
National Park Service
Cultural Landscapes Inventory
2015



Clara Barton Parkway
George Washington Memorial Parkway - Clara Barton
Parkway

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Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service-wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish...a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places...of historic properties...

Executive Order 13287: Preserve America, 2003. Sec. 3(a)...Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA...No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior... (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying... historic properties in its ownership and make the report available to the Council and the Secretary...

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A))

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories...about cultural resources in units of the national park system...Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,... and historic sites...

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Responding to the Call to Action:

The year 2016 marks the 100th anniversary of the National Park Service. A five-year action plan entitled, “*A Call to Action: Preparing for a Second Century of Stewardship and Engagement*” charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that advance the agency’s mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America’s Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.

Advance the Education Mission. Strengthen the National Park Service’s role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.

Preserve America’s Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America’s Special Places, and specifically to Action #28, “Park Pulse.” Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:

The Cultural Resources Challenge (CRC) is a NPS strategic plan that identifies our most critical priorities. The primary objective is to “*Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century.*” The CLI contributes to the fulfillment of all five goals of the CRC:

- 1) *Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation’s heritage through scholarly research, science and effective management;*
- 2) *Recommit to the spirit and letter of the landmark legislation underpinning the NPS*

- 3) Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;*
- 4) Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and*
- 5) Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.*

Scope of the CLI

CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on-site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System

Inventory Unit Description:

Inventory Unit Description

The cultural landscape of the Clara Barton Parkway comprises a total of 280 acres along the Maryland side of the Potomac River. It is a component landscape of the George Washington Memorial Parkway (GWMP) that is 6.8 miles long, running from MacArthur Boulevard in Carderock, Maryland east to Canal Road at the Chain Bridge in Washington DC. It was constructed as part of the GWMP, which was proposed to run on both sides of the river in two segments; from Mount Vernon, Virginia and Fort Washington, Maryland, respectively, to a point in the vicinity of Great Falls, near which the two segments of the parkway were to be connected by a bridge over the river. The segment known today as the Clara Barton Parkway was the last section built and the only section constructed in Maryland. Having parkways named George Washington Memorial Parkway on both the Virginia and Maryland sides of the river caused confusion among motorists, so the road on the Maryland side was rechristened Clara Barton Parkway in 1989 in honor of the Red Cross founder who had lived on the bluffs above the parkway about seventy-five years earlier. This CLI examines the parkway landscape as part of that larger project, comparing this segment at times to the original Mount Vernon Memorial Highway, which runs from Arlington Memorial Bridge south to Mount Vernon, and to the GWMP-North, which runs from Arlington Memorial Bridge north to the Capital Beltway.

The Clara Barton Parkway is representative of the larger parkway project in that it also was not completed as planned and designed. The design for the eastern third of the parkway utilized a streetcar right-of-way for part of its alignment, and this right-of-way was not acquired until long after construction had been suspended. As a result, the eastern third of the parkway has a different

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

character from the rest of the parkway. Furthermore, an additional parkway, the Palisades Parkway, was to have continued the GWMP from the Maryland/DC border into Washington, but construction of that parkway was halted due to rising public sentiment against building more highways along the river. Today, if one were to travel from Mount Vernon up the George Washington Memorial Parkway to the Capital Beltway, cross the river on the American Legion Bridge, and begin a return trip downriver on the Clara Barton Parkway, one can approximate the intended experience of the full parkway. However, after passing Glen Echo partway down the Clara Barton Parkway, the divided roadway and park-like character ends, and eventually the parkway tapers out to a two-lane road and feeds into the historic Canal Road. In this last section, the parkway exhibits more of the characteristics of Canal Road than it does with the rest of the GWMP. Thus the Clara Barton Parkway stands as a literal and symbolic reminder of both the vision of the George Washington Memorial Parkway transforming thirty miles of the Potomac River into a commemorative, scenic and recreational landscape, and also the rising public resistance to the idea of lining the river with roadways regardless of their scenic and recreational merits.

Despite not having been fully realized, the GWMP was instrumental in preserving the Potomac River gorge from Great Falls to Washington, DC, a dramatic landscape considered “one of the outstanding scenic features of the Atlantic Seaboard” [report to FDR, p. 12]. Under the authority of the Capper-Cramton Act of 1930, which initiated and funded the GWMP, almost all the land along both sides of the river was purchased outright to preserve the gorge and construct the parkway. Competing plans for the gorge included multiple proposals to dam it for power generation and to build interstate highways along its length. The Maryland bluffs were especially vulnerable to development, because they are less steep than the Palisades in Virginia and DC. It had a history of being used for infrastructure, including the Chesapeake & Ohio Canal (C&O Canal), the Washington Aqueduct, MacArthur Boulevard, and a DC Transit streetcar line.

