in 1966. By the end of the Mission 66 program, a number of projects remained incomplete, and new parks were still planned. What became known as Parkscape USA (1967–1973) was the result of this work to complete remaining projects, in time for the Yellowstone National Park centennial celebration in 1972 (109).

Removing the homes along the canal in the Fletcher's Cove area continued to the end of the decade. In 1958, seven families in the 4900 block of Canal Road NW were evicted and their homes demolished (Figures 2-25 and 2-26). The Abner Cloud House, acquired by the federal

government in 1957, was the only residence spared from demolition. Soon after acquisition, NPS removed the second-story porch from the house (110). In place of the old residential neighborhood, the focus of the Fletcher's Cove area shifted to mostly recreational. A National Park Service representative stated the site was intended "primarily for fishermen, rowboats[,] and canoes" (111).



Figure 2-26. Photograph showing some of the homes along the canal demolished in 1958 (Evening Star, 1953). Reprinted with permission of the DC Public Library, Star Collection © Washington Post.



Figure 2-27. Boathouse and refreshment stand, 1963. Also note the worn area in the foreground that was used for parking (Historical Society of Washington, DC).



Figure 2-28. Aerial photograph of project area, 1963 (National Park Service).

With the demolition of the houses, the remaining structures on the site by the early 1960s were the Abner Cloud House and the buildings associated with Fletcher's Boathouse. By this time, the Abner Cloud House had deteriorated. Photographs of the house from this era show window openings covered with wood. In 1962, a new boathouse was constructed in the location of the old boathouse. Adjacent to this building, a new concrete-block refreshment stand was built on the site of the old frame refreshment stand in 1963. The new boathouse was clad with corrugated metal and covered by a front-gable roof. A shed porch fronted the building. The new refreshment stand featured concrete-block walls under a shed roof. Photographs from 1963 capture the brief period just after the new boathouse was constructed, but before the new refreshment stand was built (Figure 2-27).

By 1963, a path had been laid connecting Fletcher's Road to the recreational area near the boathouse and refreshment stand. Whereas the 1951 aerial had shown a linear path from the canal to the cove, the 1963 aerial shows this path virtually erased by further erosion of the grass, continuing a condition seen in the 1951 aerial (Figure 2-28). A photograph of the boathouse and refreshment stand also provide evidence of this condition (Figure 2-27). The 1963 aerial also shows a bridge crossing Maddox Branch. It is not clear when this bridge was installed. Beginning in 1964, considerable amounts of landfill were used to fill a sluiceway that ran northwest-southeast through the Fletcher's Cove isthmus (112). This landfill was mostly taken from the bottom of the canal bed in order to construct the Potomac Interceptor Sewer and placed in the sluiceway and the river banks. The Potomac Interceptor Sewer ran from Washington Dulles International Airport to the Potomac Pumping Station near Georgetown. The interceptor was constructed following congressional legislation passed in 1960 authorizing the District of Columbia to plan, construct, operate, and maintain a sanitary sewer from the airport to the District sewer system. Although its alignment was located mainly in undeveloped areas, the interceptor was placed under portions of the C&O Canal and was built in the vicinity of Fletcher's

Cove between 1966 and 1968 (113).

In 1966, NPS prepared another proposal to construct a new boathouse, as part of an ambitious plan to redevelop the area around the 1962 boathouse and 1963 refreshment stand (Figure 2-29). The site plan prepared for the project shows a new boathouse and snack shop along the B&O Railroad tracks, to the northeast of the existing boathouse/refreshment stand. Surrounding the boathouse were a canoe storage deck and an area for bicycle storage. On the other side of railroad tracks from the new boathouse was a canoe dock along the canal. The area southeast and southwest of the new boathouse/snack shop contained dedicated spaces for parking and picnicking. Branching off of the parking area to the southeast was a bicycle trail. The portion of Maddox Branch southwest of the canal was to have been filled, and the bridge across it was to be removed. A pulloff area was proposed at Fletcher's Road, just beyond the culvert. An overflow parking area was proposed for northwest of the Wasteweer 3 outflow. The project was not implemented.

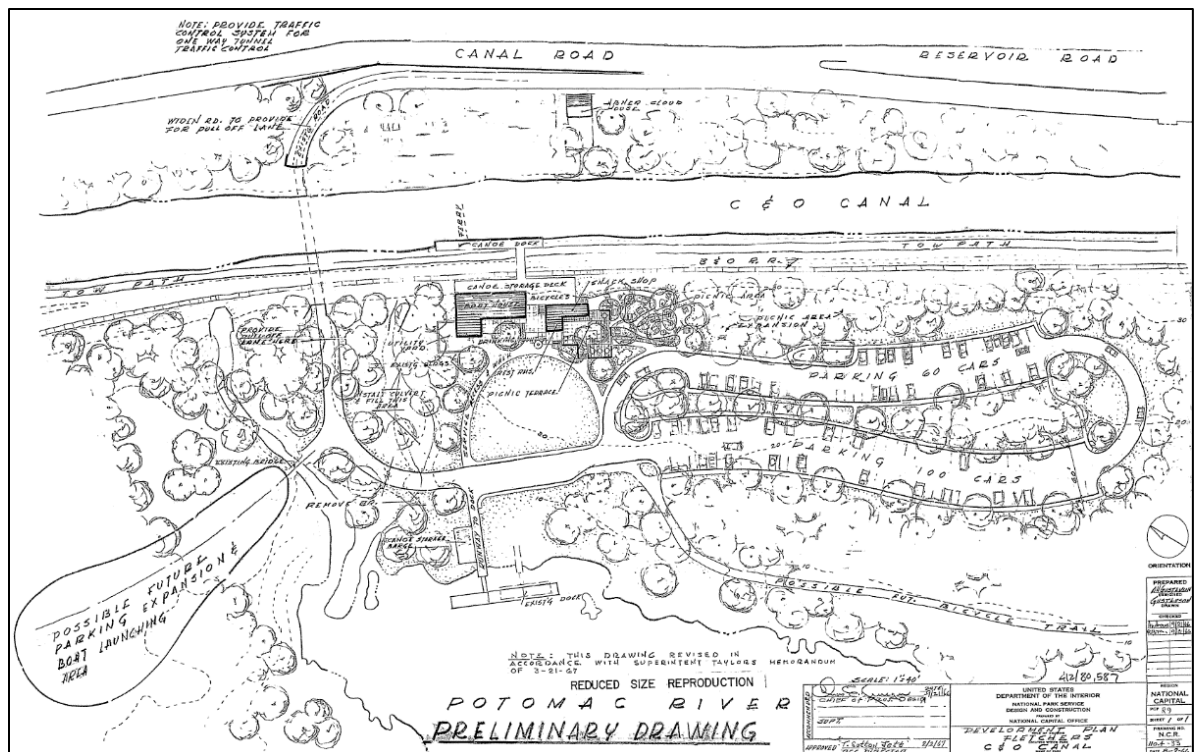


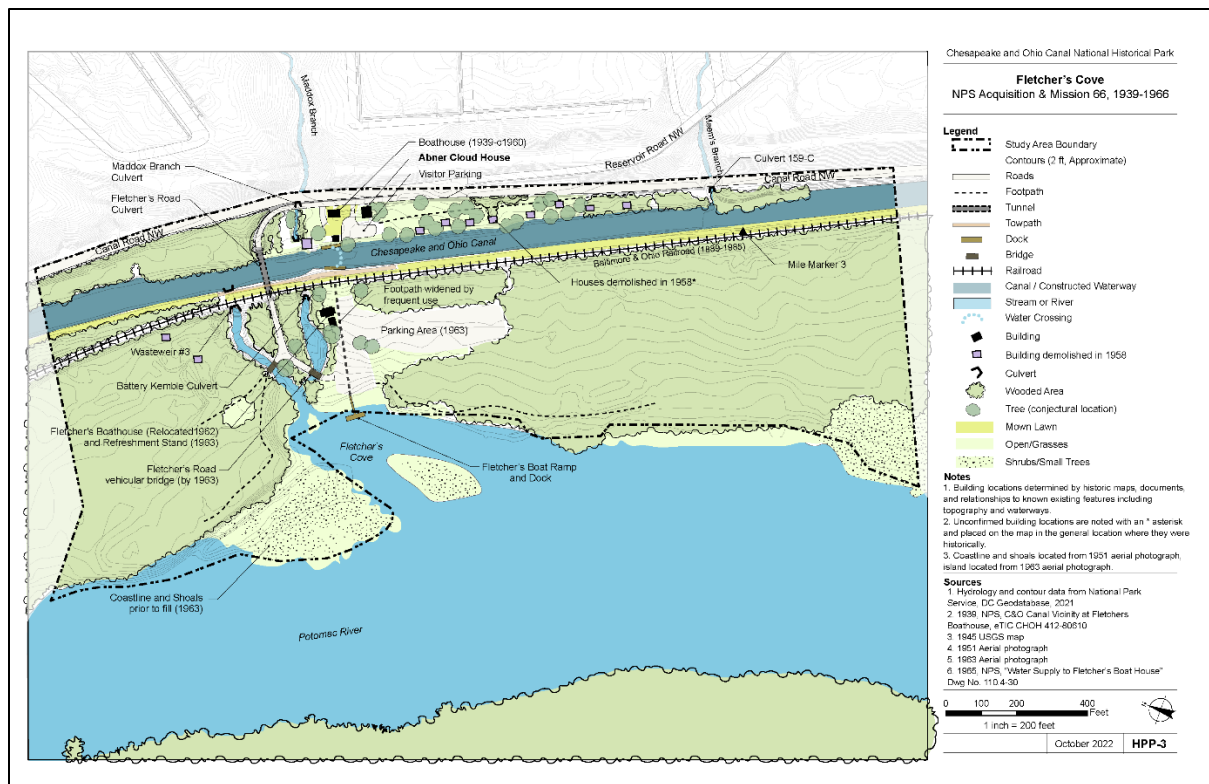
Figure 2-29. Preliminary drawing of the unbuilt plan to redevelop the boathouse and refreshment stand, 1966 (National Park Service).

LANDSCAPE CONDITION, 1939–1966

The transition to federal ownership of Fletcher's Cove started in 1939. Conservation and recreation became dominant land uses, though residential dwellings remained on site until the last were removed by 1958. Only the Abner Cloud House remained of the site's once numerous residences and the canal area was refocused around the historic hub of the Abner Cloud House and Fletcher's Road and Boathouse. The area was organized around the C&O Canal, Potomac River, and Fletcher's Boathouse, which supplied boats to access the site's waterways. Increased recreational use affected the site's vehicular and pedestrian circulation routes. Visitors parked their vehicles around the Abner Cloud House and, with the relocation of Fletcher's Boathouse to the west side of the canal in 1952, they also parked in an unstructured, unpaved area to the south of the new boathouse. The path worn by visitors across the towpath, railroad tracks, and down the slope to the cove widened during this period due to frequent use. Vegetation was a mix of

canopy trees with open understory around the Abner Cloud House and residences on the east bank of the canal and wooded areas in the North and South Woods areas, with some small trees and shrubs along the riverbank. Views between Canal Road NW and the Potomac River were partially retained near the Abner Cloud House as canopy trees and wooded areas established along the canal. Woody vegetation established along the canal and railroad berm except where foot traffic kept it clear, retaining views between the canal, boathouse, and river at this focal point. This period was characterized by widespread changes to buildings and structures in the overall area. Residential buildings were demolished and a recreational landscape was established. The Fletcher's Road vehicular bridge that provided access to Fletcher's Boathouse was in place by 1963. Small-scale features such as the docks along the canal and the boat ramp and dock in Fletcher's Cove provided access to the water and picnic tables provided space for passive recreation.

Landscape conditions circa 1966 are illustrated on Historic Period Plan 3, HPP-3 provided below. A larger version of the plan is provided in the Landscape Documents section of CRIS-CL.



Drawing HPP-3. Historic Period Plan for Fletcher's Cove, 1939-1966 (Quinn Evans, 2022).

NATIONAL HISTORICAL PARK, 1967–PRESENT

Since 1967, a focus on recreation, sustainability, improved accessibility, and historic preservation have defined the physical development of the Fletcher's Cove area. Although the C&O Canal had been under federal ownership and stewardship since 1938, NPS officials struggled throughout the mid-century to find a proper use. After the abandoned parkway proposal, efforts turned to conservation of the canal and recognition of its significance. Between 1956 and 1971, four attempts were made to designate the C&O Canal a national park, all of which ultimately failed to win passage in Congress. In 1961, President Dwight Eisenhower proclaimed the C&O Canal, between Seneca and Cumberland, a national monument. The continued efforts of Conservationists and preservationists resulted in the listing of the canal in the National Register of Historic Places in 1966. The canal was designated as the C&O Canal National Historical Park in 1971.

By 1971, more formalized zones with dedicated functions were established in the area southeast of the boathouse and refreshment stand. In the section closest to the boathouse/refreshment stand where grass had worn away by 1963, a grassy, oval island for picnicking was established, its boundaries delineated by an oval drive that connected to an area reserved for parking to the southeast. The newly established parking area was formed around an oblong grassy island surrounded by a drive and space for parking (Figure 2-30).

Although the 1966 redevelopment plan was not implemented, interest continued in bringing improvements to the area around Fletcher's Boathouse. However, in a 1973 letter to Julius Fletcher, the superintendent of the park stated that "there is little hope for getting a developed area plan for the section of the C&O Canal including Fletcher's Boathouse within the near future" (114). Working drawings dating to October 1968 indicate a plan to install a drain system and pave through the road culvert. The project required some regrading of the road and approaches, particularly on the outlet side (115).

At some point between 1964 and 1977, the two buildings associated with the Fletcher's Boathouse business northeast of the canal were demolished (Figure 2-31). The two buildings were the one-story building with the shed rear addition northwest of the Abner Cloud House and the shed behind this building (Figure 2-23). A bicycle shed was added near the boathouse and refreshment stand in 1972. Beginning in 1976, the Abner Cloud House was rehabilitated for use by the Colonial Dames of America Chapter III. The project included an extensive interior renovation, whitewashing the stone exterior, and restoring windows to the building (Figure 2-32).



Figure 2-30. Aerial photograph showing new parking area, 1971 (National Park Service).

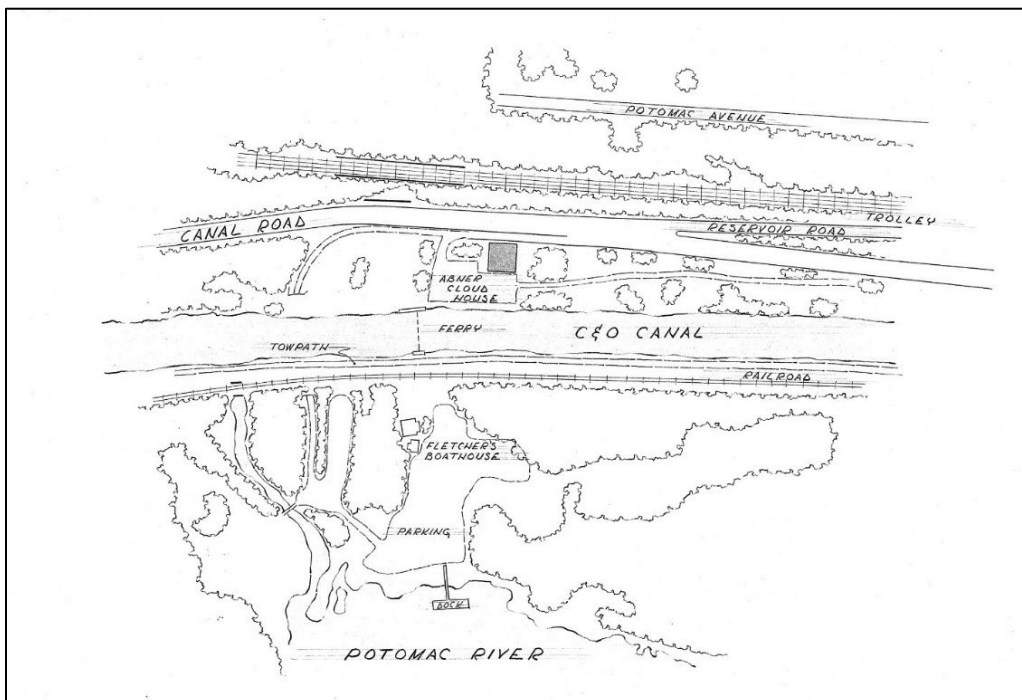


Figure 2-31. Site plan showing the removal of two buildings associated with the boathouse 1977 (National Park Service).

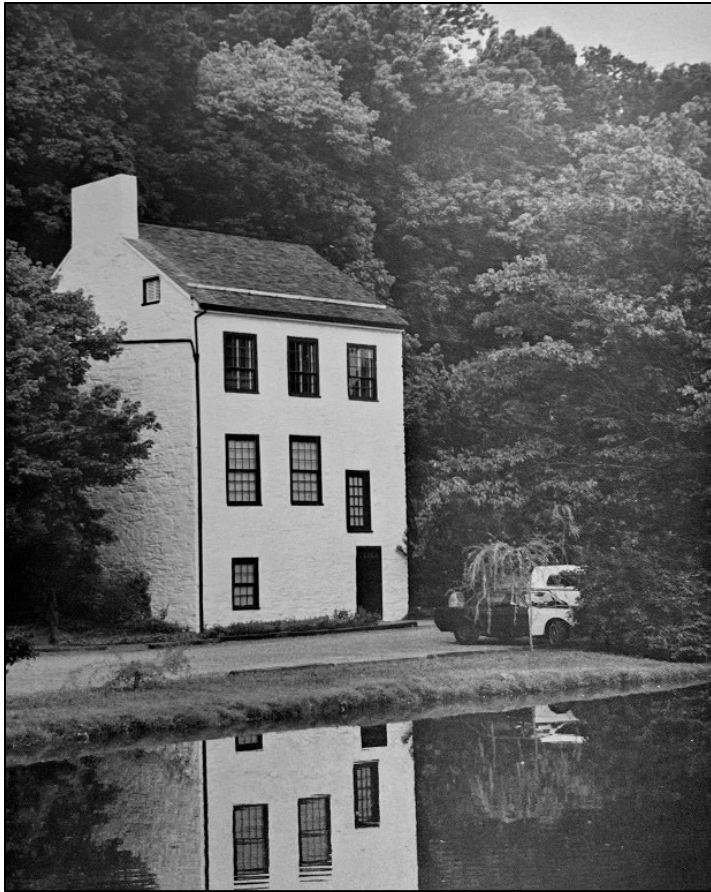


Figure 2-32. Photograph showing rehabilitation of the Abner Cloud House, undated (Alice Fales Stewart, The Palisades of Washington, DC).

Environmental and ecological challenges became increasingly apparent by the early 1970s. A letter from 1973 noted that some of the boathouse structures were damaged by flooding (116). Much of this damage was due to Hurricane Agnes, which ravaged the eastern United States and the Washington region in particular in 1972 (117). NPS officials were concerned that “period storms had caused flooding of the plain upstream from the cove which in turn wash thru the cove with consequent flushing action” (118). The 1976 *General Plan* for the park identified Fletcher’s Cove as part of the Zone C—Short Term Recreation Zone. The plan stated that the objective of the zone was “to ensure a leisurely recreational experience in a natural setting” (119)

By the 1980s, concern developed about inadequate water flow into Fletcher’s Cove and the siltation that developed as a result. The source of the problem, NPS and US Army officials believed, was the landfill that had been placed in the isthmus sluiceway beginning in 1964 and

continuing throughout the 1960s and 1970s (120). A 1985 letter suggests construction of the Washington region's Metro transit system, which began in 1969, contributed further to siltation issues. The construction work had disturbed the normal discharge of the Potomac River in the cove, reducing the water level to an increasingly shallow level and allowing further siltation (121). Federal officials reported that the two streams that entered the cove did not have the flow to keep the cove flushed. The slack water condition allowed for the settling of silt from Potomac River backwash, particularly at high tide. NPS discussed dredging the lagoon every three to five years (122). The chief of the Ecological Services Lab proposed three potential solutions: 1. to dredge a new sluiceway, 2. relocate the boating dock to an upstream portion of the cove where the water is deeper, or 3. recreate the pre-1964 sluiceway through the isthmus. The third solution was determined impractical (123).

To correct inadequate waterflow to the cove and the siltation, a new sluiceway was cut south of the pre-1964 sluiceway (Figure 2-33). In 1983, the 450 foot-long sluiceway was approved to run through the isthmus, between the Potomac River and the cove. Dredge material was to be deposited and retained in a designated disposal area between the shore and the Fletcher's Boathouse parking area. Straw was placed around the disposal area, which was then covered with grass. Work began on the project in 1986 (124).

In 1980, the Fletcher family determined the insurance cost of the ferry across the canal, from the Abner Cloud House to the recreational/parking area around Fletcher's Boathouse, was too high (125). Instead, an arched, wooden footbridge was constructed across the canal in 1981 (Figure 2-34). Further changes to the function of the study area occurred when the Georgetown Branch of the B&O Railroad, by then part of CSX Transportation, ceased operations. By the early 1980s, the only customers using the rail branch were the General Services Administration, which used the railroad to bring coal to a heating plant at 29th and K streets in Washington, and a small building-supply company in Bethesda. Losing money on their ownership and operation of the rail branch, CSX proposed abandoning it in 1983. The last train ran on the branch in June 1985 (126).