The combination of slightly more accessible terrain and adjacent infrastructure also complicated the design of the parkway, which was constricted by the bluffs and the C&O Canal running at its base. In contrast to the GWMP-North, where two broadly curving roadways have separate alignments, wide margins and an undulating median to adapt it to the rolling terrain, the Clara Barton Parkway has a narrow footprint with parallel roadways separated by a constant twenty-five foot median and narrow margins that expand to accommodate exit ramps and parking pullouts. Even with this narrower footprint, the Bureau of Public Roads designers needed to build numerous retaining walls and a quarter-mile cantilevered segment of roadway to fit the parkway on the steep bluffs below the communities of Brookmont and Glen Echo. These structures are the most visible evidence of the designers’ charge to adapt the parkway ideals developed in the Virginia portion of the GWMP to this narrow and constricted site on the Maryland side.

The many views from the road to the Potomac River and places important in George Washington’s life and legacy are an important feature of the GWMP in Virginia. Due to Clara Barton Parkway’s location along the C&O Canal, it had much less opportunity than the other segments for sweeping views of the Potomac and the capital. Instead it has intimate views of the locks and lock houses of the C&O Canal and a view of the Union Arch Bridge of the Washington Aqueduct. Driving along the parkway,

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encountering several lock houses and the large stone bridge, motorists are reminded of the history of this bank of the river as a conduit of people, goods and resources.

The parkway was constructed and opened in phases, with major grading in 1957 and 1959, and most paving in 1964 and 1965. By the summer of 1965, the segment east of Glen Echo was completed and opened to the Maryland/DC border, the official end of the GWMP and the proposed beginning of the Palisades Parkway. Between 1966 and 1968, pedestrian bridges were added at Brookmont and Sycamore Island.

East of the Maryland border, the parkway was unfinished for five years while plans for Palisades Parkway were debated, and an unofficial dirt road connected it to Chain Bridge. In 1970, this final segment was paved to officially connect the parkway to Chain Bridge and Canal Road, completing this segment of road.

Significance Summary:

This CLI finds the Clara Barton Parkway cultural landscape nationally significant under Criterion A, due to its associations with the broader planning of Washington, DC and for its role in the conservation and protection of the Potomac River gorge. The segment from Carderock to the Maryland state line is also significant under Criterion C, for its unique landscape architecture and engineering.

The period of significance, from 1930 – 1970, encompasses both the design and the construction phases.

Analysis and Evaluation Summary

The cultural landscape of the Clara Barton Parkway has integrity of location, design, materials, association, feeling, setting and workmanship. The following landscape characteristics are found within the landscape; natural systems and features, spatial organization, land use, topography, vegetation, circulation, buildings and structures, views and vistas, small-scale features, and archeological sites.

The parkway has changed a little since its completion. The cantilever was re-engineered and rehabilitated in 1992, and the work is generally compatible with the historic design. Stonework of the retaining walls and guard walls has been repaired at various times, but the mortar joints are not always consistent with the original mortar work. There has been a loss of some trees at exits and parking areas, a complete loss of all planted shrubs, and the deterioration of the adjacent woods due to colonization by invasive species. In spite of these impacts, the landscape retains high integrity to its period of significance.

Site Plan



Site Plan

Property Level and CLI Numbers

Inventory Unit Name:	Clara Barton Parkway
Property Level:	Landscape
CLI Identification Number:	600174
Parent Landscape:	600174

Park Information

Park Name and Alpha Code:	George Washington Memorial Parkway - Clara Barton Parkway -GWMP
Park Organization Code:	3333
Subunit/District Name Alpha Code:	George Washington Memorial Parkway - Clara Barton Parkway - GWMP
Park Administrative Unit:	George Washington Memorial Parkway

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This cultural landscape inventory was researched and written by David Dehmlow and Dean Perry, graduate students in the Landscape Architecture Program at Virginia Tech, under the supervision of Paul Kelsch, Associate Professor at Virginia Tech. They also inventoried and mapped the existing conditions. Primary and secondary source material from within the National Park Service and local repositories was utilized to complete the inventory. Research and editorial assistance was provided by Maureen Joseph, Regional Historical Landscape Architect; Martha Temkin, Regional Cultural Landscape Inventory Coordinator; Matthew Virta, Cultural Resources Program Manager (GWMP) and Gregory Anderson, former Cultural Resource Specialist (GWMP).

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/30/2015
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	04/29/2016

National Register Concurrence Narrative:

The State Historic Preservation Officer for the District of Columbia and the state of Maryland concurred with the findings of Clara Barton Parkway CLI in accordance with Section 110 of the National Historic Preservation Act. It should be noted that the Date of Eligibility Determination refers to this Section 110 Concurrence and not the date of National Register Eligibility, since that is not the purview of the Cultural Landscapes Inventory. MD SHPO concurred on 4/29/2016. DC SHPO concurred on 10/9/2015.