In 1986, only a year after CSX abandoned the Georgetown Branch, the old railroad bed was targeted for a new use. A nonprofit organization known as the Coalition for the Capital Crescent Trail formed to convert the old railroad bed into a trail for walking, jogging, and cycling. The

coalition consisted of the Montgomery County government, the National Park Service, and a group of citizens' associations, recreation clubs, and private individuals. They worked to acquire the rail right-of-way for public use. After the right-of-way was secured, work to remove the railroad tracks and build the trail occurred through the early 1990s. Opened in 1994, the Capital Crescent Trail, an eleven-mile trail from Georgetown in Washington to Silver Spring, Maryland, was the result of their efforts (Figure 2-35). NPS managed the approximately 3.7-mile section of the trail in Washington, while the rest, the portion in Maryland, was managed by Montgomery County (127).

Alterations to the Fletcher's Cove study area in the 1990s included changes to vegetation, the Canal Road retaining wall, a new trail, and accessibility improvements. In 1994, two box elder trees were removed from the recreational/ parking area around Fletcher's Boathouse. The two trees were determined to pose a threat to the bicycle shed and refreshment stand (128). Beginning in 1996, the Canal Road retaining wall was repaired and raised. Repairs to the existing wall included a partial rebuilding in some areas (129). The new portion of the wall, atop the old wall, had a cantilevered concrete core with stone facing to match the historic stone of the original wall (130).

In 1998, a new, wider bridge replaced the 1981 bridge across the canal. In addition, new stairs and a ramp were installed to enhance accessibility down the sloped site from the towpath and Capital Crescent Trail to the recreational/parking area around Fletcher's Boathouse (131). In the twenty-first century, attention has been devoted to evaluating the significance of the Fletcher's Cove study area. An NPS wayside near the stone ruins northwest of Fletcher's Road was installed in the 2010s commemorating the study area's history as an industrial site. However, the wayside mistakenly assigns the ruins as the original mill building and credited establishment of the mill to Abner Cloud. In addition, the Colonial Dames of America have continued to provide stewardship of the Abner Cloud House.

In 2013, an Odor Abatement Building, which included public restrooms, was constructed northwest of the Cloud House. The brick building was intended to control odor from the Potomac Interceptor (132). Also in 2013, boulders were placed along the southwestern and southeastern edges of the lawn fronting the Cloud House to prevent parking close to the building

(133). Sometime between 2011 and 2014, concrete bin blocks were placed along the northwest edge of the parking area near the Abner Cloud House to prevent cars from blocking access to the pedestrian bridge across the canal.

Improvements to aid traffic entering the Fletcher's Cove study area from the street were also added. In 2015, traffic signals and pedestrian crossing signals were installed near the intersection of Canal Road and Reservoir Road and a traffic signal was placed at the base of the ramp from the study area to Canal Road (north of the Abner Cloud House). Poles were installed at both the intersection and the base of the ramp to hold the traffic signals. A designated walkway was painted on the ramp: pedestrians would proceed on the walkway up the road and, when traffic signals allowed, could continue across Canal Road and onto Reservoir Road. Accompanying signage was installed to instruct on the operation of the signals (134).

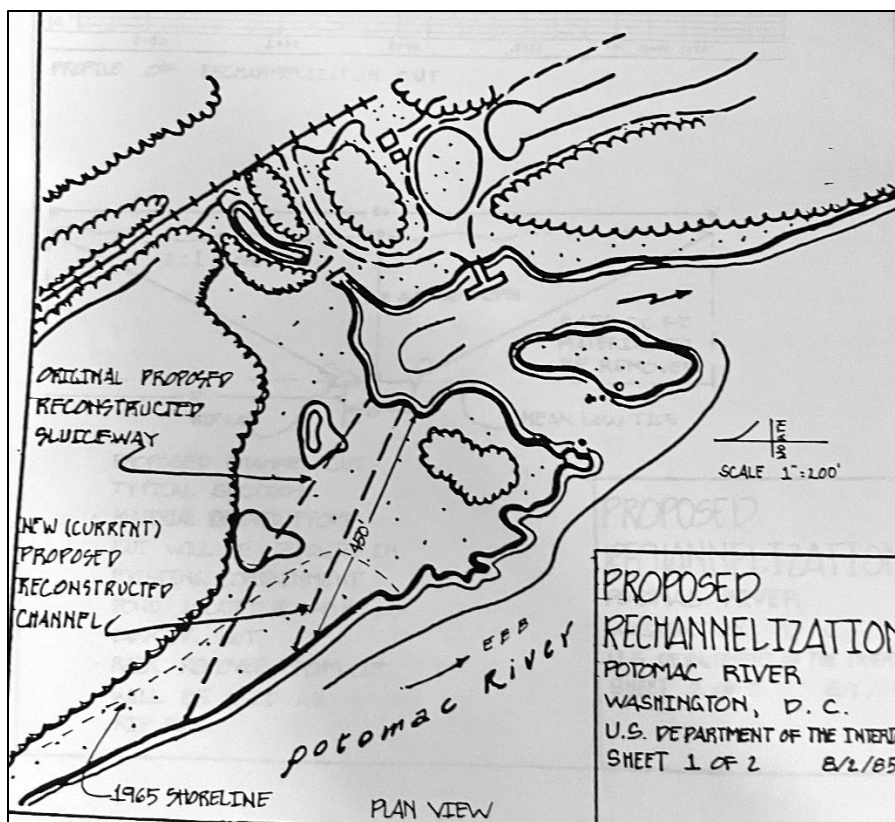


Figure 2-33. Plan for rechannelization near Fletcher's Cove, 1985 (C&O Canal National Historical Park Headquarters, National Park Service).



Figure 2-34. Photograph showing the wooden footbridge, undated (Alice Fales Stewart, The Palisades of Washington, DC).



Figure 2-35. View of Capital Crescent Trail, looking southeast. Photograph by Thomas H. Skadow, 2015. (Available through Creative Commons at https://commons.wikimedia.org/wiki/File:Fletcher%27s_Cove_Trail_Head.JPG).

Significance, Regional Landscape Context & Physical History Endnotes

- (1) Robert J. Kapsch, *The Potomac Canal: George Washington and the Waterway West* (Morgantown: West Virginia University Press, 2007), 80, 82.
- (2) Carole Nash, "Middle Woodland Research in Virginia: A Review of Post-1990 Studies," in *The Archaeology of Virginias First Peoples*, eds. Elizabeth A. Moore and Bernard K. Means (Richmond, VA: The Archeological Society of Virginia, 2020), 130, 142.
- (3) "Geological Regions of the C&O Canal National Historical Park," *C&O Canal Trust*, accessed December 2, 2021, available at <https://www.canaltrust.org/2019/11/regions-of-the-co-canal-national-historical-park/>.
- (4) Martha S. Carr, *The District of Columbia Its Rocks and Their Geologic History*, *Geological Survey Bulletin* (Washington, DC: Government Printing Office, 1950), 14.
- (5) Martha S. Carr, *The District of Columbia Its Rocks and Their Geologic History*, *Geological Survey Bulletin* (Washington, DC: Government Printing Office, 1950), 5, 14.
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Analysis & Evaluation

Analysis and Evaluation Summary

The following information is adapted from the Fletcher's Cove Cultural Landscape Report (2022) prepared by Quinn Evans. Citations are identified by a number enclosed in parenthesis at the end of a sentence (e.g. (14)), while the endnotes are located after the analysis and evaluation.

The analysis and evaluation section describes the existing condition of the Fletcher's Cove study area, organized by landscape characteristic. It describes the overall environment within the 44-acre cultural landscape including natural systems, waterways, and vegetation as well as broad patterns of human use such as spatial organization and circulation. Two Landscape Character Areas (LCAs), the Canal Corridor and Riverfront Recreation areas, are described separately within applicable landscape characteristics as portions of the cultural landscape. The North and South Woods areas are described as a part of the overall study area. In addition, this section provides an analysis of integrity of the cultural landscape at the Fletcher's Cove based on the period of significance, which extends from 1793 to 1966. It also identifies and documents those qualities and features that reflect the historic character, retain integrity, and contribute to the significance of the landscape. It should be noted that field investigations were conducted in November 2021 by staff from Quinn Evans.

As described above, the existing conditions and analysis of the landscape are described by using landscape characteristics. Landscape characteristics are the tangible and intangible aspects and features of landscapes associated with both physical and cultural conditions. Individually and collectively they aid in understanding the place as a whole. Landscape characteristics associated with the Fletcher's Cove cultural landscape are: Natural Systems and Features, Land Use, Topography, Spatial Organization, Constructed Water Features, Circulation, Views, Vegetation,

Buildings and Structures, Small-Scale Features, and Archeological Sites.

LANDSCAPE CHARACTER AREAS

Based on natural systems, circulation, and spatial organization at Fletcher's Cove, this CLI organizes the study area into two landscape character areas, the Canal Corridor LCA and Riverfront Recreation LCA, illustrated on Figure 1-1. These areas include primary circulation routes, passive and active recreation spaces, and features related to the interpretation of the site's cultural history. The North and South Woods flank the Riverfront Recreation LCA and are described as part of the overall study area.

Canal Corridor

The Canal Corridor LCA encompasses Canal Road NW, the C&O Canal and Towpath Trail, the Capital Crescent Trail, and includes the Abner Cloud House. The area is defined by the east side of Canal Road NW and the base of the berm constructed to support the canal prism and B&O Railroad bed.

Riverfront Recreation

The Riverfront Recreation LCA encompasses Fletcher's Boathouse and Cove, the picnic area, and parking loop, and includes Fletcher's boat dock and water access. The area is defined by the canal berm to the east, the Potomac Riverbank to the west, and the edge of the South Woods to the south. The north boundary is defined by Fletcher's Road to the point where it meets the cove edge, and then the boundary follows the north shore of the cove past the sluiceway.

North and South Woods

The North and South Woods are described as a part of the overall study area landscape. They include areas of primarily successional woodland and informal walking paths. Some historic

remnants are located in the North Woods.

SUMMARY OF LANDSCAPE INTEGRITY

As defined by the National Register of Historic Places, integrity is the ability of a property to convey its historical significance. To have integrity, the landscape must retain the tangible and intangible aspects that make up the identity for which it is significant. The US Secretary of the Interior identifies seven aspects or qualities that make up integrity: location, design, setting, materials, workmanship, feeling, and association. Retention of these qualities is necessary for a property to convey its significance, however, not all seven aspects must be present for a property to retain integrity. Overall, the cultural landscape retains integrity in location, design, setting, materials, workmanship, feeling, and association. Although there have been some changes since the historic period, overall the landscape retains the characteristics, physical attributes, and historic associations it had during the period of significance from 1793 to 1966.

Location

Location is the place where the landscape was constructed or where a historic event occurred. The Fletcher's Cove cultural landscape retains integrity of location, as the majority of components of the historic landscape, including the C&O Canal and its towpath, Canal Road NW, stone lock remnants, and the Abner Cloud House, continue to occupy their historic locations. The Location of the cultural landscape is directly related to its development as a corridor for transportation and commerce.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The Fletcher's Cove cultural landscape retains integrity as a landscape designed for commerce and transportation, as well as the location of some of the earliest canal locks in the

United States. Historic buildings, circulation, trails, constructed water features, and recreational areas were designed in response to the natural systems and topography in the area. Design for recreation was an important consideration beginning in 1938 with NPS ownership. The overall arrangement of recreation areas within the study area is defined by circulation routes that follow historic alignments. Although the layout has been somewhat altered by the addition of noncontributing structures such as the comfort station/odor control facility and pedestrian bridge over the canal, circulation routes including the trail through the South Woods, and successional vegetation, the design of the historic landscape is intact. Buildings and structures from the period of significance including the Abner Cloud House, Fletcher's Boathouse and Refreshment Stand, the Canal Road NW retaining wall, and C&O Canal structures constructed as part of site development retain their historic design. Some alterations made to address safety concerns, such as the heightening (vertical extension) of the Canal Road NW retaining wall, are compatible with the original design intent. The pedestrian bridge spanning the canal near the comfort station, initially added in 1981 and reconstructed in the 1990s, cuts off historic circulation routes in the waterway for canal barges.

Setting

Setting is the physical environment of the landscape. The existing setting of the overall study area closely resembles the landscape in the early twentieth century, as the site transitioned from a place of transportation and commerce to one of conservation and recreation. The setting is strongly defined by its proximity to, and views of, the C&O Canal and Potomac River at the intersection of the Piedmont Plateau and Potomac River floodplain. The historic character of the canal landscape as well as the valuable fishing grounds of Fletcher's Cove have been protected as important aspects of the park. Adjacent successional woodland areas and proximity to the river buffer the historic landscape from urban development. The establishment of successional woodland between the C&O Canal and Potomac River has altered the historically significant

visual relationship between the canal and the river. The depth and appearance of Fletcher's Cove is affected by siltation and altered hydrologic regimes due to filling in the North Woods area. Although the NPS has dredged the cove in the past, changes to vegetation and views are gradually altering the setting of this location. These changes are partially due to the natural evolution of the landscape as affected by the river; however, upstream alterations to the hydrologic system are causing more dramatic effects in the cove. While the overall area retains integrity of setting, alterations to the hydrologic patterns at Fletcher's Cove have impacted integrity of setting in this location.

Materials and Workmanship

Materials are the physical elements combined or deposited during a particular period of time and in configurations that form a historic property. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. The landscape at the Fletcher's Cove area retains integrity of materials and workmanship, displaying stylistic appearance consistent with the historic character of the property. The stone structures within the landscape, including the Abner Cloud House, Fletcher's Road Culvert, the Canal Road NW retaining wall, and other remnants of stone and concrete structures, are characteristic of the styles and techniques of buildings prevalent during the period of significance. While in states of ruin, remnants from historic structures present in the area convey the materiality and construction techniques used during that time. Constructed water features including the C&O Canal, Wastewei 3, and the mill race remnant demonstrate techniques of manipulating the flow of water via topographic intervention for transportation and industrial uses during the period of significance. The parklike vegetation in the Riverfront Recreation LCA, with easy access to parking and amenities such as grills, picnic tables, drinking fountains, and boat rentals, relates to the materials and workmanship historic to this site. The Fletcher's Boathouse and Refreshment

Stand utilize metal and concrete materials that reflect the timing of their construction in the early 1960s.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Fletcher's Cove retains many aspects of its cultural landscape as they relate to the history of commerce and transportation in the area. The feel of the landscape around the Abner Cloud House retains a strong physical and visual connection to the C&O Canal and Towpath Trail. While successional vegetation has encroached on some views to and from the house and river, they are still accessible at distinct points in the area. Once visitors arrive at the Riverfront Recreation LCA entrance, either by foot or via Fletcher's Road and Culvert, the feeling of being immersed in the cove and river is complete. While visitors may be exposed to aircraft overhead as well as the sights and sounds associated with the George Washington Memorial Parkway located across the Potomac River; these encroachments do not diminish the overall feeling of the cultural landscape.

Association

Association is the direct link between an important historic event or person and a historic property. The study area retains its association with the national historical park through continued management by the NPS and use of the area for conservation and recreational activities along the C&O Canal. Recreation continues to be the primary function of the landscape. The site also retains association with the Little Falls Skirting Canal, built by the Potomac Company. George Washington was an original founder and the first president of the company. Visiting the Abner Cloud House, picnicking, boating, fishing, and hiking through the woods and along the shore remain popular activities. The site entrance on Fletcher's Road conveys the historic arrival sequence past the Abner Cloud House and under the C&O Canal to visitors. While

the addition of a modern comfort station has improved visitor experience, the addition of the pedestrian bridge that prevents canal barges from traversing the canal inhibits interpretive potential of the area.

Landscape Characteristics and Features

This section presents an analysis of landscape characteristics and their associated features and corresponding Cultural Resources Inventory System Historic Structures (CRIS-HS) names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the period of significance (1793-1966), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. If a feature is non-contributing, it is evaluated as "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape).

Natural Systems and Features

Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation.

Existing Condition – Overall Study Area

Geology and Soils

The Fletcher's Cove area is located near the intersection of three physiographic zones: the Fall Line, Piedmont Plateau, and Atlantic Coastal Plains. The Fall Line occurs where the igneous bedrock of the Piedmont Plateau meets the sedimentary bedrock of the Atlantic Coastal Plains, resulting in rapids and waterfalls in the Potomac River. The Piedmont Plateau is characterized by large rocks and steep slopes and underlies the Palisades neighborhood to the east of the study area. The sandy, gravelly soils of the Atlantic Coastal Plains are present between the two other

physiographic zones, occurring in the floodplain area of the Potomac River (1).

The soils in the area consist of naturally formed sandy and silty loams in addition to dredge material from Fletcher's Cove and fill from other areas. There is evidence of severe erosion occurring in the area, resulting from scouring of soils along paths and waterways by stormwater runoff and pedestrian movement off of prepared pathways. North of the culvert headwall, on the east side of the Fletcher's Road Culvert, water draining from Canal Road is carving into the steep slope and depositing rocks, gravel, and dirt into the narrow roadway. NPS is working with Federal Highways to solve drainage issues leading to this condition. On the west side of the culvert, a storm water pipe was damaged in a recent storm and stormwater has scoured the channel surrounding it, leading to an unsafe condition next to the roadway.

Hydrology

Fletcher's Cove is located in the tidal floodplain of the Potomac River in a zone known as the tidal Potomac and Estuary, which extends from the Chesapeake Bay north to Chain Bridge (2).

Fletcher's Cove occupies a sheltered location on the river's eastern bank and water levels are determined by river flows, tidal action, discharge from the C&O Canal Wastew weir, and the Maddox Branch entering from the east, which is impacted by stormwater runoff from uphill development. The Potomac River flows east from headwaters in the Allegheny Mountains of West Virginia, drawing from streams and rivers in the hills of Virginia and Maryland, to the Chesapeake Bay, which drains into the Atlantic Ocean. The Potomac River watershed encompasses 14,670 square miles and is largely forested, providing important habitat and recreation areas (3). The 1-percent-annual-chance flood line runs through the area along the base of the Capital Crescent Trail berm. Contributing and non-contributing hydrological features are identified in Drawing 3- 1, Hydrology Analysis Diagram.

Climate

The climate at Fletcher's Cove includes hot, humid summers and cold, cloudy winters.

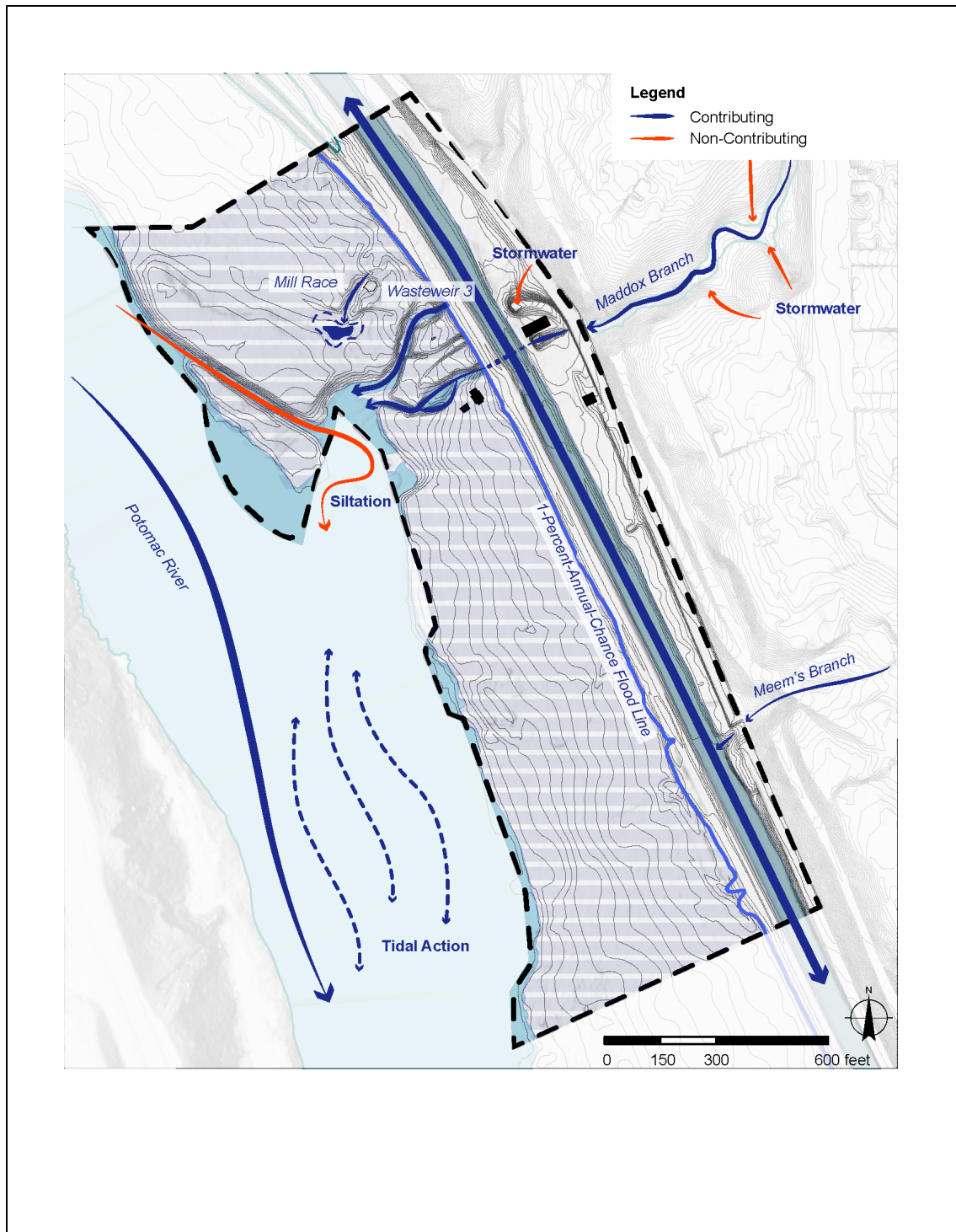
Temperatures rarely descend below 20 degrees Fahrenheit or exceed 96 degrees Fahrenheit.

While it rains throughout the year, the majority of annual precipitation occurs between April and August, with May generally being the wettest month (4).

Climate projections for the C&O Canal National Historical Park indicate that rising temperatures, precipitation, and sea level rise can be expected as a result of climate change. The National Park Service expects that changes to temperature and hydrological regimes will impact cultural and natural features within the park. Flooding occurs every 12 years on average and is likely to increase. Sea level rise of 15–40 inches is expected in the region by 2100 (5).

Analysis

Natural systems and features were modified during the period of significance associated with transportation and commerce (1793–1924) as part of the development of the Potomac Company canals and C&O Canal. Today, natural systems and features are intact and appear much as they did historically. The bedrock underlying the area remains and is visible at certain locations on site as well as the steep slopes east of the area. The hydrologic systems that inspired the creation of the canals and boathouse remain intact. Sea level rise as a result of climate change will likely impact the site in terms of water level and flood events. Increased precipitation and intensity of precipitation events will require management to reduce erosion and water quality issues.



Drawing 3-1. Hydrology analysis diagram (Quinn Evans, 2022).



Figure 3-1. View looking south from Fletcher's Cove across the Potomac River (Quinn Evans, 2021).



Figure 3-2. The Maddox Branch flows between Fletcher's Road and the Battery Kemble Culvert (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Geology and soils	Contributing	—	—	—	—	—
Hydrology	Contributing	—	—	—	—	—

Land Use

Land uses are the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction.

Existing Condition – Overall Study Area

Fletcher's Cove is a component of the C&O Canal National Historical Park. The primary land uses within the area are recreation and interpretation, which are available through developed visitor facilities, as well as resource based recreation associated with trails and waterways. Utility use has shaped the landscape at Fletcher's Cove as it relates to the Potomac Interceptor and power lines. Limited maintenance areas and circulation routes exist within the study area.

Popular recreational uses within the project area include walking, biking, running, boating, fishing, picnicking, and group gatherings. The Towpath Trail and Capital Crescent Trail are popular routes for commuters, joggers, cyclists, and sightseers. The Fletcher's Boathouse is open seasonally from mid-May through early September and rents kayaks, canoes, rowboats, stand-up paddle boards, and bicycles to its members and the general public. The boathouse also sells fishing licenses and anglers may fish from shore or by boat. Picnic tables and post-mounted grills are located along the waterfront for individual and group use. The trail that follows the shore of the Potomac River in the North Woods area is utilized by hikers, fishermen, and mountain bikers and visitors utilize the trail through the South Woods area for walking and hiking.

The Abner Cloud House and C&O Canal offer multiple opportunities for educational and interpretive use. As a part of the C&O Canal National Historical Park, waysides are provided throughout the site, especially within the Canal Corridor. Lines indicating floodwater depths are

painted onto the side of the refreshment stand with their associated event years.

Utility use in the project area includes the Potomac Interceptor Odor Control Unit, electrical lines that follow Canal Road and provide electricity to the Abner Cloud House, comfort station/odor control facility, boathouse, and refreshment stand.

An area at the south end of the Abner Cloud House parking lot functions as a park maintenance area for short-term storage. Materials and equipment are stored here for use on site, such as fill, gravel, and the machine used for weeding in the Canal.

Analysis

While the modes of transportation have changed in some cases, transportation of goods remains an active use on site via Canal Road. When operational, tour boats have conveyed passengers from Georgetown to the Abner Cloud House and back. Recreational use of the site began in the early twentieth century and has remained consistent through the present, and this land use contributes to the historic significance of the cultural landscape.

Many of the historic land uses in the Fletcher's Cove area are missing today. Agriculture occurred at various scales on site and was documented since the settlement of Europeans in the seventeenth century. It is unclear exactly when the cultivation of crops on site ceased, but land in the Riverfront Recreation LCA, used for cultivation in earlier centuries, transitioned to mostly recreational use by the 1950s. Residential use within the area ceased in the 1950s, when the National Park Service acquired the parcel and demolished the remaining dwellings that formed the 4900 block of Canal Road NW, sparing only the Abner Cloud House for interpretation purposes (6). Remnants of one structure remain along the Canal Road retaining walls between the Abner Cloud House and Culvert 159-C. Industrial use was a key driver to site development throughout the period of significance. Both the canals and the railroad were built to address the

growing need for goods in Georgetown and Washington, DC. The mill complex, which operated in some fashion from 1821, ceased operations as an ice factory sometime after 1895. Other industrial uses came and went, including a guano factory and fishery. Remnants from the study area's industrial past contribute to interpretation and are described as structures and small-scale features.



Figure 3-3. Jogging and cycling are two common recreational activities in the area (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Recreation	Contributing	—	—	—	—	—
Interpretation	Noncontributing	—	—	—	—	—
Transportation	Contributing	—	—	—	—	—
Park management (administration and maintenance)	Contributing	—	—	—	—	—

Topography

Topography is the three-dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect).

Existing Condition – Overall Study Area

The topography at Fletcher's Cove includes natural topography, conditions resulting from geologic and hydrologic history on site, and built topography, conditions resulting from human intervention at the area. The site high point occurs at the intersection of Canal Road with Reservoir Road at approximately 57 feet above sea level. Low points occur at the Potomac River bank at the western edge of the site and depend on water levels and tidal action. Generally, the shoreline at Fletcher's Cove fluctuates between 1 and 3 feet above sea level.

Natural

The natural topography of Fletcher's Cove is a combination of steep slopes and gently undulating floodplain. The eastern border of the cultural landscape coincides with the toe of a steep slope that rises to the Palisades neighborhood. Exposed bedrock and patches of shallow soils support successional vegetation in this area and extend into the area at points along the northeastern boundary between Canal Road and the C&O Canal.

In the floodplain, the landscape slopes gently toward the water and has a generally flat character from Fletcher's Cove to the southern boundary of the study area. Historically, floodwaters inundated this area and deposited alluvium, creating fertile soils utilized for agriculture. Topography in the South Woods conveys the natural topographic condition.

Built

Topography at the Fletcher's Cove area has been manipulated for human use since at least the 1600s, with European and European American interventions beginning in the 1700s. Topography related to the C&O Canal will be described in detail in the Canal Corridor LCA. Built topographic features extant today include the retaining wall on the west side of Canal Road (Figure 3-4) and fill piles throughout the North Woods area. The stone retaining wall at Canal Road is described as a structure, but facilitates a topographic change of up to 20 feet between Canal Road and Fletcher's Road, the Abner Cloud House Parking area, and the natural topography of the site.

The Canal Corridor and Riverfront Recreation LCAs are separated by a berm constructed along the west side of the C&O Canal. Fletcher's Road connects the two areas via a roadbed that cuts through the constructed topography of the canal, passing through the Fletcher's Road Culvert before arriving at floodplain level.

The North Woods topography is undulating, reflecting piles of fill that were deposited there in conjunction with construction projects on site (Figure 3-5). A pool of standing water forms in the midst of these piles and at the southern end of the historic mill race (Figure 3-6). Regrading of the shoreline north of the cove raised the elevation of this area. Natural and historic features are partially or fully obscured by fill placed in the landscape.

Analysis

The unique natural systems and topography of the cultural landscape allowed for the development of a transportation and commerce corridor parallel to the Potomac River. Canal Road was constructed in the late 1790s, taking advantage of the toe of the slope to the east of the study area, and maintains its historic alignment. The imposing west bank of the Potomac presents little possibility for development, but the flat floodplain condition along the east bank, along with the presence of streams such as the Maddox Branch, presented a favorable condition for canal development. Once the canal corridor was constructed, the railroad followed the established route. These routes are extant.

Both the natural and built topographic conditions within Fletcher's Cove contribute to the historic landscape in certain locations. The natural topography of the area is legible as the intersection of the flat Potomac floodplain with the steep, rocky slopes of the Piedmont Plateau. As the site developed, the flat landscape with fertile soils was an important feature for agricultural and commercial use. The gentle slope between the river and canal corridor allowed for successful construction and supporting agricultural and commercial use. Today, the Riverfront Recreation LCA utilizes the flat topography for picnic grounds, boathouse parking, and river access. This condition extends through the South Woods and contributes to the historic character of the landscape. In the North Woods, fill material added after the period of significance has altered

both the natural topographic condition and built topographic features. The historic mill race is visible southwest of the mill remnant and conveys the significance of the commercial landscape. The portion north of the remnant is missing due to fill. The initial sluiceway constructed in the mid-twentieth century is also missing. The heightened elevation of the North Woods area may be contributing to the altered hydrological regime in the cove as floodwaters can no longer spill over the north isthmus and flush excess sediment from the cove. Efforts to increase flow and flush sediment via a new sluiceway have so far been unsuccessful and dredging is required to maintain a functional depth.

There is a tangible delineation between the floodplain and the constructed berm that forms the western edge of the Canal Corridor LCA, where the topography was manipulated to create the canal prism and railroad bed (Figure 3-7). While the railroad is no longer extant and the towpath is no longer used as such, the topographic character conveys the design of the landscape around those features. Topography associated with the C&O Canal is described in detail as a part of the Canal Corridor LCA. Overall, the natural and built topography conveys the historic significance of the cultural landscape with the exception of parts of the North Woods that have been significantly altered by fill material following the period of significance.



Figure 3-4. Exposed bedrock meets the Canal Road retaining wall on Fletcher's Road (Quinn Evans, 2021).



Figure 3-5. Undulating ground plane in the North Woods as a result of fill (Quinn Evans, 2021).



Figure 3-6. Standing water amidst altered topography in the North Woods (Quinn Evans, 2021).



Figure 3-7. Stairs and a ramp convey visitors up and down the berm between the Canal Corridor and Riverfront Recreation Areas (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Natural site topography	Contributing	—	—	—	—	—
Flat, floodplain topography	Contributing	—	—	—	—	—
Topography associated with canal, mill race remnant, railroad	Contributing	—	—	—	—	—
North Woods topography alterations	Noncontributing	—	—	—	—	—

Spatial Organization

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces.

Existing Condition – Overall Study Area

The spatial organization of the Fletcher's Cove area is defined by natural systems and vegetation, constructed water features, circulation, and buildings and structures. The site is bounded by a steep slope with exposed bedrock and Canal Road to the east. The natural slope of the site is interrupted by built topography that defines the Canal Corridor LCA, which creates a strong

north–south axis through the area with extended views along the canal (Figure 3-8). The Riverfront Recreation LCA, defined by the towpath berm to the east and the Potomac River to the west, occupies flat floodplain topography and is characterized by an open, parklike character with sight lines to and across the Potomac River throughout. The course of the Potomac River runs north–south at the west edge of the study area. The North and South Woods areas are defined by their densely vegetated character and lack of vehicular circulation routes.

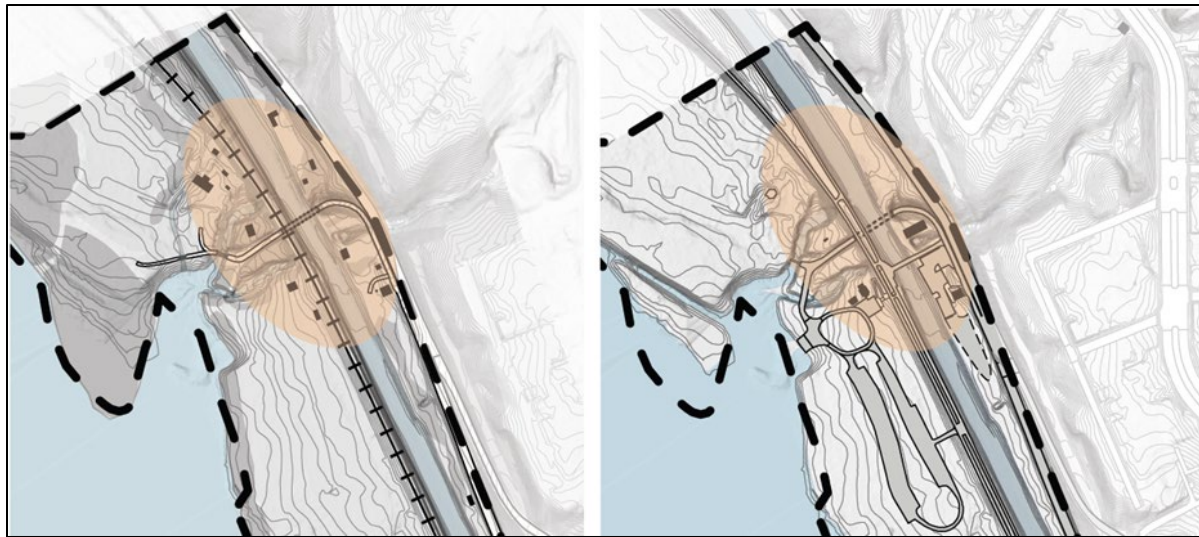
Circulation routes define the east edge of the area and determine how visitors move to and between LCAs. Vehicular access from Canal Road directs visitors to the primary access point for the Canal Corridor area at the Abner Cloud House and comfort station/odor control facility or through the Fletcher's Road Culvert to the picnic area and boathouse parking. The direct visual relationship between Fletcher's Boathouse and Fletcher's Cove along this axis reinforces the connection between site location and use.

Analysis

Spatial organization contributes to the historic character of the study area. In particular, the linear corridor of the canal, and the space between the retaining wall along Canal Road (on the east) and the towpath (on the west), retains its historic linear character associated with transportation, commerce, and conservation. Also, the area between the boathouse and the Potomac River is an open space that retains its historic association with conservation. During the period of significance, a broad spatial footprint of developed area was apparent, extending beyond the canal to encompass the mill, mill races, circulation, storage, outbuildings, and work areas associated with the canal and mill. In addition, some of the area was cultivated. The left diagram in Drawing 3-2 illustrates a general location of known development circa 1938. Today, the northern portion of this space is enclosed by woodland vegetation and no longer legible as the developed space present during the historic period.



Figure 3-8. The C&O Canal, Towpath Trail, and Abner Cloud House facing north (Quinn Evans, 2021).



Drawing 3-2. Spatial Organization at Fletcher's Cove during the period of significance, 1793-1966, encompassing an area of development including the mill, mill races, guano factory, and circulation associated with the canal and industrial buildings. The bubble on the left diagram illustrates the general location of the developed area at its height between 1826 and 1938 and the right diagram illustrates this area overlaid on today's landscape (Quinn Evans, 2022).

Existing Condition – Canal Corridor

Spatial organization in the Canal Corridor LCA is strongly aligned with a north– south orientation defined by the canal and towpath (Figure 3-9). The LCA is organized around the roughly parallel circulation routes of Canal Road, the C&O Canal, Towpath Trail, and Capital Crescent Trail. The open vegetation character surrounding the Abner Cloud House and parking area, pedestrian bridge, and Towpath Trail allows for expansive views along an east–west axis from the hillside of the Palisades neighborhood, across the canal to the boathouse and river (Figure 3-10).

Analysis

The organization of the Canal Corridor LCA, in its historic location following established routes of transportation through the study area, strongly conveys its significance.

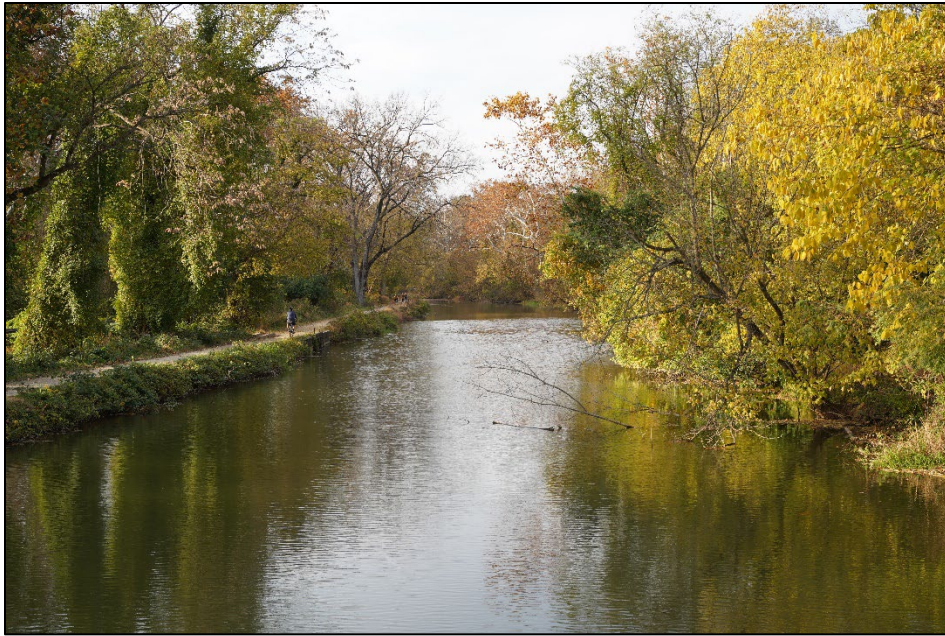


Figure 3-9. The canal and towpath from the pedestrian footbridge (Quinn Evans, 2021).



Figure 3-10. Visual connection between the Capital Crescent Trail and Fletcher's Cove at the pedestrian ramp and stairs (Quinn Evans, 2021).

Existing Condition – Riverfront Recreation

The spatial organization in the Riverfront Recreation LCA is defined by natural systems, circulation, and vegetation. The area is defined by its relationship to the Potomac River and Fletcher's Cove to the west. Site access and use relates to the vehicular circulation system composed of Fletcher's Road, the Fletcher's Boathouse circle drive (authorized vehicles only), and the picnic area parking loop, which align with the flat floodplain topography and connect to Fletcher's Boathouse as a central node in the area. A mown lawn condition is maintained throughout the majority of the area, which creates an open, parklike quality to the space in contrast to the wooded areas to the north and south. Visibility is high between the boathouse, picnic area, and river and pedestrian circulation is informal between these destinations (Figure 3-11).

Analysis

The relationship to the Potomac River and Fletcher's Cove, arrangement on the flat floodplain topography, and open character of the vegetation in the Riverfront Recreation LCA all contribute to the historic character of the landscape. During the period of significance, the landscape was utilized for agriculture and recreation, both uses taking advantage of the flat topography and proximity to the river. The landscape was maintained, first as plowed field and then mown lawn, to accommodate these uses. While the parking area loop was constructed after 1966, it is located in the same area used for informal parking in the period of significance and so does not detract from the historic landscape. The open vegetation allows for views to and across the river through the LCA, reinforcing the strong connection between the landscape and the river in this location.



Figure 3-11. The strong visual and circulatory connection between Fletcher's Boathouse and Fletcher's Cove (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Orientation of canal, trails, and Canal Road around north-south axis defined by Potomac River	Contributing	—	—	—	—	—
Developed area including industrial and commercial buildings	Contributing	—	—	—	—	—
Relationship between Fletcher's Boathouse and Fletcher's Cove	Contributing	—	—	—	—	—
Relationship of landscape features to north-south axis of C&O Canal, Canal Road NW, Potomac River	Contributing	---	---	---	---	---
Relationship to Potomac River	Contributing	---	---	---	---	---

Layout on flat floodplain topography	Contributing	---	---	---	---	---
Open vegetation	Contributing	---	---	---	---	---

Constructed Water Features

Constructed water features are built features and elements that utilize water for aesthetic or utilitarian functions in the landscape.

Existing Condition – Overall Study Area

Constructed water features in the Fletcher's Cove area include the C&O Canal, Wasteweir 3, remnants from the Potomac Company canal, a portion of the mill race, and the sluiceway cut through the riverbank north of Fletcher's Cove. The C&O Canal is described in detail as a part of the Canal Corridor LCA. Wasteweir 3 releases water from the Canal into Fletcher's Cove by a ravine, which may have originally housed the 'new locks' of the Potomac Company canal (Figure 3-12). Water flows from the Canal prism, under the Towpath and Capital Crescent Trails, and through the North Woods area to Fletcher's Cove (Figure 3-13). Traces of what may have been the mill race in the North Woods area are extant and run adjacent to a large stone foundation remnant in that area. Fill piles obscure the complete feature, but a piece of the mill race approximately 70 feet long of varying heights between 3 and 6 feet tall terminates in a shallow pool in the North Woods (Drawing 3- 1 and Figure 3-14).