Concurrence Graphic Information:



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

Memorandum:

To: Regional Landscape Architect, National Capital Region
From: Superintendent, George Washington Memorial Parkway
Subject: Statement of Concurrence, Clara Barton Parkway Cultural Landscape Inventory

I, Alexcy Romero, Superintendent of George Washington Memorial Parkway, concur with the findings of the Cultural Landscape Inventory for the Clara Barton Parkway, including the following specific components:

MANAGEMENT CATEGORY: Must be Preserved and Maintained

CONDITION ASSESSMENT: Good

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates 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 3-5 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 character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscapes Inventory for the Clara Barton Parkway is hereby approved and accepted.

Superintendent, George Washington Memorial Parkway

9/30/15

Date

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Superintendent Concurrence

Statement of Concurrence
Clara Barton Parkway Cultural Landscape Inventory

The preparation of this CLI for the Clara Barton Parkway 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.

I, David Maloney, District of Columbia State Historic Preservation Officer, concur with the findings of the Clara Barton Parkway cultural landscape as it pertains to the section of the Parkway within the District of Columbia. In addition, I concur that the enumerated cultural landscape resources of the Clara Barton Parkway within the District of Columbia retain integrity to the Parkway's period of significance (1930-1970) and contribute to its historic character.



David Maloney
District of Columbia Historic Preservation Officer

10/9/2015

Date

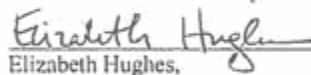
Please email signed PDF copy to Martha Temkin, NCR CLI Coordinator at
Martha_temkin@nps.gov

DC SHPO Concurrence

Statement of Concurrence
Clara Barton Parkway Cultural Landscape CLI

The preparation of this CLI for the Clara Barton Parkway 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.

I, Elizabeth Hughes, Maryland State Historic Preservation Officer (~~Acting~~), concur with the findings of the Clara Barton Parkway cultural landscape as it pertains to the section of the Parkway within Maryland. In addition, I concur that the enumerated cultural landscape resources of the Clara Barton Parkway within Maryland retain integrity to the Parkway's period of significance (1930-1970) and contribute to its historic character.


Elizabeth Hughes,

State of Maryland Historic Preservation Officer (~~Acting~~)

4.29.16

Date

Please email signed PDF copy to Martha Temkin, NCR CLI Coordinator at
Martha_temkin@nps.gov.

Geographic Information & Location Map

Inventory Unit Boundary Description:

Overview

The boundaries of the Clara Barton Parkway are complex because of the parkway's complicated history of land acquisition and patterns of ownership. Much of the land along the Maryland side of the Potomac River was purchased under authority of the Capper-Cramton Act as part of the larger parkway mission of preserving the scenery of the Potomac River gorge. This includes the land on which the road was actually constructed, the lands of the C&O Canal, and other lands between the canal and the edge of the river. Prior to 1971, when the C&O Canal became a National Historical Park, all this land would have been considered a single property, but it is now administered as two different National Parks. Currently, the C&O Canal National Historical Park (CHOH) administers the canal itself and the lands to the south of the canal all the way to the river, and the administrative unit GWMP manages the lands that make up the parkway and all those to the north including two other National Park Service units, the Clara Barton National Historic Site (CLBA) and Glen Echo Park (GLEC). For the purposes of this inventory, neither CLBA nor GLEC are considered as part of the Clara Barton Parkway cultural landscape.

Because these internal divisions were not important when the road was built, construction extended beyond the current GWMP administrative limits of the Clara Barton Parkway. Notably, a few culverts and their headwalls were built under the canal as part of the parkway and are now on lands administered by the CHOH. Carderock Recreation Area, also constructed as part of the GWMP, is now also administered as part of the CHOH and considered a component landscape of the Canal.

Also, the eastern end of the parkway between the Maryland/DC boundary and Chain Bridge is built on CHOH property, although the canal itself is intact. For the most part, however, construction of the Clara Barton Parkway avoided former CHOH property and the two properties are distinct even though they frequently share a long border.

Land included in the boundary of the Clara Barton Parkway cultural landscape meets three criteria. They are 1) lands immediately adjacent to the roadway, 2) administered by GWMP and 3) considered integral to the parkway landscape. Thus, for example, locks and lock houses are not included because they are part of the CHOH, and the CLBA and GLEC are not included because they are not considered integral to the Parkway landscape. Exceptions to this are explained as appropriate.

In general, the southern boundary of the parkway is determined by the edge of the CHOH property, as defined by the land transfer of 1938. The canal property widens wherever there are locks and lock houses, and at numerous locations (Locks 6, 7, 8, 10 and the trio of Locks 12, 13 & 14) comes very close to the edge of the roadway. However, parking areas and retaining walls generally are carefully constructed to avoid conflict with the canal property, and the administrative boundary line falls between the parking lots of the parkway and the locks and lock houses of the canal. In addition to the canal, a

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few other properties define the southern boundary including a small group of residential properties along Riverside Drive between Locks 8 and 10. Two pumping stations operated by the US Army Corps of Engineers, the Little Falls Pumping Station and a smaller pumping station near Chain Bridge, are also located in this vicinity.