A sluiceway constructed in the 1980s cuts through the north isthmus of Fletcher's Cove. It is approximately 425 feet long and has steep banks measuring about 10 feet tall. The upstream end of the sluiceway is largely blocked by fallen logs and a small flow of water reaches Fletcher's Cove

at its terminus.

Analysis

The C&O Canal, Wasteweir 3, and remnants of both the Potomac Company Locks and Mill complex contribute to the character of the historic landscape. Construction of water features and their use has affected significant change of the study area landscape and the presence of the C&O Canal Prism and towpath, and waterways thought to be associated with the Potomac Company Canal create a strong association with the history of transportation and commerce on site.

The remaining piece of the historic mill race conveys the relationship between industrial activities during the period of significance, the canal corridor, and the Potomac River. The use of water from the canal was a critical piece of site development and while the physical connection between the mill race and adjacent waterways is missing, the extant piece conveys the historic character of the landscape (Figure 3-14).

A sluiceway cut through the North Woods area between 1951 and 1964 is missing. A new sluiceway, cut in the 1980s, is extant. It has not alleviated flow or siltation issues, which continue to threaten Fletcher's Cove, and detracts from the historic character of Fletcher's Cove. Overall, all of the water features constructed during the period of significance contribute to the historic character of the landscape and convey its significance in relation to the canal as a transportation corridor and hub of commercial activity.



Figure 3-12. Wasteweir 3 conveying water from C&O Canal (Quinn Evans, 2021).

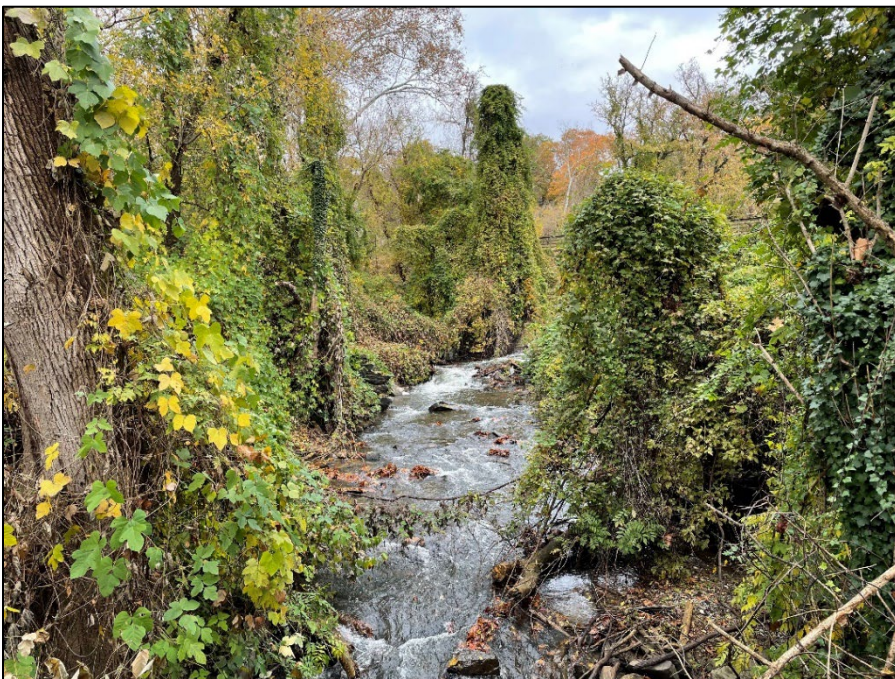


Figure 3-13. The ravine carries water from Wasteweir 3 to Fletcher's Cove (Quinn Evans, 2021).



Figure 3-14. Potential remnants of mill building and mill race in the North Woods (Quinn Evans, 2021).



Figure 3-15. Sluiceway facing north (Quinn Evans, 2021).



Figure 3-16. Flood debris such as fallen logs block the entrance to the sluiceway (Quinn Evans, 2021).

Existing Condition – Canal Corridor

The Canal Corridor LCA is defined by the C&O Canal prism, towpath, and structures. The canal prism is watered and its banks are largely intact. The canal water level within the area is maintained by Wasteweir 3. Water leaving the canal prism via the wasteweir travels west under the pedestrian bridge and enters Fletcher's Cove and the Potomac River. Within the study area, the canal is fed by the water entering through Culvert 159-C.

Canal Topography

The construction and use of the C&O Canal shaped the topography of the area by manipulating the existing topography to create the conditions necessary for a functioning canal. The extant

topography from canal construction and use includes the canal prism, the towpath berm, and the slope to the Riverfront Recreation and Woods areas. The canal prism is approximately 6 feet deep by 70 feet wide. The towpath runs along the west side of the canal prism and is approximately 3 feet above the water line of the canal when fully watered. The Towpath Trail sits on a raised berm that slopes down to the old B&O Railroad bed where the Capital Crescent Trail is located. The slope between the towpath berm and Capital Crescent trail varies from gently to steeply sloped. Stairs and ramps are provided at points of high traffic between the two trails, such as the pedestrian bridge across the canal. Other points of crossing, referred to as social trails, between the two paths are indicated by eroded soils from repeated use. A steep slope connects the west side of the Capital Crescent Trail with the landscape of the Riverfront Recreation LCA. On the east side of the canal, the topography varies from flat at the maintenance area to steeply sloped. Where the historic culvert, referred to as Culvert 159-C, daylights under Canal Road, water cascades down a steep rocky slope, including remnants of a dry-laid masonry wall that formed the canal prism wall at this point, to enter the canal across from Mile Marker 3. Vegetation conceals the condition of the east side of the canal prism.

Canal Structures

Structures associated with the C&O Canal in the Canal Corridor LCA include Wasteweir 3, the Fletcher's Road Culvert, the Battery Kemble Culvert, Maddox Branch Culvert, and Culvert 159-C. Wasteweir 3 consists of a concrete and timber structure that allows excess water from the canal to

pass through the berm and daylight on the west side of the Capital Crescent Trail onto a steep concrete spillway. The water falls audibly from the wastew weir and flows past two stone remnants of the Potomac Company's "new locks" (conjecture). This waterway passes under the wood and iron pedestrian bridge before entering Fletcher's Cove.

The Fletcher's Road Culvert was constructed to provide access to the cove, mill, and other structures during and after the construction of the C&O Canal. Initially of stone and mortar construction, an extension was added between 1900 and 1910 to accommodate the bed of the B&O Railroad (Figure 3-17). The addition was constructed of board-formed concrete and is distinct from the older style of the culvert entrance on the east side. Graffiti is present on and throughout the culvert.

The Maddox Branch Culvert and Battery Kemble Culvert convey the Maddox Branch through the area to Fletcher's Cove. The Maddox Branch Culvert channels the stream under Canal Road, daylighting at the vehicular bridge that carries Fletcher's Road across the branch to the Fletcher's Road Culvert (Figure 3-18). The culvert is constructed of stone, concrete, and brick. An area of flat, stone-paved armoring runs the length of the culvert and visitors use this surface as a path to access the site from the Palisades neighborhood. Both the armoring and a stone and concrete structure with a metal manhole cover were constructed inside the culvert to house a small lateral sewer line.

The Battery Kemble Culvert is constructed of stone and conveys the Maddox Branch under the

comfort station access path, C&O Canal, Towpath Trail, and Capital Crescent Trail. Due to dense vegetation and the location of circulation, the Battery Kemble Culvert is mostly visually inaccessible to visitors. Toward the south end of the study area Culvert 159-C conveys the Meem's (Meen's) Branch under Canal Road and into the canal. The culvert is constructed of stone, brick, and concrete and is somewhat visible from the Towpath Trail near Mile Marker 3 (Figure 3-19). The culvert, owned by DDOT, is going to be replaced with a concrete box culvert. NHPA Section 106 has identified this as an adverse effect and an MOA was executed in 2023. Mitigations included a brick and stone veneer as well as Historic American Engineering Record (HAER) documentation.

Analysis

Topography and structures related to the C&O Canal contribute to the overall character of the landscape. A level or very gently sloped condition was necessary along the canal to facilitate its use. To maintain this condition, the towpath landform slopes down to varying degrees to connect with the natural topography of the site. This condition was altered by the addition of the B&O Railroad tracks, which extended the berm west towards the Potomac River. The extant canal prism and towpath berm convey these historic relationships. Wastewei 3 continues to direct excess water from the canal to the Potomac River and historic culverts continue to serve their designed purpose, remaining largely unchanged, though graffiti at nearly all locations impacts the historic character.



Figure 3-17. Board-formed concrete extension of the Fletcher's Road culvert (Quinn Evans, 2021).



Figure 3-18. The Maddox Branch Culvert under Canal Road NW, Potomac Interceptor lateral line access manhole in the foreground (Quinn Evans, 2021).



Figure 3-19. Historic Culvert 159-C conveys water under Canal Road NW across from Mile Marker 3 (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
C&O Canal	Contributing	—	—	Location	7254	Yes
Mill race remnant	Contributing	—	—	—	—	—
Sluiceway	Noncontributing	—	—	—	—	—
Potomac Company Canal remnants	Contributing	—	—	Location	7259	No
Wasteweir 3	Contributing	Wasteweir #3	012680	Location	7254	No
Canal topography	Contributing			Location	7254	No
Canal prism	Contributing	Mile 003-004, Canal Prism	046545	Location	7254	Yes
Canal towpath	Contributing	Mile 003-004, Towpath	046546	Location	7253	Yes
Fletcher's Road Culvert	Contributing	Fletcher's Road Culvert	012679	Location	78564	Yes
Maddox Branch Culvert	Contributing			---	---	

Battery Kemble Culvert	Contributing	Battery Kemble Culvert	012678	Location	226938	Yes
Culvert 159-C	Contributing			---	---	---
Potomac Interceptor	Noncontributing			---	---	---

Circulation

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape.

Existing Condition – Overall Study Area

Circulation at the Fletcher's Cove project area is composed of vehicular, pedestrian, and water routes. Vehicular roads include Canal Road, Fletcher's Road, and the loop road through the parking area in the Riverfront Recreation LCA. Pedestrian circulation routes include concrete sidewalks, gravel paths, asphalt-paved paths, wood boardwalk, social trails, and stone and concrete steps. This section addresses the overall alignment of circulation, as well as public routes that connect through the project area. The remaining circulation features are described by landscape character area.

Canal Road, the Towpath Trail, and the Capital Crescent Trail follow a north–south alignment through the study area, parallel to the Potomac River to the west and the C&O Canal running through the center of the site. Social trails in the North and South Woods areas also run loosely parallel to the Potomac River, along the shoreline in the North Woods and between the shoreline and C&O Canal in the South Woods. Drawing 3- 3, Circulation Analysis Diagram, illustrates circulation throughout the area. Conflicts are described in detail in their respective LCAs.

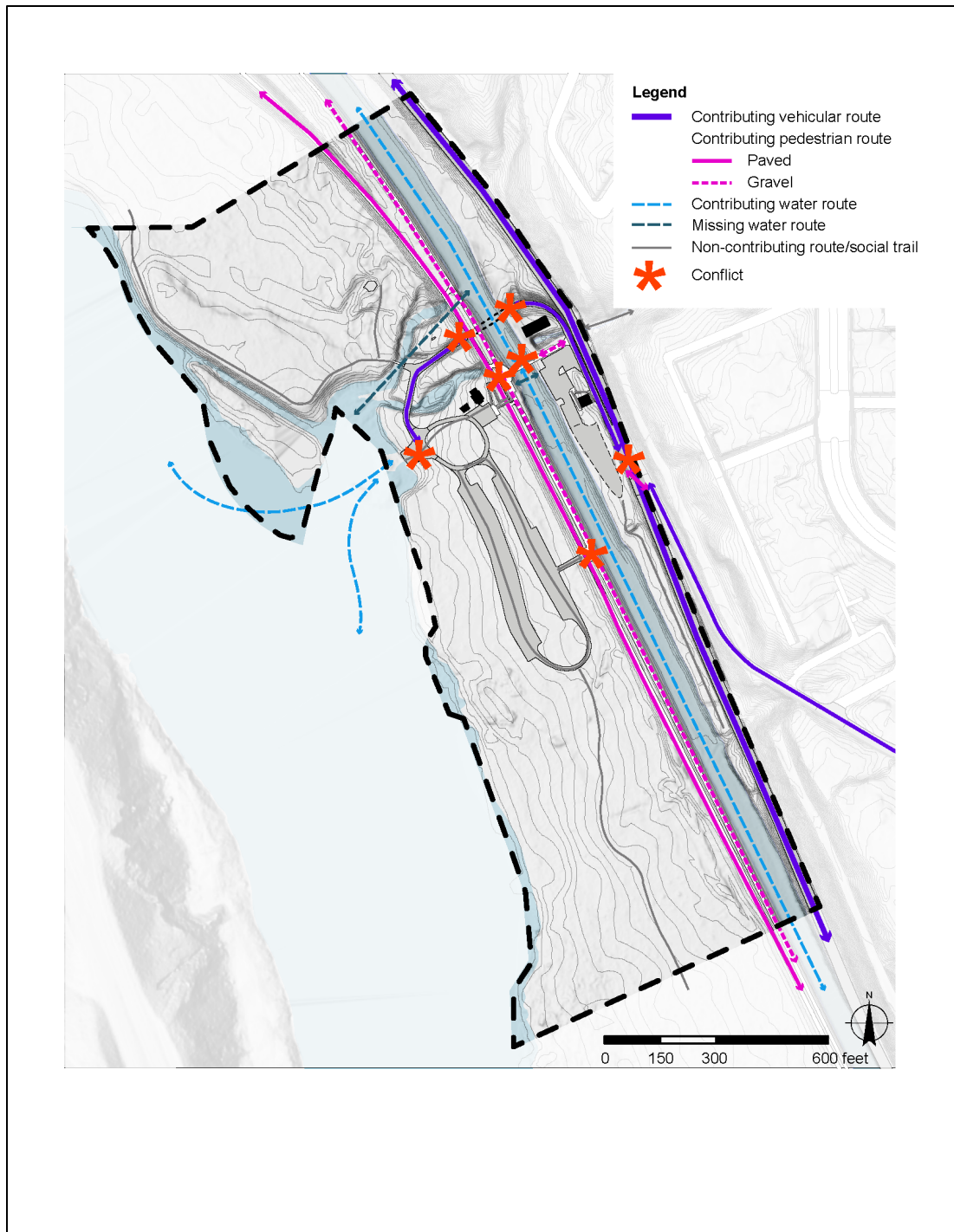
Analysis

Contributing circulation routes in the study area include the C&O Canal, Towpath Trail, Capital Crescent Trail, Canal Road, and Fletcher's Road. Canal Road and Fletcher's Road occupy their historic alignment and continue to operate as vehicle circulation. A vertical extension was added to the Canal Road retaining wall in the 1990s but does not detract from the wall as a historic feature. The C&O Canal and Towpath Trail maintain their historic locations and are utilized for pedestrian and water-based circulation along historic routes with recreational use of the canal and towpath began as early as 1909. The Capital Crescent Trail occupies the B&O Railway bed and is utilized for pedestrian circulation along the historic railway route. These vehicular, pedestrian, and water routes convey the significance of the area as a transportation corridor.

Water-based circulation on the C&O Canal has changed since the period of significance. With the addition of the pedestrian bridge, canal boats can no longer continue past this point on the canal. Tour boats can be operated from Georgetown to the Abner Cloud House, but canal boat circulation beyond the bridge is missing. Fletcher's Boathouse historically ferried customers across the canal to access the cove and rental boats. This circulation route is also missing. Social trails through the North and South Woods areas do not contribute to the historic landscape but are compatible with the landscape's significance for conservation (Figure 3-21 and Figure 3-22). Trampling of the landscape surrounding social trails is problematic in areas of higher use. Overall, circulation routes through the cultural landscape follow historic patterns and allow visitors to experience the site in a way that reflects historic conditions.



Figure 3-20. The social trail through the North Woods follows the shoreline and is utilized by anglers and hikers (Quinn Evans, 2021).



Drawing 3-3. Circulation analysis diagram (Quinn Evans, 2022).



Figure 3-21. The South Woods social trail begins at the south end of the parking area (Quinn Evans, 2021).



Figure 3-22. The South Woods social trail is a single track that continues south along the floodplain (Quinn Evans, 2021).

Existing Condition – Canal Corridor

Circulation through the Canal Corridor is composed of vehicular, pedestrian, and water routes.

Site access at the intersection of Canal Road and Reservoir Road involves both a pedestrian crosswalk and sidewalk, as well as Fletcher's Road, a single-lane asphalt drive (Figure 3-23). Canal Road alternates between single direction vehicle traffic traveling south into the city in the mornings and single direction vehicle traffic traveling north out of the city in the afternoons and evenings during weekdays. On weekends and holidays, the road has two directional traffic. Accessing the site is challenging in a vehicle, as the turn into the drive from the north cannot be completed in a single maneuver. Many visitors pull beyond the drive and back down until they reach the Abner Cloud House parking area. Others execute a three-point turn, which is extremely dangerous with oncoming traffic. Visitors turning in from the south cause significant traffic back ups waiting for an opening to turn into the site. Finally, vehicles can enter the site from Reservoir Road. The traffic signal gives them time to cross and the angle is manageable from that direction; however, signage on Reservoir Road is confusing as both "one-way only" and "two-way traffic at all times" signs are present. Traffic leaving the project area waits at a single traffic light at the Abner Cloud House parking area. When the light turns green, cars pull up the drive and exit either onto Canal or Reservoir Road. The light is short, so vehicles drive quickly to get up the drive and into traffic.

Once on site, vehicles either turn west from Fletcher's Road into the Abner Cloud House parking area, which is a popular choice for trail users and visitors to the house, or continue north across the bridge over the Maddox Branch towards the culvert under the canal. The parking area at the Abner Cloud House is located on the west side of the house and has a gravel surface. The area to the north of the house has a wooden edge and includes one accessible parking space that does not meet the Architectural Barriers Act Accessibility Standards (ABAAS) for sizing or surface treatment (Figure 3-25). The area to the south of the house has some boulder edging near the

house and meets the stone retaining wall on the west side of Canal Road. The far south end of the parking area is used as a maintenance area, housing maintenance supplies and equipment. The canal weeding machine is stored here and enters the canal at a point where the berm is gently sloped and close to the water level.

The Fletcher's Road culvert is a combination of stone and concrete construction and accommodates one direction of travel at a time. There is no signal to indicate oncoming traffic at either end (Figure 3-26). The road surface has degraded in many areas due to erosion, weather, and use. Holes in the asphalt surface reveal the gravel subbase and scouring from stormwater on Canal Road and uphill development has resulted in eroded banks on the north slope of the east Culvert entrance (Figure 3-24). A trench drain at the east entrance to the culvert, likely constructed in 1969, directs water under the road, daylighting at a damaged culvert and scoured channel on the west side.

Pedestrian circulation in the Canal Corridor is centered around interpretation and recreation. Recreational circulation includes the Towpath Trail, constructed on the canal towpath, and the Capital Crescent Trail, constructed on the bed of the Georgetown Branch of the B&O Railroad. These paths are heavily utilized by walkers, joggers, and cyclists. The towpath has a gravel surface and the Capital Crescent Trail is paved with asphalt.

Gravel and bluestone walkways guide visitors towards the Abner Cloud House, and while an accessible parking space is provided adjacent to the walkway, the wood edge and uneven gravel surface that is mostly covered with grass do not meet ABAAS standards for accessibility. Gravel paths connect the parking area to the comfort station and bridge across the canal. Wooden stairs and a ramp connect trails to the Fletcher's Boathouse and Riverfront Recreation LCA. Many pedestrians and cyclists avoid the stairs and ramp, resulting in eroded "desire lines" on the

adjacent slope.

Significant conflicts occur between vehicles, vehicles and pedestrians, cyclists and pedestrians, and cyclists and vehicles, and the locations of these conflicts are called out in the Circulation Analysis Diagram, Drawing 3- 3. The entrance to Fletcher's Cove at the intersection of Canal Road NW, Fletcher's Road, and Reservoir Road poses significant danger to visitors. The tight turn into Fletcher's Road creates an unsafe condition with traffic along Canal Road. This issue is addressed by the 2019 Fletcher's Boathouse Transportation Upgrades Environmental Assessment. Conflicts also occur at both entrances to the Fletcher's Road Culvert, as no signals indicate oncoming traffic and the road is only wide enough for one vehicle at a time.

At the west side of the pedestrian bridge, visitors crossing to Fletcher's Boathouse and the Riverfront Recreation LCA often conflict with Towpath Trail and Capital Crescent Trail users. Cyclists utilizing the paved surface of the Capital Crescent Trail travel at faster speeds and the crossing is not well-marked. Crossing the canal to access Fletcher's Boathouse and Cove at this location is a historic route, though during the period of significance it was crossed by boat and traffic was limited along the towpath and railroad line (Figure 3-27 and Figure 3-28). The addition of a pedestrian bridge in this location maintains this route but inhibits the continuation of canal boats past this point as the bridge clearance is too low for the boats to pass underneath.

Maintenance vehicles conflict with cyclists at the intersection of the Capital Crescent Trail and maintenance access road to the Riverfront Recreation LCA. Sight lines are inadequate to ensure driver and cyclist safety at this intersection, and there is no signage indicating the use of this route by vehicles. Water-based circulation in the Canal Corridor area occasionally includes tours on an interpretive canal barge that runs between Georgetown and the Abner Cloud House. The pedestrian bridge, constructed in the 1990s to allow pedestrians and emergency and maintenance

vehicles to cross the canal, is too low for canal boats to pass safely underneath. Visitors explore the canal by canoe and kayak as well and rentals are available through Fletcher's Boathouse.

Analysis

Circulation in the Canal Corridor mostly follows historic routes. Vehicular circulation on Canal Road and Fletcher's Road is largely the same as it was during the period of significance.

Pedestrian use of the Towpath Trail and Capital Crescent Trail follow historic routes for canal and railroad circulation. During the period of significance, visitors to Fletcher's Boathouse were ferried across the canal to access rental boats and Fletcher's Cove. This pattern of circulation is currently provided by the bridge, which does not contribute to the historic circulation. Canal boat circulation is limited by the low clearance of the pedestrian bridge and is missing beyond that point.



Figure 3-23. Site access at the intersection of Canal Road NW and Fletcher's Road (Quinn Evans, 2021).



Figure 3-24. Fletcher's Road condition, facing northeast from the Fletcher's Road Culvert (Quinn Evans, 2021).



Figure 3-25. Accessible parking space with wood edging inhibiting access to the Abner Cloud House (Quinn Evans, 2021).



Figure 3-26. Cyclists entering the Fletcher's Road Culvert with limited visibility (Quinn Evans, 2021).



Figure 3-27. Visitors utilizing the C&O Canal and towpath for recreation. Note Abner Cloud House in the background (Library of Congress, 1909).



Figure 3-28. Recreational use of the canal and Towpath Trail in 2021 (Quinn Evans, 2021).

Existing Condition – Riverfront Recreation

Circulation in the Riverfront Recreation LCA is primarily composed of vehicular circulation routes and parking areas. Pedestrian circulation through the area typically follows vehicular routes or is unstructured across mown lawn.

Vehicular circulation is composed of Fletcher's Road and the picnic area parking. Fletcher's Road emerges on the west side of the culvert and curves to the south over the vehicular bridge that spans the lower part of the Maddox Branch. A gravel-paved circle provides restricted vehicular access to the Fletcher's Boathouse, used by staff, maintenance, and emergency vehicles. In many places the gravel is worn away and eroding. Personal vehicles use the west and south sides of the circle to access the parking loop by the picnic area (Figure 3-29). The one-way parking

loop begins at the southwest end of the circle and extends approximately 600 feet before looping back and returning to the southeast end of the circle. The loop has 90-degree parking spaces on either side of the drive aisle delineated by wooden curbstops and a central area with mown lawn and specimen trees. Accessible parking is located on the east side of the loop closest to the boathouse. Grass is encroaching on the parking surface and a clear accessible route to the boathouse is not available. Maintenance and emergency vehicles access this area via Fletcher's Road or via the pedestrian bridge and trails, which connect to the parking loop via a single lane concrete-paved road. This route has a bollard at the parking area to restrict access (Figure 3-30). Pedestrian circulation through the Riverfront Recreation LCA is largely unstructured. Visitors entering from the Abner Cloud parking area, Towpath Trail, or Capital Crescent Trail use the wooden stairs or ramp to the boathouse. Some trail users, typically cyclists, will enter the parking area via the maintenance road. From this point, visitors fan out across the landscape depending on their destination. The most heavily trafficked pedestrian route is between Fletcher's Boathouse and Fletcher's Cove.

Analysis

Fletcher's Road is the only contributing circulation route in the Riverfront Recreation LCA, as it follows the historic layout of the road to where it crosses the Maddox Branch. The circle drive and parking area south of the boathouse were constructed by 1971. Vehicular access to the Riverfront Recreation LCA, for both personal and maintenance or emergency vehicles, presents numerous challenges and safety concerns. The single-lane road that emerges from the culvert opens up slightly to allow for two vehicles to pass, then constricts again to cross the Maddox Branch bridge. Between the bridge and the parking area, pedestrians renting boats from the boathouse or walking down to view the cove cross this vehicular route without any designated crossing. Conflicts arise between cyclists on the Capital Crescent Trail and maintenance or emergency vehicles leaving the Riverfront Recreation LCA via the maintenance access road,

which has poor sightlines and no signage. These points of conflict in the circulation of the Riverfront Recreation LCA do not interfere with historic circulation routes and can be remedied without threatening the integrity of the historic landscape.



Figure 3-29. Signage directs vehicular traffic through the parking loop (Quinn Evans, 2021).

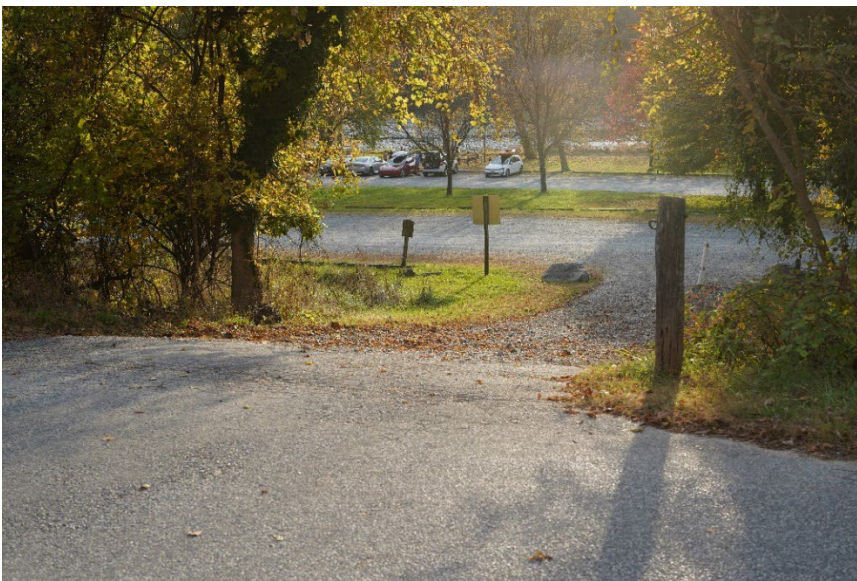


Figure 3-30. The maintenance access road descends from the Capital Crescent Trail to the parking loop (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Canal Road NW	Contributing	—	—	Location	80866	Yes
Fletcher's Road	Contributing	—	—	Location	80856	Yes
Route across ravine to North Forest area	Contributing	—	—	—	—	—
Towpath Trail	Contributing	Mile 003-004, Towpath	046546	Location	251522	Yes
Capital Crescent Trail (on B&O Railroad ROW)	Contributing	---	---	Location	7260	Yes
Wooden stairs and ramp	Noncontributing	---	---	---	---	---
Bluestone paving at Abner Cloud House	Noncontributing	---	---	---	---	---
Wood and gravel stairs Abner Cloud House	Noncontributing	---	---	---	---	---

Social trails	Noncontributing	—	—	—	—	—
Fletcher's Boathouse Circle	Noncontributing	---	---	Location	80873; 80874	No
Parking area	Noncontributing	—	—	Location	80873; 80874	Yes
Maintenance access drive	Noncontributing	---	---	---	---	---

Views and Vistas

A view is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived.

Existing Condition – Overall Study Area

Views throughout the Fletcher's Cove area focus on features within and outside of the study area landscape and vary based on elevation and vegetation. Primary focal points for views within the area include: the Abner Cloud House, Fletcher's Boathouse, the C&O Canal, Wasteweir 3, and Fletcher's Cove. Key focal points outside the study area include: the Potomac River and its western bank, extended views of the C&O Canal, and the hillside of the Palisades neighborhood.

The arrival sequence from Canal Road down Fletcher's Road and through the culvert is a unique experience of contracting and expanding views as visitors move down through the historic landscape and emerge at the shores of Fletcher's Cove. Beginning at the Abner Cloud House overlooking the canal, visitors then drop down into the landscape, enclosed by the stone retaining wall to the east (Figure 3-31). Views are constricted as visitors pass through the culvert (Figure

3-32) and open up slightly to dense vegetation beyond (Figure 3-33). Finally, as visitors emerge into Fletcher's Cove, views open up to the cove and river and the length of the picnic area (Figure 3-34). Views in the North Woods are limited by dense woodland vegetation with the exception of the shoreline, where they extend across the sluiceway and Potomac River (Figure 3-39, Figure 3-40).

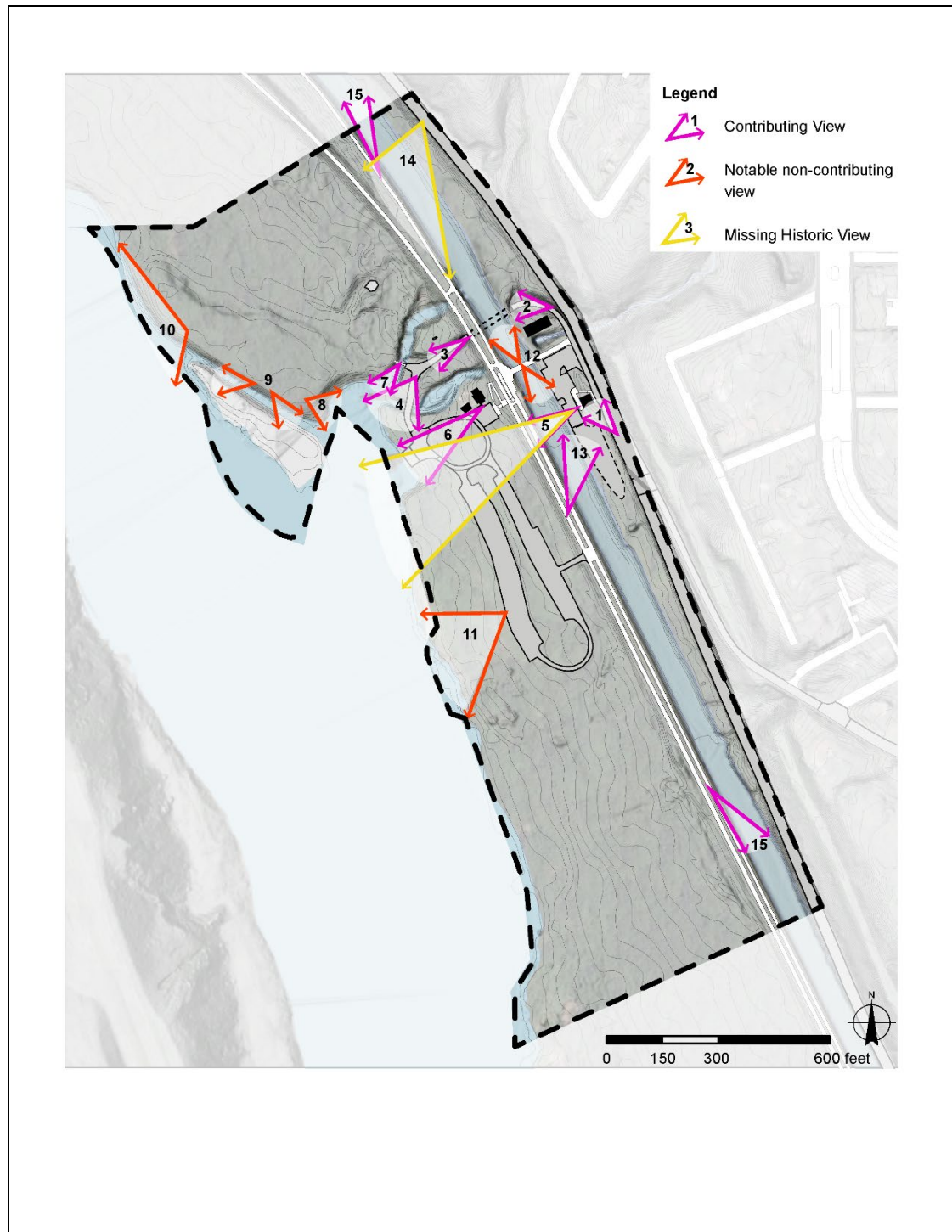
Drawing 3-4 illustrates locations of views that contribute to the historic character of Fletcher's Cove, as well as views that are notable today but not necessarily historic, and places where views were important during the historic period but do not exist today. Views 1 through 11 are illustrated in Figures 3-31 through 3-41 in this section. Views 12 through 15 are associated with the Canal Corridor LCA and are described in that section and illustrated in Figures 3-42 through 3-44. Views 4, 6, 7, 8, and 11 are associated with the Riverfront Recreation LCA and are described in that section.

Analysis

Contributing views in the study area include the arrival sequence along Fletcher's Road to Fletcher's Cove (Figure 3-31-Figure 3-34), views north and south along the canal, and views between the Abner Cloud House and the canal. Prior to European settlement, the floodplain area was likely forested and views up and down the Potomac River were accessible from points of higher elevation, such as the hillside east of Fletcher's Cove, and within the river corridor. During the period of significance, forests were cleared to accommodate transportation, agriculture, and industry. Views within the area were expansive, with strong visual connections to the river.

Today, visual connections from Canal Road NW and the Abner Cloud House to the Potomac River are missing due to the dense growth of successional vegetation. Non-contributing notable views are present along the shoreline of the Potomac River in both the North Woods and

Riverfront Recreation areas. The pedestrian bridge provides visitors with notable views north and south along the canal but impedes longer views along the canal from the Abner Cloud House and Towpath Trail.



Drawing 3-4. View analysis diagram. Views are illustrated in both the overall and LCA sections (Quinn Evans, 2022).



Figure 3-31. View 1 approaching the Abner Cloud House entering Fletcher's Road (Quinn Evans, 2021).



Figure 3-32. View 2 approaching the Fletcher's Road Culvert (Quinn Evans, 2021).



Figure 3-33. View 3 emerging from the culvert, enclosed by vegetation (Quinn Evans, 2021).



Figure 3-34. View 4 crossing the Maddox branch, opening up to the cove and river beyond (Quinn Evans, 2021).

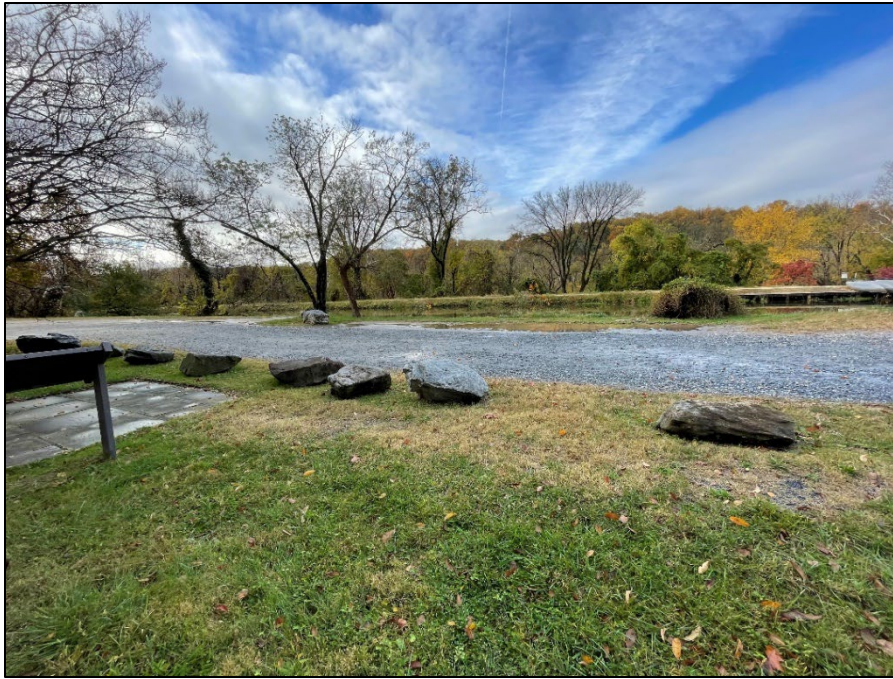


Figure 3-35. View 5 from the Abner Cloud House facing west across the canal (Quinn Evans, 2021).



Figure 3-36. View 6 from Fletcher's Boathouse to Fletcher's Cove (Quinn Evans, 2021).



Figure 3-37. View 7 from the pedestrian bridge to the stone lock remnants, facing west (Quinn Evans, 2021).



Figure 3-38. View 8 from the north isthmus looking east across Fletcher's Cove (Quinn Evans, 2021).



Figure 3-39. View 9 facing west across the sluiceway (Quinn Evans, 2021).



Figure 3-40. View 10 from the east bank of the Potomac River in the North Woods looking west (Quinn Evans, 2021).



Figure 3-41. View 11 across the picnic area to the Potomac River, facing southwest (Quinn Evans, 2021).

Existing Condition – Canal Corridor

Views within and from the Canal Corridor are an important part of the landscape experience. The main viewsheds within the project area occur along the north–south and east–west axes. North–south views are focused on the canal as the dominant landscape feature. The open character of the canal area allows for longer views to the north and south. The pedestrian bridge over the canal allows for longer views to the north and south. The pedestrian bridge over the canal provides new views along the canal corridor (Figure 3-42). East–west views strongly relate to natural topography. To the east across Canal Road, the hillside rises steeply and is densely forested, providing a sense of enclosure to the site. To the west, views are largely screened through the vegetation growing on the berm west of the Capital Crescent Trail. Near Fletcher's Boathouse and the Abner Cloud House, open lawn areas in the Riverfront Recreation LCA allow for views to the Potomac River and the bluffs on its western banks.

Analysis

During the height of its use for industrial and transportation purposes, the landscape around the C&O Canal was mostly clear of vegetation, providing broad views of the Canal Corridor, floodplain landscape, and Potomac River. As land use shifted to recreation and conservation, successional woodland has reestablished, limiting east–west views to the area around Fletcher's Cove where a mown condition is maintained. The Abner Cloud House stands out as the only wholly visible building in the LCA and its relationship to the canal is clear (Figure 3-43). Views between the Abner Cloud House and Potomac River are missing due to successional vegetation on the canal berm. Mowing along the Towpath Trail has maintained north–south views throughout the study area and extending beyond it (Figure 3-44).



Figure 3-42. View 12 from the pedestrian bridge down the canal, facing south (Quinn Evans, 2021).



Figure 3-43. View 13 from the Towpath Trail to the Abner Cloud House and hillside beyond (Quinn Evans, 2021).



Figure 3-44. View 15 from the Towpath Trail facing north along the C&O Canal (Quinn Evans, 2021).

Existing Condition – Riverfront Recreation

Views in the Riverfront Recreation LCA are primarily focused on Fletcher's Boathouse, Cove, and the Potomac River. The open character of the vegetation facilitates views to the river throughout the LCA. As illustrated in Figure 3-31 through Figure 3-34, the arrival sequence on Fletcher's Road constricts views under the culvert before broadening to take in the cove and Potomac River as the road crosses the Maddox Branch. Views from the pedestrian access point at the Capital Crescent Trail are also largely uninterrupted and the view corridor between the Abner Cloud House, Fletcher's Boathouse, and Fletcher's Cove is intact. The parklike vegetation allows pedestrians to see their destination from that vantage point before descending into the LCA and making their way toward the boathouse, cove, or picnic area. Views from the northern banks of Fletcher's Cove back towards the boathouse and picnic area offer a different perspective on the landscape as it appears enclosed by the canal topography and natural topography of the Palisades neighborhood rising to the east of the study area.

Analysis

Views along Fletcher's Road, between the boathouse and cove, across the Potomac River (Figure 3-45), and from the north banks of the cove back towards the LCA all contribute to the historic landscape. Changes to the Riverfront Recreation LCA since the period of significance mostly involve changes to circulation, which do not inhibit historic views. Modern additions to plantings in the area are deciduous shade trees, whose canopies begin above average site lines.



Figure 3-45. View from Fletcher's Cove boat docks across to the west bank of the Potomac (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Arrival sequence views	Contributing	—	—	Location	7259	No
From Canal Road overlooking Abner Cloud House and canal	Contributing	---	---	Location	7259	No
From Abner Cloud House to canal	Contributing	---	---	Location	7259	No
From Towpath	Contributing	---	---	Location	7259	No

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Trail to Abner Cloud House						
From Fletcher's Boathouse to Fletcher's Cove	Contributing	---	---	Location	7259	No
From Pedestrian Bridge looking up and down the canal	Noncontributing	---	---	Location	7259	No
From the picnic area to the Potomac River	Noncontributing	---	---	Location	7259	No
From north side of cove to Fletcher's Boathouse	Noncontributing	---	---	Location	7259	No
From North Woods trail area to and across Potomac River	Noncontributing	—	—	Location	7259	No
From North Woods to Fletcher's Cove	Noncontributing	—	—	Location	7259	No

Vegetation

Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape.

Existing Condition – Overall Study Area

In general, vegetation character at Fletcher's Cove is either open or wooded. Open areas are composed of mown lawn and vegetation and correspond to places in the study area that are heavily used for recreation or related to historic uses such as the Towpath Trail. Open vegetation areas include the canal corridor surrounding the canal prism and berm, the areas adjacent to Fletcher's Boathouse, and the picnic area. Mown lawn is generally comprised of turf grass species and naturalized mown areas contain a variety of native and naturalized species. Places that are not regularly mown in the area, for example the landscape between Fletcher's Road and Wasteweir 3 where remnants of the guano factory are extant, are overrun with vines such as wisteria (*Wisteria spp.*). Refer to Drawing 3-5's lower-right diagram.