The northern boundary is more complicated by the pattern of property ownership, a patchwork of adjacent lands frequently at the top edge of the bluff. Along the western end of the parkway, the northern boundary is determined by the David Taylor Model Basin and the lands of the Capital Beltway (I-495). In the central section, the boundary is defined mostly by private residential properties and the CLBA and GLEC. These last two properties are owned by the federal government and administered by the NPS as part of GWMP, but they are outside the boundary of the Clara Barton Parkway cultural landscape. Along the eastern portion of the Parkway the northern boundary is defined mostly by MacArthur Boulevard, Dalecarlia Reservoir, the Capital Crescent Trail (a former Baltimore and Ohio railroad line) and Brookmont, a residential neighborhood.

Property Boundary Description

Beginning at the intersection of the Clara Barton Parkway and MacArthur Boulevard (the western endpoint), the southern boundary follows the CHOH administrative boundary line until the underpass for the Carderock Recreation Area access road. The recreation area roads, parking areas, and the underpass under the canal were constructed as part of the parkway, and they are located on lands acquired under the Capper-Cramton Act, however they are administered by the C&O Canal NHP and are not considered part of this CLI project area. The project area continues along the canal administrative boundary line, beneath the overpasses of the Capital Beltway, to a point approximately 500 feet east of Lock 10. From here the boundary follows the right-of-way of Riverside Drive, which accesses a set of eight private lots on the southern side of the road.

The boundary returns to the CHOH property line about 400 feet west of Lock 8 and continues eastward all the way to the Little Falls pumping station. As the parkway passes Lock 7, the road and the canal are especially close to one another, and the boundary runs in the narrow strip of land between them. At the Little Falls Pumping Station, the parkway property runs almost adjacent to the actual structures of the Pumping Station with approximately a five-foot buffer between the roadway and the edge of the parkway property. From Little Falls Pumping Station to the Maryland/DC border, the boundary is again the C&O Canal administrative boundary line.

From the Maryland/DC border to Chain Bridge, the canal property extends to the north of the canal prism, and the Parkway runs on this land. The parkway and the canal are nearly adjacent here, and there is no official boundary line to divide them, but the actual structures are maintained by the relevant National Park administrative unit. One exception to this situation is a narrow right-of-way associated with the Dalecarlia Reservoir that interrupts both properties just east of the Maryland/DC boundary.

The northern property line westbound from Chain Bridge, the eastern endpoint of the parkway, adjoins the Capital Crescent Trail (the former Georgetown Branch of the Baltimore and Ohio Railroad). Where

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the trail passes through the Dalecarlia Reservoir, the boundary follows the western side of the reservoir property along the top of the bluff of Little Falls valley. It drops into the valley and rises up the opposite bluff of Little Falls along the edge of several residential properties. From here it follows the bluff line, nearly encircling Brookmont on the east, south and west sides of numerous residential properties, and cutting off Valley Road, which formerly gave access to a road along the canal.

From the northwestern corner of Brookmont to the exit for Glen Echo, the parkway cultural landscape borders the right-of-way of MacArthur Boulevard. At the time of construction this boundary bordered the right-of-way for the DC Transit streetcar line, but that property was acquired by the NPS in 2004, and now the boundary extends to MacArthur Boulevard. One notable exception in this stretch is a canal property boundary that extends about 1000 feet to the northeast for no evident reason. This is where the alignments of the parkway and the streetcar crossed paths. Only road A was constructed, and it appears that the road cuts through the historic canal property along a right-of-way for the streetcar. It is unclear where the property lines actually occur, but it seems that the parkway is now on GWMP land, since the right-of-way was acquired in 2004.

From the exit for Glen Echo until the valley of Cabin John Creek, the boundary is determined by property lines established with the Baltzley brothers' 1891 plat for Glen Echo. The property follows the edge of Oberlin Avenue and then the top of the bluff along GLEC and the CLBA. Though it is unclear where this boundary lies precisely, it seems that the original purchase of property for the parkway extended to the edge of the amusement park's structures, including the former retaining wall that supported the parking lot atop Minnehaha Creek. Throughout this section, the land was re-graded for road construction, and the abrupt grade change at the edge of the Clara Barton property and adjacent to the existing residences in Glen Echo define the boundary of Parkway property. The cultural landscape project area boundary follows the circular geometry of the western edge of Glen Echo and rejoins MacArthur Boulevard.

West of Glen Echo, the property boundary aligns with the Union Arch Bridge carrying the Washington Aqueduct and MacArthur Boulevard over Cabin John Creek, and then follows residential property lines to a point just east of the on-ramps of the Capital Beltway, I-495, where it rejoins the MacArthur Boulevard right-of-way. The one exception in this stretch is the Cabin John Gardens exit where the property line extends to meet MacArthur Boulevard between adjacent residential properties.