Wooded areas include the North and South Woods, the east side of the C&O Canal, and successional woody vegetation on the west side of the Capital Crescent Trail and surrounding the Maddox Branch. Wooded areas can be loosely described as a combination of Piedmont Mesic Mixed Hardwood and Basic Mesic Hardwood Forest types, which include American beech (*Fagus grandifolia*), oaks (*Quercus spp*), American sycamore (*Platanus occidentalis*), and tuliptree (*Liriodendron tulipifera*) in the canopy. Understory shrubs include pawpaw (*Asimina triloba*), northern spicebush (*Lindera benzoin*), American basswood (*Tilia americana*), and American hornbeam (*Carpinus caroliniana*). Some large sycamores in the wooded areas may date to the period of significance and their locations are identified on the Existing Condition Drawing EC-1. Early successional areas such as the regraded landscape around the sluiceway in the Potomac

River have a much more open wooded character with a higher concentration of grasses such as northern sea oats (*Chasmanthium latifolium*) and pioneer trees like sycamore, silver maple (*Acer saccharinum*), boxelder (*Acer negundo*), and black locust (*Robinia pseudoacacia*). Detailed vegetation information is described by the LCA.

Analysis

Comparison of vegetation present prior to the development of the site, during the period of significance, and today reveals general vegetation changes. In general, mown vegetation and successional woodland contribute to the historic character of the cultural landscape.

Drawing 3-5 illustrates broad changes in vegetation patterns prior to the period of significance, during the historic periods, and today. Archeological evidence of woodworking tools suggests that prior to European settlement, the landscape included forested areas (7). Without regular clearing, it's likely forest would have covered the landscape. Throughout the period of significance, development and flood events resulted in disturbance of this forest community and created a high concentration of early successional species such as American sycamore (*Platanus occidentalis*) in the study area, of which large specimen trees are visible at sites of landscape change such as the mill site in the North Woods and near foundation remnants in the 4900 block east of the canal.

Today, vegetation cover is closely related to maintenance. Landscape that is mown regularly retains a lawn character and supports active use. Areas that are not regularly maintained through mowing have a successional woodland character. Mown areas that support historic character, such as those around the Towpath Trail and throughout the Riverfront Recreation LCA, convey the historic character of the landscape. Successional woodland that has not been disturbed since the period of significance reflects the native woodland character likely present prior to and

during the period of significance. Disturbances like the construction of the new sluiceway resulted in a less-advanced successional condition that does not reflect the historic character of the landscape.



Drawing 3-5. Vegetation analysis diagram (Quinn Evans, 2022).

Existing Condition – Canal Corridor

Vegetation within the Canal Corridor can be divided into three categories: mown, ornamental, and woods. Mown vegetation (including lawn) occurs around high traffic areas such as the Towpath and Capital Crescent Trails and around the Abner Cloud House. Ornamental vegetation consists of intentionally planted species that have decorative or screening functions and occurs around both the Abner Cloud House and the comfort station. A woods condition exists in areas that are not mown or high traffic, including spaces beyond the mown edges of the trails and between the C&O Canal and Canal Road.

Mown vegetation can be categorized as mown lawn, which occurs around the Abner Cloud House, and mown mixed grassland, which includes a mixture of grasses and forbs that can be mown infrequently. Mown mixed grassland is located along the banks of the canal prism and between the Towpath and Capital Crescent Trails.

Ornamental vegetation at the Abner Cloud House includes trees and shrubs of varying ages. Two linden trees (*Tilia americana*) occupy the southern slope adjacent to the house along with a large crepe myrtle shrub (*Lagerstroemia spp.*). At the southeast corner of the house, a small dogwood tree (*Cornus spp.*) and boxwood (*Buxus sempervirens*) shrub flank the entry door. On the slope at the north side of the house, two ornamental shrubs (one *Forsythia spp.*, another unidentified) and a large wild plum tree (*Prunus americana*) are growing just north of the access stairs.

Ornamental vegetation planted to screen the comfort station includes hollies (*Ilex spp.*) that screen the comfort station porch from the canal and trail users and three multistem river birches (*Betula nigra*) planted between the maintenance access and the Maddox Branch (Figure 3-52).

Analysis

Contributing vegetation in the Canal Corridor includes the mown vegetation between the canal and towpath and ornamental plants around the Abner Cloud House. Maintenance of mown lawn between the canal prism and towpath conveys the historic relationship between the two features. While ornamental vegetation around the Abner Cloud House may not date to the period of significance, the feel of the vegetation as surrounding the structure with a deciduous canopy is retained by the current specimens. Successional woodland has been establishing around the canal corridor since the primary uses of the site shifted from industry and transportation to recreation and interpretation. In many areas along the Canal Corridor, successional woody vegetation impedes significant views to the Potomac River, detracting from the historic character of the landscape.

Existing Condition – Riverfront Recreation

There are three main vegetation types in the Riverfront Recreation LCA: mown lawn, specimen trees, and woods. Mown lawn covers most of the LCA and is maintained for recreational use. Specimen trees are those planted intentionally throughout the area and utilized by visitors for their shade. A variety of species have been planted in this area, including: red oak (*Quercus rubra*), pin oak (*Quercus palustris*), birch (*Betula* spp.), silver maple (*Acer saccharinum*), Red maple (*Acer rubrum*), willow oak (*Quercus phellos*), sweet gum (*Liquidambar styraciflua*), and sycamore (*Plantanus occidentalis*). The largest specimen trees in the area are the silver maples planted around the Fletcher's Boathouse circle and near the entrance to the parking loop. Picnic tables and grills are frequently located under the canopies of specimen trees to make use of their shade in warmer months. Finally, there are places in the Riverfront Recreation LCA that are not mown and have not been intentionally planted. In these places, a successional woodland has emerged. Wooded areas in this LCA include the slope between the Canal Corridor and the

parking area, the landscape between Fletcher's Boathouse and the Maddox Branch, and the area between the Maddox Branch and Fletcher's Road. Typical species found in these wooded areas include sycamore, black walnut, and American plum. Understory shrubs, forbs, and some grasses are also present in these areas. Riparian trees and shrubs have established along the shoreline of the Potomac River and fallen trees are frequently deposited along the shoreline of the picnic area in high water events.

Analysis

The mown lawn and specimen trees in the Riverfront Recreation LCA support an open and parklike quality to the vegetation (Figure 3-46). Riparian vegetation along the Potomac River and woods surrounding the Maddox Branch contribute to the character of the historic landscape (Figure 3-47). While exact specimens have changed throughout and following the period of significance, the evolution of the landscape from an agricultural to an industrial and then to a recreational place is legible in the current vegetation. Riparian areas are by nature in flux, responding to water levels, flood events, and other changing conditions. Riparian vegetation protects the shoreline from excessive erosion and traps valuable sediment for nourishment. Wooded areas along streams like the Maddox Branch provide habitat and protect water quality. Mown lawn supports a variety of recreational uses on site and the canopy of shade trees provides shade for visitors. Overall, the quality of the vegetation in the LCA conveys the significance of the historic landscape.



Figure 3-46. Mown lawn and specimen shade trees in the picnic area looking north towards the boathouse (Quinn Evans, 2021).



Figure 3-47. Riparian trees grown through the armored shoreline (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Mown lawn/vegetation	Contributing	—	—	Location	7259	No
Mature woods	Contributing	—	—	Location	7259	No
Riparian vegetation	Contributing	---	---	Location	7259	No
Woods established after 1966	Noncontributing	---	---	Location	7259	No
Woody vegetation between Canal Corridor and Riverfront Recreation LCAs	Noncontributing	—	—	Location	7259	No
Specimen trees added after 1966	Noncontributing	---	---	---	---	---
Large sycamores	Undetermined	—	—	Location	7259	No
Abner Cloud House ornamental plantings	Undetermined	--	--	Location	7259	No

Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity.

Existing Condition – Overall Study Area

Overall, building locations in the study area relate to historic land uses and their locations have largely determined the evolution of site circulation. The only structures outside the Canal Corridor and Riverfront Recreation LCAs are the steel and wood pedestrian bridge that spans the water flowing from Wasteweir 3, a concrete and stone remnant likely from a former residence, and the mill structure remnant (conjecture). The pedestrian bridge is approximately 4 feet wide and constructed of wood timbers supported by steel I-beams, likely remaining from a vehicular bridge used during construction of the sluiceway in the 1980s (Figure 3-48). There are four steel I-beams, two of which are used to support the bridge. Masonry abutments supporting the bridge are potentially remnants from the Potomac Company “new locks” (conjecture).

A large stone foundation remnant is located near the likely mill site in the North Woods and is accessed by a small informal footpath. The L-shaped remnant is of stone construction and includes a corner of what may have been the mill building (Figure 3-49). The remnant is 12 feet, 8 inches long on one side, with wall height reaching 4 feet, 8 inches at its tallest point. On the other side, the wall measures approximately 9 feet, 8 inches before terminating into the slope. The walls are 3 feet wide throughout.

Between Fletcher's Road and Wasteweir 3 a series of concrete and stone features remain, likely from the guano factory located on site by at least 1878. These remnants include a stoop made of

board-formed concrete with some areas of stone veneer, measuring 11 feet 4 inches across and consisting of a 3-foot tall half wall and a set of four steps curving up to a 5-foot 9-inch platform with holes likely for a metal handrail. One stone and concrete pillar is located north of the stoop and short lengths of foundation concrete can be detected around the remnants before they are completely concealed by vines. The remaining buildings and structures in the study area are described in detail by the LCA.

Analysis

During the period of significance, a variety of buildings and industries were located in the North Woods area. The mill complex was operational from 1821 and the configuration of buildings, wheels, and races associated with it changed over the course of the mill's use. Though incomplete, the alignment of the stone foundation remnant with the linear channel conveys the significance of this structure as a part of the history of commerce in the landscape. It is possible that other stone and iron remnants, described as small-scale features, were at one time related to this or other structures historically located around the mill.

The concrete and stone stoop and remnants correspond to the location of the guano factory on an 1878 map, coinciding with a period of increased and diversified industrial use in the study area at the height of canal operations. While this area is currently misrepresented as the mill location, the factory remnants retain integrity of design, materials, and association and convey the presence of industrial activities on site during the period of significance. Remnants of other buildings and structures located in the North Woods area during the period of significance are present and are described as small-scale features.



Figure 3-48. A wooden pedestrian bridge provides access to the North Woods and is constructed on repurposed steel I-beams (Quinn Evans, 2021).



Figure 3-49. The corner of the stone foundation remnant, likely part of the mill (Quinn Evans, 2021).

Existing Condition – Canal Corridor

Buildings and structures in the Canal Corridor LCA include:

- Abner Cloud House
- Comfort station/odor control facility
- Fletcher's Road Culvert
- Bridge over Maddox Branch
- Stone retaining walls on the west side of Canal Road and Fletcher's Road
- Pedestrian and emergency vehicle bridge over the canal
- Wood boat storage dock on the canal
- Wood stairs and ramp to Boathouse

The Abner Cloud House is a three-story stone building with a cedar shake roof, brick chimney, green-painted windows and whitewashed stone exterior. It is built into the slope so the eastern

side has two exposed stories and the western side has three exposed stories (Figure 3-51). The front door faces Fletcher's Road and has a bluestone landing. A larger bluestone landing is located at the back (west-facing) door and a wayside relates the history of the house.

The comfort station/odor control facility is a brick building with a stone foundation that houses restrooms and a drinking fountain for visitors and a garage bay for maintenance and facilities use. The structure has a green metal-gabled roof. Visitor amenities are located under a covered porch on the west façade facing the canal (Figure 3-52). They are reached via a gravel path that spans the Battery Kemble Culvert. The south facade of the building runs parallel to the Maddox Branch and is screened from the Abner Cloud House parking area by a mix of successional woodland and ornamental plantings. The east facade is accessed from Fletcher's Road via a driveway composed of concrete permeable pavers that leads to a large door for maintenance vehicles and storage. Building mechanical equipment is located along the north facade of the building and a number of manhole covers and a large wood access door provide access to below-ground utilities.

Directly north of the comfort station, Fletcher's Road curves west under the canal via Fletcher's Road Culvert. The culvert is a large stone and concrete culvert, 14 feet wide and 9.5 feet tall. The entrance to the culvert has wingwalls that extend approximately five feet east along Fletcher's Road before receding into the hillside north and south of the road. The culvert was extended to accommodate the width of the B&O Railroad tracks and the west entrance to the culvert is constructed of board-formed concrete. The entrance is recessed into the hillside with concrete retaining walls following the path of the road and terminating into grade parallel with the road.

On the west side of Canal Road NW, a stone wall retains grade between the road and existing grade for the length of the study area (Figure 3-53). The north end of the wall connects to existing

bedrock where Fletcher's Road turns west under the canal and runs between the two roads south to the site entry point. South of the Abner Cloud House, another wall ties into the west side of Fletcher's Road at the site access point and continues south on the west side of Canal Road through the area. The wall height varies based on the change in grade. In the 1990s, a vertical extension was added to the wall, creating a taller barrier between Canal Road and the grade change. The extension was built using a reinforced concrete masonry structure with stone veneer and appears different from but compatible with the historic wall. The extension includes metal scuppers that allow water from Canal Road to pass through the wall and drain into the study area.

A metal and wood vehicular bridge carries Fletcher's Road over the Maddox Branch directly before the comfort station (Figure 3-54). The bridge is supported by stone and concrete abutments and steel I-beams and has a wood deck and railings.

A metal and wood pedestrian bridge spans the canal from the Abner Cloud House parking area to the Towpath and Capital Crescent Trails (Figure 3-55). It is a truss style bridge and is wide enough to accommodate emergency and maintenance vehicle use as needed. Concrete abutments built into the canal berm support the steel structure, which is supplemented by wood railings and metal handrails. The bridge deck is constructed of wood planks attached to the steel structure.

A simple wooden dock is built into the west side of the canal prism adjacent to the pedestrian bridge. A wooden handrail extending from the pedestrian bridge connects to its northern end. The dock is approximately 4 feet wide by 100 feet long and is primarily used for rental boat storage managed by Fletcher's Boathouse. The open character of the dock allows for boats to overhang the structure without interfering with Towpath Trail traffic.

Finally, two sets of stairs and ramps convey pedestrians between the Towpath Trail and Capital Crescent Trail and then from the Capital Crescent Trail to Fletcher's Boathouse. The first set of stairs are comprised of wood railings set on a poured concrete foundation with metal handrails. The ramp, which extends south from the Towpath Trail directly across from the pedestrian bridge and parallels the trails, has an exposed aggregate concrete surface. The stairs are located just south of the ramp and have the same wooden railings set on a poured concrete foundation with a metal handrail. The stairs are approximately seven feet wide and have handrails on either side and one down the middle. Directly across the Capital Crescent Trail, a wooden platform leads to a double set of stairs with handrails at either side and down the middle (Figure 3-56). The stairs ascend 13 risers and are built on wooden stringers. A ramp extends north from the platform approximately 60 feet before returning south to meet the stairs on a poured concrete pad.

Analysis

The Abner Cloud House, Maddox Branch Vehicular Bridge, Fletcher's Road Culvert, Canal Road retaining wall, and wooden boat storage dock contribute to the historic character of the Canal Corridor landscape. While the current boat storage dock by the canal is not historic fabric, a similar feature is present in the 1963 aerial. Non-contributing buildings and structures added to the Canal Corridor after the period of significance include the pedestrian bridge, stairs, and ramp.



Figure 3-50. River birches planted between the comfort station and Maddox Branch (Quinn Evans, 2021).



Figure 3-51. The north and west facades of the Abner Cloud House (Quinn Evans, 2021).



Figure 3-52. The south and west facades of the comfort station/odor control facility with porch and restroom access (Quinn Evans, 2021).



Figure 3-53. The stone retaining wall negotiates the change in grade between Canal Road and Fletcher's Road (Quinn Evans, 2021).



Figure 3-54. The east façade of the comfort station/odor control facility from the vehicular bridge over the Maddox Branch (Quinn Evans, 2021).



Figure 3-55. The pedestrian bridge spanning the C&O Canal (Quinn Evans, 2021).



Figure 3-56. Wooden stairs and ramp connect the Canal Corridor and Riverfront Recreation Areas (Quinn Evans, 2021).

Existing Condition – Riverfront Recreation

Buildings and structures in the Riverfront Recreation LCA include:

- Fletcher's Boathouse
- Refreshment Stand
- Boat docks
- Maddox Branch bridge

Fletcher's Boathouse is a single-story building with metal siding and a front shed porch (Figure 3-57). A central door is flanked by two large windows under the porch, which has three steps up from the surrounding grade. Beside it, the Refreshment Stand is constructed of concrete masonry units with a flat roof overhanging a raised porch on the south facade. Two large service windows face the porch, which is raised five steps above finished grade to the west and two steps above grade to the east. Both structures are painted a pale green. The boathouse has wood trim painted blue and the shed has white metal and wood trim. Flood lines from historic flood events are painted on the side of the Refreshment Stand, indicating the high water mark from each event and

the year it occurred (Figure 3-58). Boat storage is located around the cluster of buildings and spreads out along the eastern border of the LCA where rowboats are stored, upturned on blocks in front of the woods on the towpath berm. Wooden docks are maintained by the concessionaire in Fletcher's Cove, used for boat storage during the rental season, and are the main point of departure for boaters from Fletcher's Cove (Figure 3-59). The arrangement of the docks responds to the conditions in the cove. With increasing siltation, docks are arranged to access points of deep water at all tidal levels. The docks are accessed from the gravel boat ramp directly west of the boathouse across Fletcher's Road. A wooden box for storage is located on the floating docks. A concrete and wood bridge spans the Maddox Branch on Fletcher's Road north of the boat docks. The bridge includes a concrete base with wooden railings constructed on top of a metal culvert that channels stream flows into Fletcher's Cove (Figure 3-60).

Analysis

The current Fletcher's Boathouse and Refreshment Stand structures were constructed in their present locations in 1962 and 1963, respectively, and both contribute to the historic character of the landscape in the Riverfront Recreation LCA. The vehicular bridge spanning the lower section of the Maddox Branch was constructed by 1963 and provided access to the area once the Fletchers ceased running a ferry across the canal. The current boat docks in the cove are modern additions; however, they occupy the same location as historic docks and so convey the historic character. Permanent buildings and structures were likely not constructed in this area prior to the 1960s due to its location within the 1-percent-annual-chance flood line. As high water marks on the Refreshment Stand indicate, flood events can cover the entire area. Overall, all buildings and structures located in the LCA contribute to the historic character of the landscape.



Figure 3-57. Fletcher's Boathouse and refreshment stand, facing northwest (Quinn Evans, 2021).



Figure 3-58. Historic flood lines marked on the southwest corner of the refreshment stand (Quinn Evans, 2021).



Figure 3-59. Floating wooden boat docks and storage box in Fletcher's Cove, facing east (Quinn Evans, 2021).



Figure 3-60. Concrete and wood vehicular bridge over the lower Maddox Branch culvert, facing north (Quinn Evans, 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Abner Cloud House	Contributing	Abner Cloud House	017207	Location	7256	Yes
Fletcher's Boathouse	Contributing	---	---	---	---	---
Refreshment Stand	Contributing	---	---	---	---	---
Masonry abutments of pedestrian bridge	Contributing	—	—	Location	106612	Yes
Mill structure remnant	Contributing	—	—	Location	7259	No
Canal Road retaining walls	Contributing	---	---	---	---	--
Wooden boat storage dock	Contributing	---	---	---	---	---
Fletcher's Boathouse docks	Noncontributing	---	---	---	---	---
Maddox Branch Vehicular Bridge	Contributing	---	---	Location	80697	Yes

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Comfort Station	Noncontributing	---	---	Location	7257	Yes
Steel and wood pedestrian bridge	Noncontributing	—	—	Location	106612	Yes
Pedestrian bridge over canal	Noncontributing	---	---	Location	106619	Yes
Residence remnant	Undetermined	—	—	—	—	—

Small-Scale Features

Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

Existing Condition – Overall Study Area

The Fletcher's Cove study area contains numerous small-scale features, most of which are modern additions that provide interpretive and recreational functions on the site. Prominent features include: picnic tables, grills, signage and waysides, railings, boulder edging, and benches. The majority of small-scale features are located in the Canal Corridor and Riverfront Recreation LCAs and are described as a part of those areas.

The North Woods trails provide access to the shoreline for fishing and hiking as well as the mill and mill race remnants for interpretation. There is one wayside in this area that depicts the

location of the Johns'/Edes' Mill. This information is incorrect as the remnants at this location are possibly from the guano factory or a later residence located at this site (See Figures 2-13 and 2-20). Remnants of development from the period of significance that are extant but not traceable to specific buildings and structures can be interpreted as small-scale features. These include:

- I-beam and concrete remnant (Figure 3-61)
- Millstone piece
- Concrete factory/residence structure remnant
- Stone with concrete grout remnants
- Stone remnants from Potomac Company 'new locks' (conjecture) (Figure 3-62)

Analysis

In general, small-scale features in the North Woods area retain integrity of setting and materials.

While the exact locations of the whole structures are not apparent, the features are clearly related to historic construction on site and convey their significance as elements of historic structures.



Figure 3-61. A steel I-beam attached to a stone and concrete remnant in the North Woods (Quinn Evans, 2021).



Figure 3-62. A stone and concrete remnant, possibly from the “new locks” downstream of Wastew weir 3 (Quinn Evans, 2021).

Existing Condition – Canal Corridor

Small-scale features within the Canal Corridor LCA are mostly related to visitor experience and recreation. Features delineate vehicular and pedestrian use areas, indicate historic and site use information, and contribute to user safety in the study area. Small-scale features in the Canal Corridor include:

- Park signs (2) (Figure 3-63)
- Handicap parking signage
- Wood parking area edging
- Boulder edging
- Concrete bin blocks
- Waysides

- Bike racks
- Wood fence
- Manhole covers
- Utility poles
- Mile marker
- Pedestrian crossing
- Traffic light
- Culvert clearance sign

Analysis

Small-scale features in the Canal Corridor facilitate safe and informed use of the site by visitors.

While they do not contribute to the historic character of the study area, for the most part they do not detract from it. Multiple edging materials around circulation routes are in varying conditions and are not cohesive. Wood edging in the north part of the Abner Cloud House parking area is in poor condition and fails to contain the gravel surface. Around the Abner Cloud House, boulder edging is used to keep vehicular traffic a safe distance from the structure. Concrete bin blocks are used to separate pedestrian and vehicular areas at the north end of the parking area and create a confusing and unwelcoming interface (Figure 3-64). Accessible parking spaces throughout the cultural landscape fail to provide safe and usable access for alternately abled visitors. Near the boathouse, bike racks are positioned at the base of a steep slope and cyclists frequently cut down the slope rather than use the ramp, causing bank erosion (Figure 3-65).



Figure 3-63. Signage along the Towpath Trail (Quinn Evans, 2021).



Figure 3-64. Concrete bin blocks separating vehicular and pedestrian areas in the Canal Corridor (Quinn Evans, 2021).



Figure 3-65. Bicycle racks at the bottom of the ramp and stairs adjacent to the Capital Crescent Trail (Quinn Evans, 2021).

Existing Condition – Riverfront Recreation

Small-scale features within the Riverfront Recreation LCA support recreational use of the site with regards to boating, fishing, and picnicking. Small-scale features in the LCA include:

- Picnic tables
- Post-mounted grills
- Vehicular circulation signage
- Site use signs
- Maintenance access gate
- Maintenance access bollard
- Boulder edging
- Wooden bench
- Metal float

- Riprap

Post-mounted grills are heavily used, as indicated by large piles of ash under all features. Picnic tables are freely moved around the area to accommodate groups of all sizes. Numerous signs encourage removal of trash from the area.

Analysis

Nearly all small-scale features in the Riverfront Recreation LCA are modern additions intended to improve visitor safety and experience or facilitate maintenance of the facilities and landscape. A wooden bench in the location of one placed by Mr. Fletcher overlooks the Cove from the mown lawn in front of the Refreshment Stand (Figure 3-66). While not historic fabric, the current bench is compatible with the historic landscape.

Features installed for safety at the maintenance access road fail to adequately protect cyclists and maintenance personnel as visibility in the area is poor. A mixture of boulder edging and wood curb stops define the vehicular and parking areas and does not convey a cohesive appearance compatible with historic character. Overall, small-scale features do not contribute to the historic landscape.



Figure 3-66. Mr. Fletcher's wooden bench directed towards the cove, facing north (Quinn Evans, 2021).



Figure 3-67. Large ash piles under grills in the picnic area indicate heavy use, facing west (Quinn Evans, 2021).

Table of Features and Associated Characteristics

-	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Millstone piece	Contributing	—	—	—	—	—
Potomac Company lock remnants	Contributing	—	—	—	—	—
Fletcher's bench	Noncontributing , compatible	---	---	---	---	---
Overhead utility lines, power poles	Noncontributing	—	—	—	—	—
Traffic signal / light	Noncontributing	—	—	Location	7259	No
Signage	Noncontributing	---	---	Location	7259	No
Wood edging and curb stops	Noncontributing	---	---	Location	7259	No
Boulder edging	Noncontributing	---	---	Location	7259	No
Concrete bin blocks	Noncontributing	---	---	Location	7259	No
Waysides	Noncontributing	---	---	Location	7259	No
Picnic tables	Noncontributing	---	---	Location	7259	No
Post-mounted grills	Noncontributing	---	---	Location	7259	No

Bike racks	Noncontributing	---	---	Location	7259	No
Wooden fence	Noncontributing	---	---	Location	7259	No
Metal float	Noncontributing	---	---	Location	7259	No
Manhole covers (Potomac Interceptor)	Noncontributing	---	---	---	---	---
Mile marker	Noncontributing	--	---	---	---	---
Pedestrian crossing	Noncontributing	---	---	---	---	---
Metal maintenance gate	Noncontributing	---	---	Location	7259	No
Maintenance area bollards	Noncontributing	---	---	Location	7259	No
Electric utility boxes (2)	Noncontributing	---	---	---	---	---
I-beam and concrete remnant	Undetermined	—	—	—	—	—
Stone and concrete remnant	Undetermined	—	—	—	—	—

Archeological Sites

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features.

Existing Condition – Overall Study Area

The Fletcher's Cove study area possesses ruins and remains of historic occupation and use for more than 200 years. Artifacts and features are likely extant below grade that are connected to industrial, transportation, recreation, and domestic use. The cultural landscape contains archeological evidence that provides important information about the early inhabitants of the Washington, DC, region, including middens catalogued at the Fletcher's Boathouse site (51NW13). In addition, it encompasses the Ede's Mill (51NW06) site where the mill formerly stood.

Analysis

Archeological features present in the study area contribute to the understanding of the historic landscape. Artifacts encountered during the construction of the pedestrian bridge concrete abutments confirmed that features are buried beneath many layers of alluvial soils and may be present in other locations throughout the area. Projects that involve excavation should work in collaboration with archeologists.

Feature Name	Feature Contribution	CRIS-AR Resource Name	CRIS-AR Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Fletcher's Boathouse Site (51NW13)	Contributing	FLETCHER'S #1	CHOH00156.000	—	—	—
Ede's Mill (51NW06)	Contributing	EDES MILL	CHOH00155.000	---	---	---

Analysis and Evaluation Endnotes

- (1) Geological Regions of the C&O Canal National Historical Park,” C&O Canal Trust, accessed December 2, 2021, available at <https://www.canaltrust.org/2019/11/regions-of-the-co-canal-national-historical-park/>.
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- (3) “Potomac River,” American Rivers. <https://www.americanrivers.org/river/potomac-river/>
- (4) “Climate and Average Weather Year Round in Washington, DC” <https://weatherspark.com/y/20957/Average-Weather-in-Washington-DC;-United-States-Year-Round>
- (5) Climate Friendly Parks, “Chesapeake and Ohio Canal National Historical Park Climate Action Plan,” National Park Service, 2010?, 1, 3.
- (6) *Washington Times-Herald*, August 2, 1953.
- (7) Louis Berger Group, Inc., “*Bold, Rocky, and Picturesque*” *Archeological Overview and Assessment and Identification and Evaluation Study of Rock Creek Park District of Columbia*, Volume 1 (National Park Service, 2008), 10.

Condition Assessment

Condition

Condition

Fair

Condition Date

August 29, 2023

Narrative

As a result of several impacts associated with vandalism, erosion, encroaching vegetation and visitation, the Fletcher's Cove cultural landscape is in fair condition. The inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within three to five years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to poor condition.

Impacts

Table of Impacts

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
Vandalism/Theft/Arson	—	No	Yes	The presence of contemporary graffiti has impacted the historic character of the site.	2022
Erosion	---	Yes	No	Erosion in drainage and pedestrian circulation areas has impacted the natural and built topography.	2022
Erosion	---	Yes	Yes	Siltation in Fletcher's Cove has impacted the	2022

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
				historic appearance and use of the cultural landscape.	
Vegetation/Invasive Plants		Yes	Yes	Encroaching woody vegetation has impacted views to Potomac River throughout the Fletcher's Cove cultural landscape.	2022
Vegetation/Invasive Plants		Yes	Yes	The connection of the mill race remnant to the Canal Corridor has been impacted by fill and encroachment of woody vegetation.	2022
Deferred Maintenance		Yes	No	The pedestrian bridge across the canal impedes canal boat traffic and has been impacted by deferred maintenance.	2022
Visitation		No	Yes	Unauthorized social trails have been identified throughout the cultural landscape.	2022

Treatment

Treatments

Stabilization Measures

The following stabilization measures have been identified for Fletcher's Cove:

- 1) Repair deteriorated historic features according to recommendations outlined in the CLR.
- 2) Follow NPS/FHWA project recommendations to repair surface of Fletcher's Road.
- 3) Strategies are needed for woody vegetation management, specifically to ensure safe visibility between circulation routes.
- 4) Management strategies are needed in preparation for impacts related to climate changes such as sea level rise.
- 5) The study area entrance located at Canal Rd NW is dangerous for visitors. As a result, there is a need for an updated circulation pattern at the entry.
- 6) Further study is needed to determine the extent of archeological resources at Fletcher's Cove.
- 7) Recommendations are needed for a cohesive and effective strategy to delineate vehicular areas.
- 8) Remnants of the historic mill structure have been misidentified. Recommendations are needed to help preserve and interpret these features.

Approved Treatments

Type

Rehabilitation

Completed

No

Document

Cultural Landscape Report

Narrative

Page 167 of the CLR noted that, based on the current conditions and goals for future conditions and use, rehabilitation is the most appropriate treatment approach for the cultural landscape.

This approach provides an umbrella that preserves contributing features while rehabilitating site circulation, supporting visitor experience, and improving safety. See the CLR for additional information related to vision, goals, and treatment approach for the Fletcher's Cove cultural landscape.

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---	"Native Peoples of Washington, DC"	--	National Park Service https://www.nps.gov/articles/native-peoples-of-washington-dc.htm
---	"Park Archives: Chesapeake and Ohio Canal National Historical Park"	---	<i>NPS History</i> http://npshistory.com/publications/choh/index.htm
Payne, Joseph	Testimony, February 4, 1836, "Report no. 168, National Foundry"	1843	US Congress, House of Representatives, 23rd Session

---	"Potomac River"	---	American Rivers https://www.americanrivers.org/river/potomac-river/
---	"Riparian Buffers: Protecting streams and water quality"	2020	Fairfax County, VA https://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/nature-history/riparian-buffers-brochure.pdf
Quinn Evans	Fletcher's Cove Cultural Landscape Report	2022	U.S. Department of the Interior, National Park Service
Roberts, William, et al.	"A statement of facts, showing why the bill reported by the District of Columbia committee in favor of the Potomac Company, touching and materially affecting their rights, should not be passed" Report No. 412	1816	US Congress, House of Representatives, 21st Congress
Romigh, Philip S.	National Register of Historic Places Nomination Form, "C&O Canal"	1979	National Park Service
Salvatore, Susan Cianci, and Stephen Potter	National of Historic Places Nomination Form, "Chesapeake & Ohio Canal National Historical Park Historic District (Additional Documentation and Boundary Increase, 2015)"	2015	National Park Service
Stewart, Alice Fales	<i>The Palisades of Washington, D.C.</i>	2005	Charleston, SC: Arcadia
---	"Sturgeon"	---	ESA Threatened & Endangered, National Oceanic and Atmospheric Administration Fisheries

			https://www.fisheries.noaa.gov/species-directory/threatened-endangered?title=sturgeon&species_category=100000031&species_status=any&regions=100000111&items_per_page=25&sort=
Taggart, Hugh Thomas	"Old Georgetown"	1908	<i>Records of the Columbia Historical Society, Washington, D.C.</i>
---	The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes	---	https://www.nps.gov/Tps/standards/four-treatments/landscape-guidelines/rehab/index.htm
Unrau, Harlan D.	"Water Power Leases for Mills on the C&O Canal between Georgetown and Little Falls 1840-1900" in <i>Chesapeake & Ohio Canal Historic Resource Study</i>	2007	National Park Service
Vint, Thomas C.	<i>Outline Report of Architectural Work on the Restoration of the Chesapeake and Ohio Canal for Recreational Use (Georgetown, D.C., to Seneca, MD)</i>	1939	National Park Service
Ward, George Washington	<i>The Early Development of the Chesapeake & Ohio Canal Project</i>	1973	New York: Johnson Reprint Corporation
---	Newspapers: <i>Baltimore Sun, Daily National Intelligencer, Evening Star, Washington Post, Washington Times-Herald</i>	---	---

Supplemental Information**Table of Supplemental Information**

Supplemental Information Title	Supplemental Information Narrative
Planning Documents	The CLR built on other planning precedents that address the landscape including information derived from the following documents: 2021 DRAFT Chesapeake and Ohio Canal NHP Tribal Affiliation Study 2020 Fletcher's Cove Transportation Upgrades FONSI and MOA 2020 Ethnographic Study of Subsistence Fishing 2019 Fletcher's Boathouse Transportation Upgrades Environmental Assessment and Assessment of Effects 2013 Foundation Document Chesapeake and Ohio Canal National Historical Park 1979 Chesapeake and Ohio Canal National Historical Park National Register Nomination [NRIS 66000036] 2015 Chesapeake and Ohio Canal National Historical Park (Additional Documentation and Boundary Increase, 2015) [NRIS 14001236] Chesapeake and Ohio Canal National Historical Park Climate Action Plan 2007 Historic Resource Study: Chesapeake & Ohio Canal

Landscape Documents

See CRIS-CL for larger versions of the site plans and period plans.

Fletcher's Cove

Overall Study Area

Legend

- Study Area Boundary
- Roads (Asphalt)
- Roads (Gravel)
- Pedestrian Path (Gravel)
- Towpath Trail
- Capital Crescent Trail
- Concrete surface
- Wooden Feature
- C&O Canal
- Stream or River
- Building
- Mile Marker
- Weir/Culvert
- Potomac Interceptor
- Wooded Area
- Tree
- Large Specimen Tree
- Shrubs and Grasses
- Mown Lawn
- Mudflat
- Contour (2 ft)
- Permeable Pavers

Sources

- Road, building, trail, hydrology and contour data from National Park Service, DC Geodatabase
- Drawing by Quinn Evans, ArcMap 10.8

0 100 200 400 Feet
1 inch = 200 feet



October 2022

EC-1



Fletcher's Cove

Detail Area

Legend

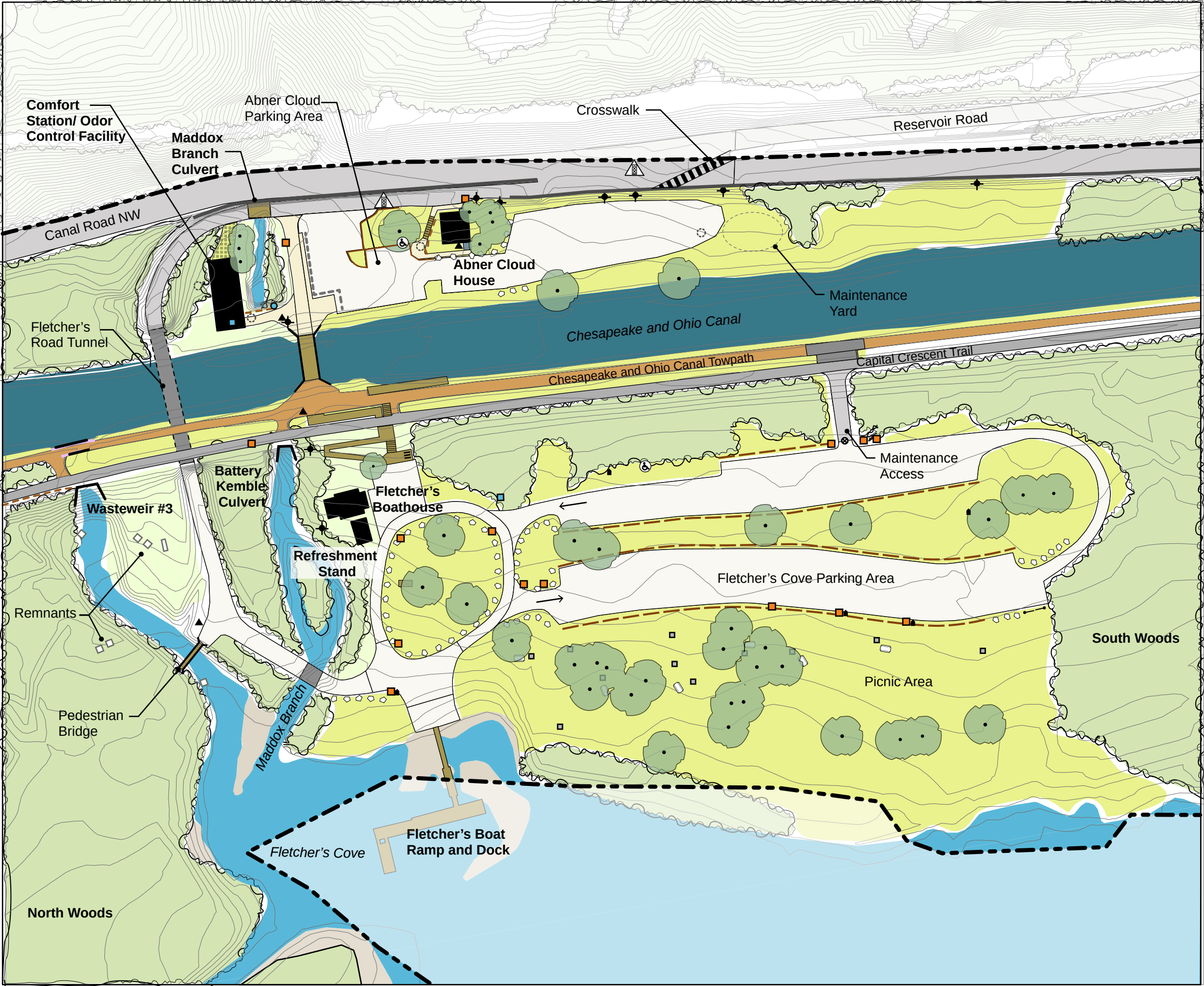
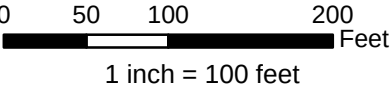
- Study Area Boundary
- Building
- Gravel Road/Parking
- Asphalt Road
- Concrete Path/Road/Bridge
- Towpath Trail (Gravel)
- Capital Crescent Trail (Asphalt)
- Gravel Pedestrian Walkway
- Bluestone Paving
- Wood Feature
- Grass Paving
- Lawn
- Shrub/Grasses Mix
- Tidal Mudflat
- Wooded Area
- Tree
- Canal Prism
- Stream/River
- Contours (2 ft)