When the parkway intersects with the Capital Beltway, property ownership is complex. NPS (GWMP) owned land runs near and parallel to the canal property, but only the eastbound roadway lies on that land. The westbound lane and all the exit ramps connecting the Beltway to the Parkway lie on Beltway land, owned by the State of Maryland. By agreement between the National Park Service and the Maryland State Highway Administration, the NPS maintains the roadway that is asphalt paved and the Highway Administration maintains the concrete portions. This means that the NPS is responsible for the roadways on grade, and the state is responsible for the bridges and elevated structures.

Between the western edge of the Beltway property and the eastern edge of the David Taylor Model Basin, a small finger of parkway land extends north to MacArthur Boulevard. This property was

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acquired in 1946 for service access to the roadway (along with other lands on the south side of the David Taylor Model Basin). An additional, smaller finger of land along this same edge jutted directly westward into the Model Basin property and was originally acquired as part of the CHOH property. The two fingers made an irregular edge to the Model Basin, and in 1962 the Department of the Navy approached the Department of the Interior to acquire these properties. The Department of the Interior did not have the authority to conduct the land transfer, but they indicated it was likely the land would not be needed after construction, and they would support legislation to allow the transfer. It is currently unknown what transpired after that date, but the original canal finger was apparently transferred to the Navy, whereas the service access finger remains part of the parkway. (Cameron to BeLieu, 5.07.62, FRC 079-66A-1097, Box 23, 1460/GWMP – General Files)

The remainder of the northern boundary of the project area from this odd finger to the end of the parkway at MacArthur Boulevard is bordered by the David Taylor Model Basin property and is marked by a black metal fence.

State and County:

State: MD

County: Montgomery County

State: DC

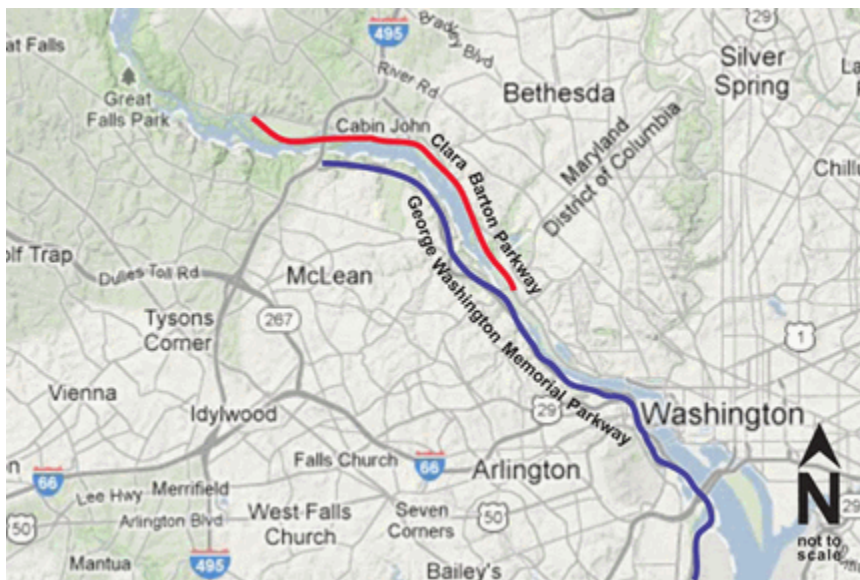
County: District of Columbia

Size (Acres): 280.00

Boundary Coordinates:

Source:	GPS-Differentially Corrected
Type of Point:	Point
Latitude:	-77.2063320000
Longitude:	38.9784050000
Source:	GPS-Differentially Corrected
Type of Point:	Point
Latitude:	-77.1118080000
Longitude:	38.9306070000
Source:	GPS-Differentially Corrected
Type of Point:	Point
Latitude:	-77.1124030000
Longitude:	38.9302800000
Source:	GPS-Differentially Corrected
Type of Point:	Point
Latitude:	-77.2067180000
Longitude:	38.9779290000

Location Map:



Management Unit: GWMP

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Explanatory Narrative:

The Clara Barton Parkway was listed on the National Register of Historic Places in 1995 as part of a thematic, multiple-property nomination for the parkways of Washington, D.C.

The management category is 'Must Be Preserved and Maintained' because it is listed as nationally significant. The date of management category date is the date this CLI was approved by the superintendent of the George Washington Memorial Parkway.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Memorandum Of Agreement

Management Agreement Explanatory Narrative:

There also exists a 1995 Memorandum of Agreement between the NPS, the Department of the Navy, the MHT and the ACHP regarding planned activities for the area around NSF Carderock, the potential of these activities to impact historic properties, and stipulations expected of each party.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

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Numerous properties adjoin and bear upon the Clara Barton Parkway. These include the Chesapeake and Ohio Canal National Historical Park, the Clara Barton National Historic Site, Glen Echo Park, the Washington Aqueduct, the residential communities of Cabin John, Glen Echo and Brookmont, and the Delecarlia outfall 002 and Little Falls Pumping Station.

Other Federal and State lands abut the parkway cultural landscape but are administered by other agencies and departments. The Dalecarlia Reservoir and the Little Falls Pumping Station are operated by the US Army Corps of Engineers, the Department of the Navy administers the David Taylor Model Basin, and the Capital Beltway and the Cabin John Parkway are each administered by the State of Maryland, Department of Highway Administration.

The C&O Canal was purchased by the federal government largely as part of the land acquisition program for the development of the George Washington Memorial Parkway and the original intent was to build the parkway on this land. This concept changed over the years and the historic canal was preserved instead of being paved over. The canal itself and especially the locks and lock houses became important historical features adjacent to the Clara Barton Parkway. Views of the lock houses formed a key historical and visual narrative along the parkway about the role of infrastructure on the Maryland side of the Potomac. When the CHOH became a separate National Park Service unit in 1972, in effect it became an adjacent land and as such it contributes to the historical significance of the parkway.

While the current configuration of the Carderock Recreation Area and its access roads were constructed along with the Clara Barton Parkway, for the purposes of this report is treated as a component landscape of the CHOH. It includes picnic pavilions, recreational fields, public restrooms and parking areas for various park uses in large and small groups. A narrow two-lane road leads from the Carderock exit of the parkway, under the C&O Canal, to a park drive that accesses the various parking and picnic facilities. The Carderock area has a long history of recreational use predating the construction of the parkway. Its relationship to the river and the canal is historically stronger than its relationship to the parkway landscape.

The Washington Aqueduct is a second line of infrastructure that figures into the historical and visual narrative of the parkway. This is most noteworthy at the bridge over Cabin John Creek where the large stone arch of the aqueduct, Union Arch Bridge, is the focus of the view. The aqueduct is also contributing as adjacent land in that its parallel alignment to the parkway was the source of much debate over the siting and alignment of the parkway itself. Many people who opposed construction of a roadway along the canal made alternate proposals to build the parkway on top of the aqueduct. (Such proposals date back to the 1901 Senate Park Commission Report (McMillan Commission). MacArthur Boulevard, which runs atop the aqueduct, is the point of local access at two exits and the western terminus, and is significant to the circulation and land use of the parkway.

The David Taylor Model Basin is an important destination along the parkway, and it was part of the reason the road was extended beyond the Beltway. It is also contributes to the spatial organization of the western section of the parkway, where the open space of the cultural landscape extends into the

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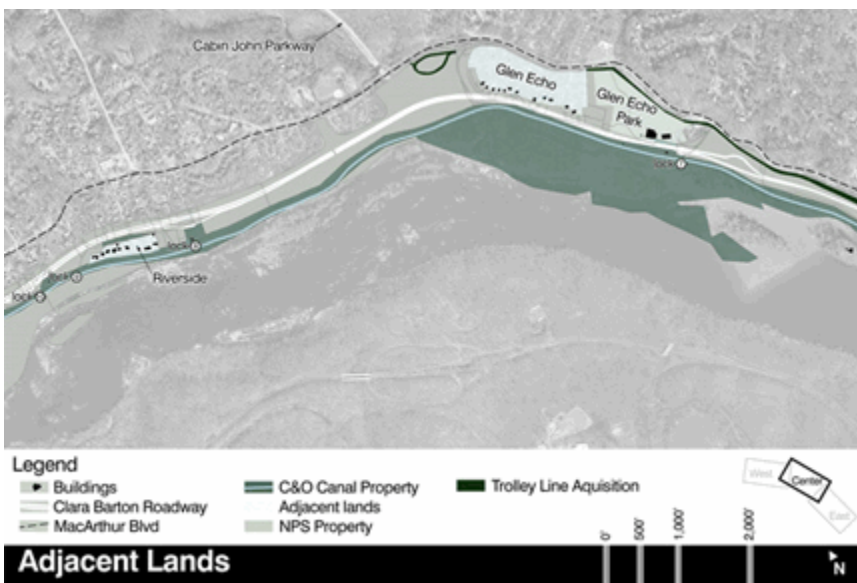
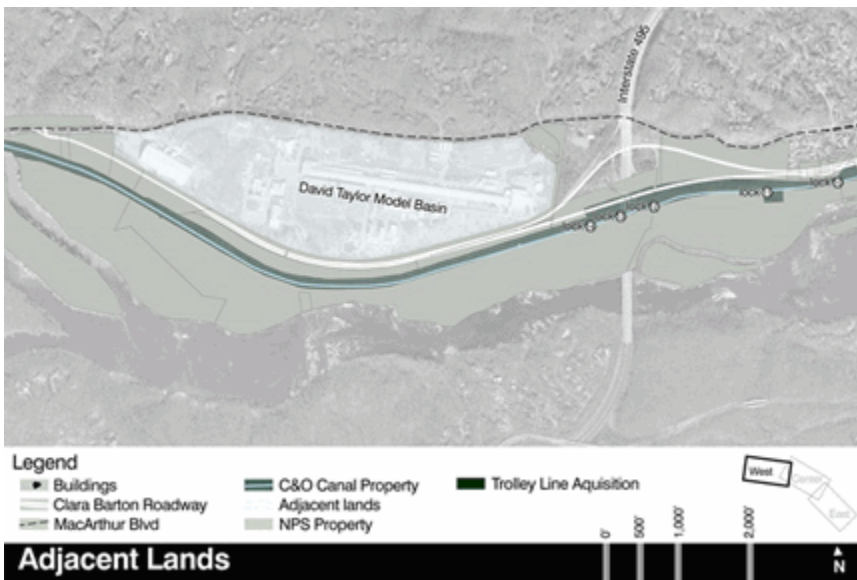
Model Basin property, creating a greater sense of open terrain than anywhere else along the roadway.