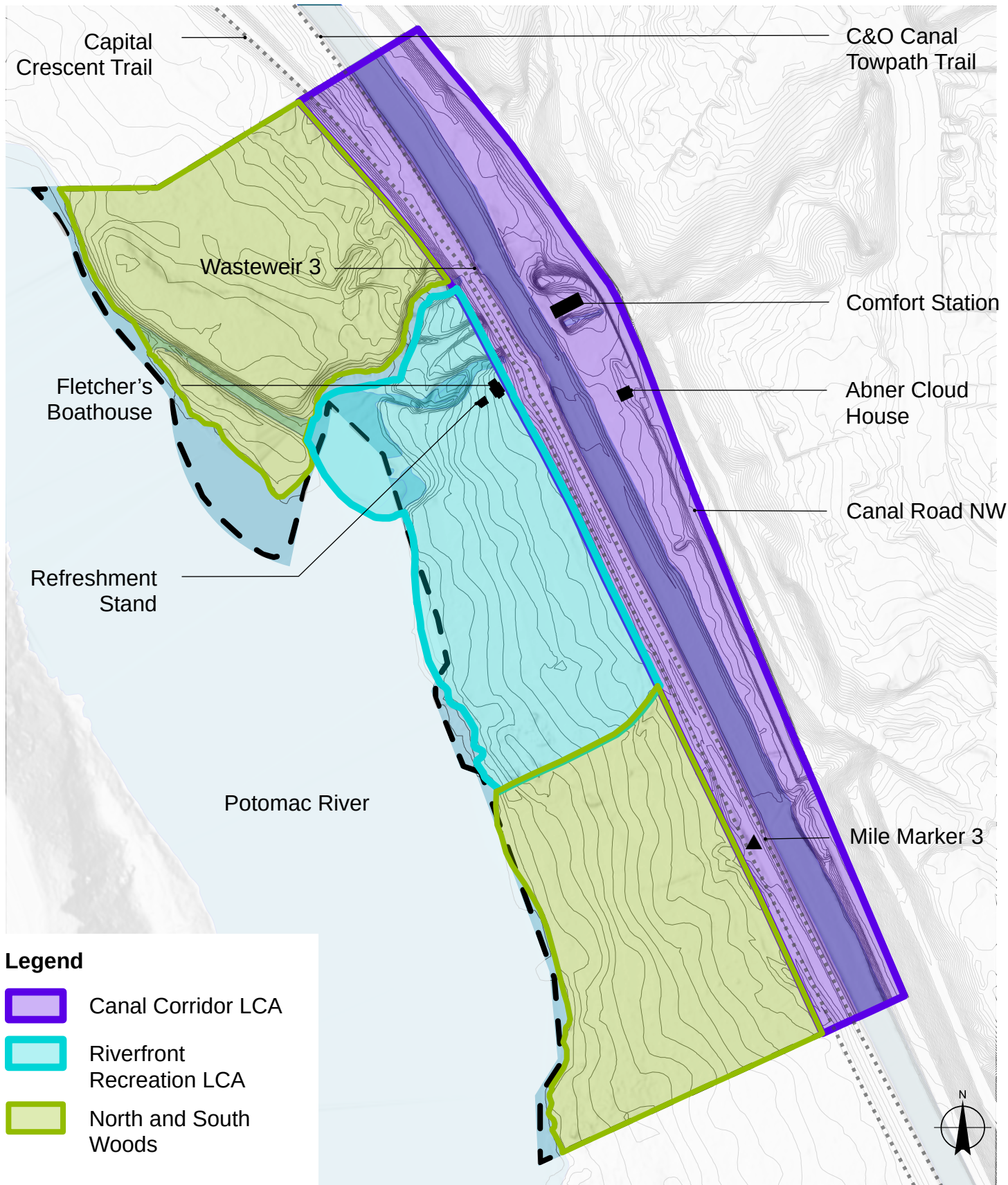
Structures and Small Scale Features

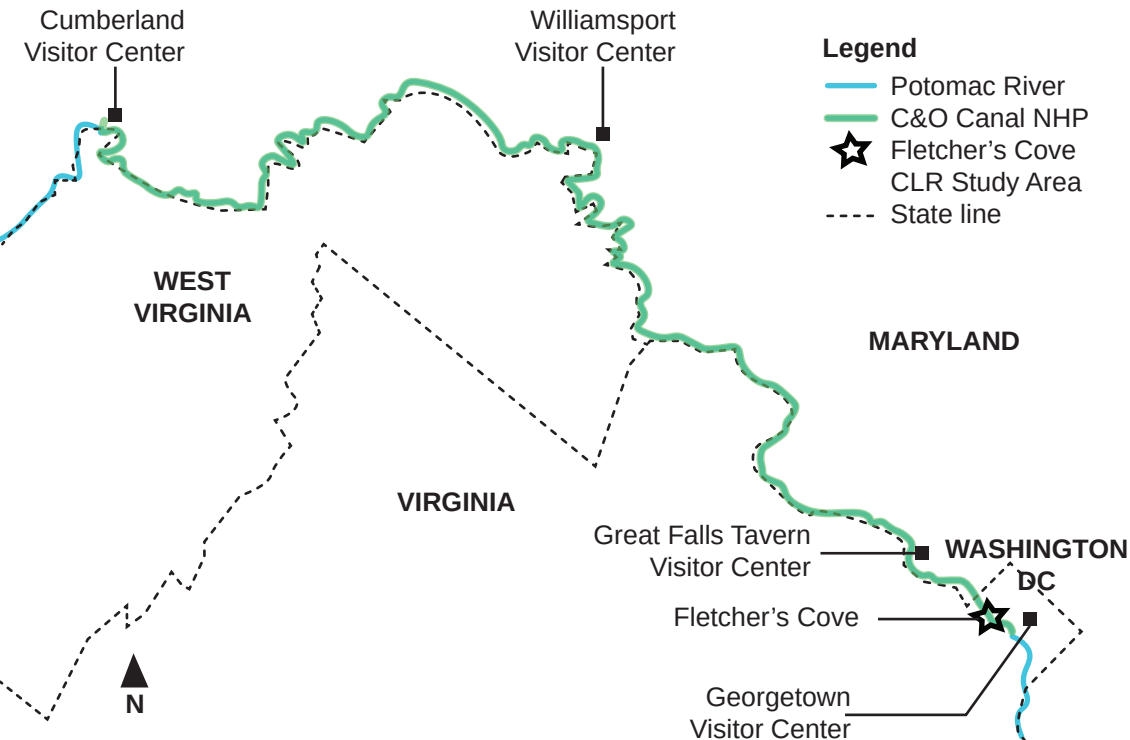
- Weir/Culvert
- Pedestrian Bridge
- Traffic Light
- Signage
- Birdhouse
- Wayside
- Utility Pole
- Gate
- Drinking Fountain
- Structure Remnant
- Bollard
- Grill
- Stone Edging
- Picnic Table (approximate locations)
- Bin Blocks
- Fence
- Wood Curb stop
- Headwall/Concrete Edge
- Manhole cover

Sources

- Road, building, trail, hydrology and contour data from National Park Service, DC Geodatabase
- Drawing by Quinn Evans, ArcMap 10.8







Fletcher's Cove
Colonial Maryland, 1600-1825

Legend

- Study Area Boundary
- Roads
- Towpath
- Canal / Constructed Waterway
- Stream or River
- Building
- Locks
- Culvert
- Wooded Area
- Agricultural Field
- Pasture
- Circulation Area*

Notes

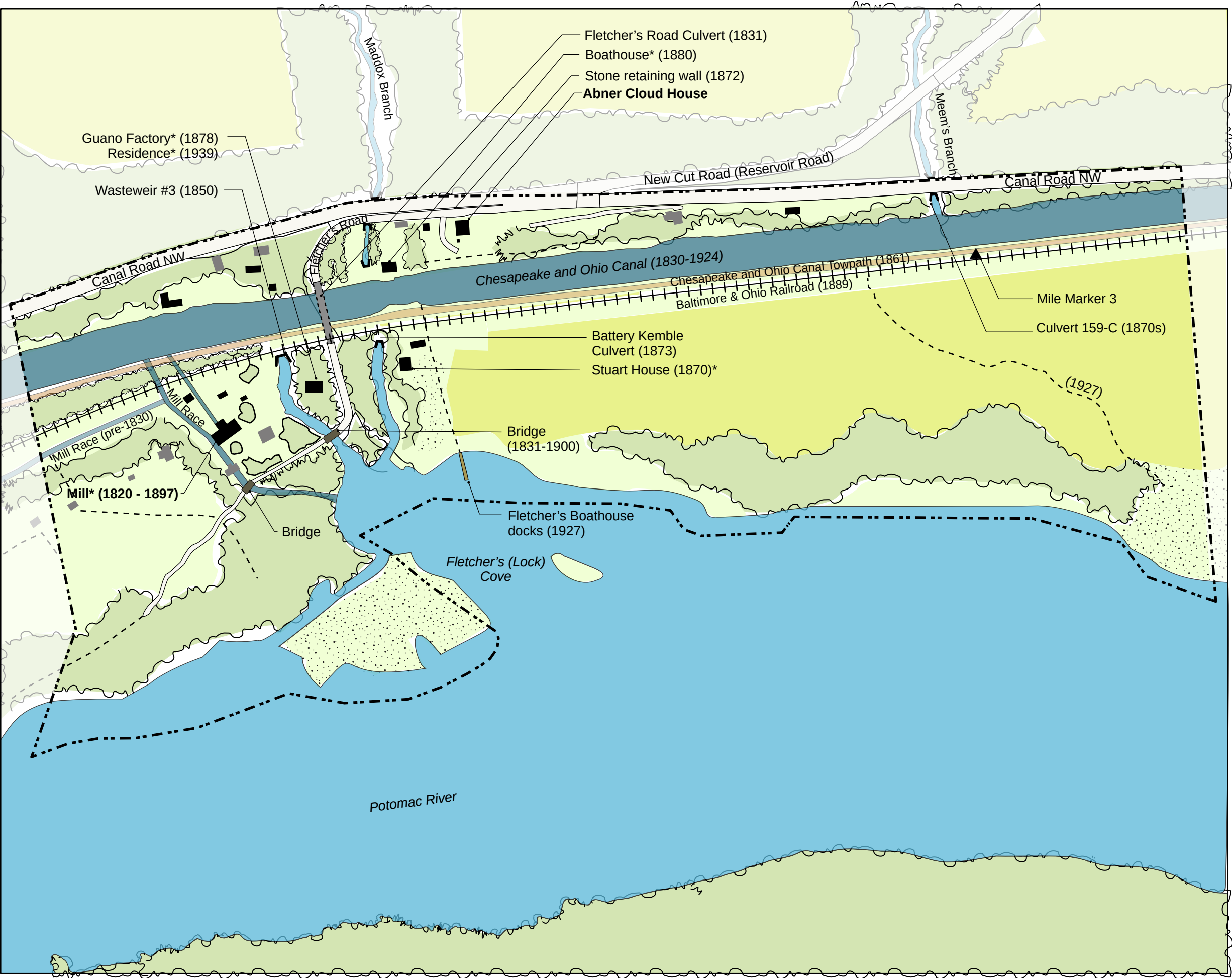
- Building locations determined by historic maps, documents, and relationships to known existing features including topography and waterways.
- Unconfirmed building and feature/structure locations are noted with an * asterisk and placed on the map in the general location where they were historically.
- "New" Lock channel location sourced from 1907 D.C. Surveyor's Map.
- Shoreline sourced from 1927 Aerial Imagery.

Sources

- Road and building data from National Park Service, DC Geodatabase, 2021.
- 1802, "No. 1 of Plans and Sections of the Proposed Continuation of the Canal at the Little Falls of Potomak and the Navy Yard in the City of Washington" LOC, Maps and Charts, 7024
- 1825, J.J. Abert's Map, National Archives
- 1828, Brewer's Map, DC Surveyor's Office, File Copy-NCP 110-79, 412/11079
- 1816, New and Old Locks, from: "A Statement of Facts," Wm. Roberts, Georgetown, WA Rind & Co.
- 1907, D.C. Surveyor's Map, National Park Service.
- 1927 Aerial Imagery, National Archive from NCR.

0 100 200 400 Feet
1 inch = 200 feet





Fletchers Cove

C&O Canal to Federal Acquisition, 1826-1938

Legend

	Study Area Boundary
	Roads
	Tunnel
	Towpath
	Footpath
	Bridge
	Dock
	Railroad
	Canal / Constructed Waterway
	Stream or River
	Building
	Building (1927)
	Culvert
	Wooded Area
	Pasture/Hay
	Open/Grasses
	Shrubs/Small Trees

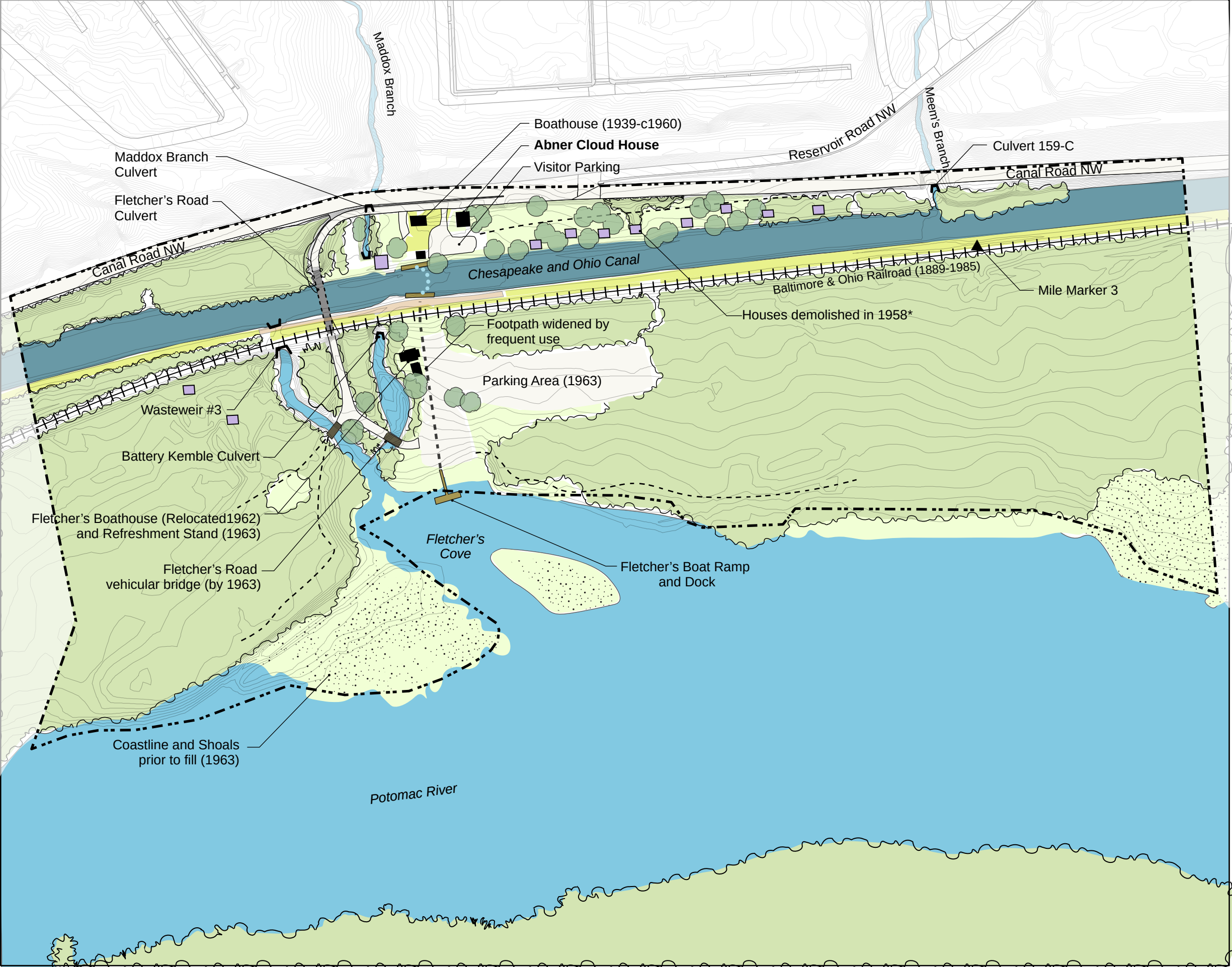
Notes

1. Building locations determined by historic maps, documents, and relationships to known existing features including topography and waterways.
2. Unconfirmed building locations are noted with an * asterisk and placed on the map in the general location where they were historically. Buildings present in maps and imagery whose use is undocumented are not labeled.
3. Shoreline, vegetation, and circulation generated using 1927 aerial imagery.

Sources

1. Hydrology and contour data from National Park Service, DC Geodatabase, 2021
2. 1861 Boschke Map
3. 1868 JK Smith Plat Map, "Edes Mill"
4. 1872 Fletcher's Map, LOC 88695607
5. 1878, 1887, 1891 Hopkins Maps
6. 1892 USGS Map
7. 1922 US Army Air Service Aerial Photograph, Fletcher's Cove.
8. 1927 Aerial Imagery, National Archives from NCR.
9. 1928 National Capital Park and Planning Commission, "Upper Potomac Park Project to Preserve the Great Falls and Palisades of the Potomac," LOC G3851.G52

Fletcher's Cove
NPS Acquisition & Mission 66, 1939-1966



Legend

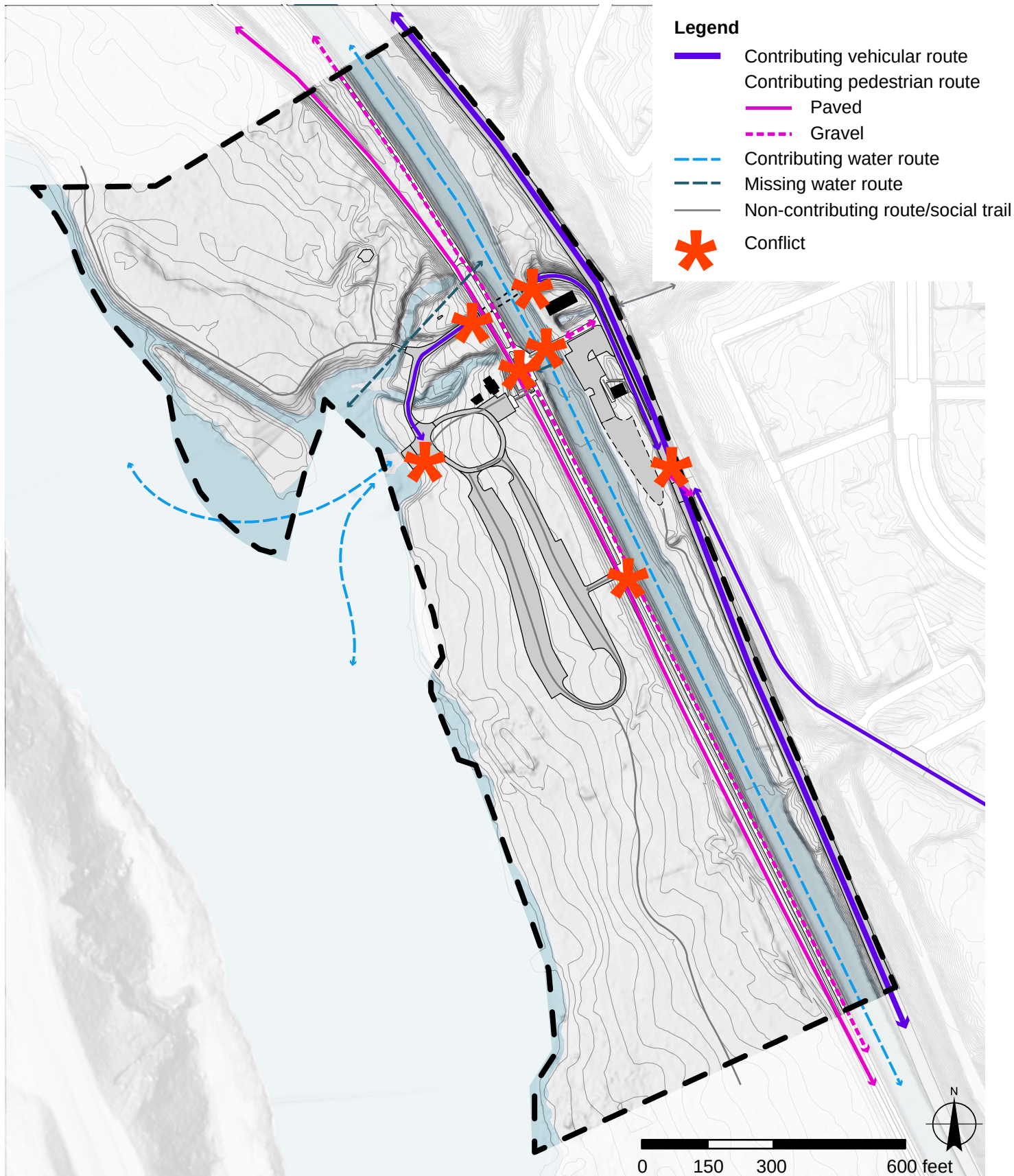
- Study Area Boundary
- Contours (2 ft, Approximate)
- Roads
- Footpath
- Tunnel
- Towpath
- Dock
- Bridge
- Railroad
- Canal / Constructed Waterway
- Stream or River
- Water Crossing
- Building
- Building demolished in 1958
- Culvert
- Wooded Area
- Tree (conjectural location)
- Mown Lawn
- Open/Grasses
- Shrubs/Small Trees

Notes

1. Building locations determined by historic maps, documents, and relationships to known existing features including topography and waterways.
2. Unconfirmed building locations are noted with an * asterisk and placed on the map in the general location where they were historically.
3. Coastline and shoals located from 1951 aerial photograph, island located from 1963 aerial photograph.

Sources

1. Hydrology and contour data from National Park Service, DC Geodatabase, 2021
2. 1939, NPS, C&O Canal Vicinity at Fletchers Boathouse, eTIC CHOH 412-80610
3. 1945 USGS map
4. 1951 Aerial photograph
5. 1963 Aerial photograph
6. 1965, NPS, "Water Supply to Fletcher's Boat House" Dwg No. 110.4-30

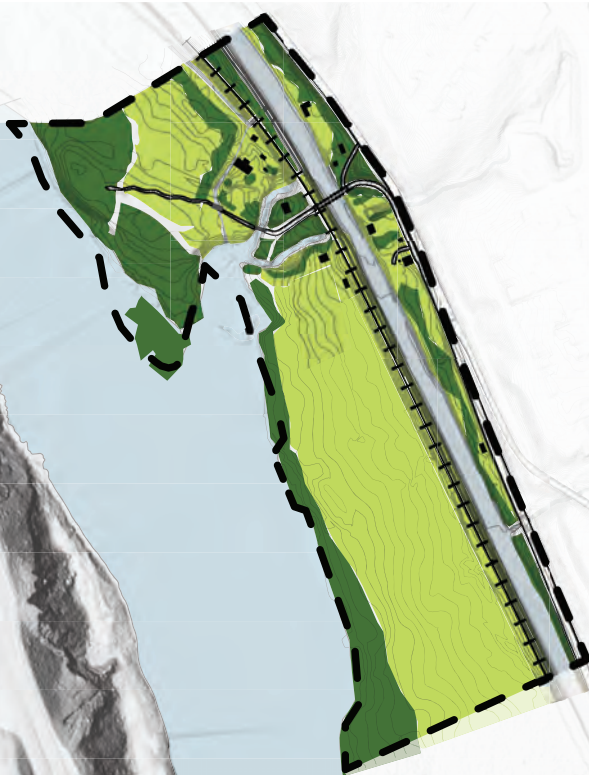




Prior to 1600 (Hypothesized)



1600–1826



1826–1938



2021

Wooded area
 Open, low vegetation area