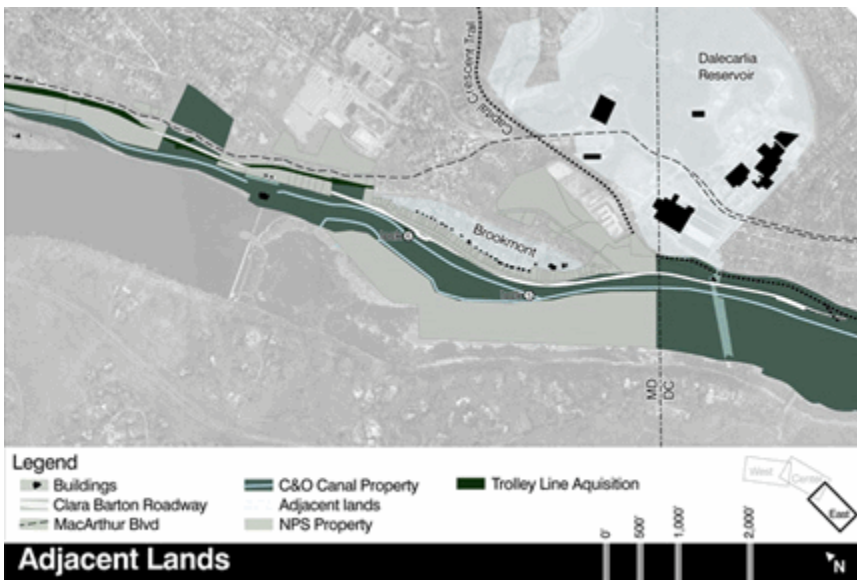
The Capital Beltway (and the Cabin John Parkway which leads to it) is an important point of connection between the Clara Barton Parkway and the regional transportation network, and therefore contributes to its role as a conveyor of commuter traffic in the metro area. The beltway is also important in the original decision to construct the Clara Barton Parkway. The public did not want the new road, which would connect the beltway to downtown Washington DC, to resemble the Capital Beltway in design. Highway planners argued that the Clara Barton Parkway would be a more scenic option.

The residential communities of Cabin John, Glen Echo and Brookmont adjacent to the parkway also contribute. They are important links in the local circulation network of the parkway, and are accessed by two exits, two pedestrian bridges and two pedestrian trails. The development of these links between the parkway and the neighborhoods influence the design and the built structures that serve them.

The CLBA and GLEC are National Park Service properties managed as part of the George Washington Memorial Parkway, but are not part of the Clara Barton Parkway CLI project area. They sit atop the bluffs directly above the cantilevered section of the roadway. While only brief glimpses of them are seen from the road, when leaves are off the trees they are also considered contributing adjacent lands.

Two buildings or groups of buildings were constructed prior to or during construction of the parkway: the Little Falls Pumping Station, which consists of two outbuildings in line with the Little Falls Dam and immediately adjacent to the roadway, and Dalecarlia outfall 002, also located adjacent to the roadway and directly below the Dalecarlia Water Treatment Plant. These buildings are part of the larger water supply system for the District of Columbia that includes the Washington Aqueduct and the Dalecarlia Reservoir. Although they are immediately adjacent to the parkway, the buildings are owned and operated by the US Army Corps of Engineers.





National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Inadequately Documented

National Register Explanatory Narrative:

The Clara Barton Parkway was listed on the National Register of Historic Places in 1991 as part of a thematic, multiple-property nomination for the parkways of Washington, DC (Parkways of the National Capital Region, NRIS6400086) This nomination discusses all of the major parkways in the Washington, DC area, including George Washington Memorial Parkway (GWMP), Rock Creek and Potomac Parkway, Suitland Parkway and the Baltimore-Washington Parkway and again the NR for the entire George Washington Memorial Parkway (NRIS95000605). The Clara Barton Parkway is included in the nomination as part of the George Washington Memorial Parkway because it was constructed as part of that larger parkway and carried the same name until 1989, and it is still administered as part of the George Washington Memorial Parkway. The National Register nomination does not adequately address or analyze the cultural landscape of the Clara Barton Parkway.

Existing NRIS Information:

Name in National Register:	George Washington Memorial Parkway
NRIS Number:	95000605
Other Names:	Parkways of the NCR, NPS
Primary Certification Date:	06/02/1995

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	CE 1930 - 1970
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Planned Roads, Highways and Freeways
Time Period:	CE 1930 - 1970
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Development Of Transportation And Land Tenure Systems
Time Period:	CE 1930 - 1970
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Scenic Preservation

Area of Significance:

Area of Significance Category: Transportation

Area of Significance Category: Landscape Architecture

Statement of Significance:

The Clara Barton Parkway is nationally significant under Criterion A due to its associations with the broader planning of Washington, DC and for its role in the conservation and protection of the Potomac River gorge, a unique and important natural feature of the environs of the nation's capital.

It is also nationally significant under Criterion C for its unique engineering and landscape architecture, especially the development of parkway design standards in a constrained site. This design is illustrated by several large retaining walls and a lengthy stretch of stacked, cantilevered roadways conceived to fit into its tight geographic setting. Furthermore, in concert with the Virginia sections of the George Washington Memorial Parkway (GWMP), it illustrates the development of parkways as a landscape type with each of the three major segments of the GWMP embodying the evolution of parkway design principles (Mount Vernon Memorial Highway, George Washington Memorial Parkway-North and the Clara Barton Parkway). However its significance in Category C as a designed landscape is compromised by the fact that the section of the parkway from Glen Echo to Chain Bridge, except for the section between Locks 5 and 6, was not constructed as originally conceived. This gives the eastern portion a different character from the rest of the parkway. This section of the landscape is significant only under Criterion A.

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The period of significance, from 1930 – 1970, encompasses both the design and the construction phases.

Criterion A (Land Conservation and Community Planning and Development)

The Clara Barton Parkway was built as part of the larger project for the George Washington Memorial Parkway (GWMP), and it parallels the northern section of the GWMP located on the Virginia side of the Potomac River. Constructed at about the same time, these two stretches of the GWMP were the culmination of a decades-long planning effort to construct a scenic parkway from Mount Vernon to Great Falls, VA and from Fort Washington to Great Falls, MD. A major element of the planning was to preserve the Potomac gorge as a defining natural, historic, scenic and recreational resource of the capital city.

The Clara Barton Parkway runs parallel to the Potomac River at the base of bluffs that comprise the Maryland side of a dramatic gorge from Great Falls to Georgetown in Washington, DC. This rugged natural scenery so close to the heart of the city inspired its preservation in various plans for the national capital.

The first major plan for the gorge was the 1901 Senate Park Commission plan (published in January 1902), more commonly known as the McMillan Plan. Though that plan is more famous for its proposals for the monumental core of Washington, it also proposed a complete park system for Washington focused on the streams and rivers leading to the city. The commission's proposal for the Potomac gorge included formal drives along the top of the Maryland bluffs and called for preservation of all the land between the drives and the river. Furthermore their proposal extended beyond the city limits all the way to Great Falls, because the scenery was more spectacular outside the city and deemed important to the whole nation.

The beauty of the scenery along the route of this proposed noble river-side improvement is so rare and, in the minds of the Commission, of so great value not only to all Washington, but to all visitors, American and foreign, that it should be safeguarded in every way. No buildings should be allowed between the drives and the river, and no change should come to pass in the character of the canal that will tend to transform its primitive character and quaint beauty. (Senate Park Commission, 1902:96)

A 1927 plan by the Bureau of Public Roads manifested these same ideas with more detail, though it is not clear if the proposal included a recommendation for a new roadway on the Maryland side, as did the McMillan Plan.

The 1930 plan for the GWMP synthesized the two earlier plans with a proposal for a parkway lining both sides of the river as a means of preserving the entire upper Potomac River to Great Falls. Although the plan was not fully realized, construction of the GWMP in Maryland was the critical development that enabled the preservation of that side of the gorge. At approximately the same time the Virginia side was preserved by constructing the parallel segment on the opposite side of the river.

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Prior to this preservation initiative, the most significant development along the Maryland side of the gorge had been numerous lines of infrastructure, each threading a narrow course parallel to the river at different elevations along the bluff. These include the C&O Canal, built in the floodplain of the river; the Washington Aqueduct running along the mid-slope of the bluff and carrying Conduit Road/MacArthur Boulevard on its back; a former railroad line, now bike trail, ascending the bluffs at Little Falls; and a streetcar line also ascending the bluffs and leading to the small communities of Brookmont, Glen Echo and Cabin John, each perched on level terraces along the bluff.

Proposals for future infrastructure included plans for a series of dams that would have flooded the gorge all the way to Great Falls and plans for interstate highways that would have brought high-speed traffic from the Capital Beltway to the center of Washington. Construction of the parkway headed off these other, more destructive projects, and authorization from the 1930 Capper-Cramton Act allowed for the purchase of almost all the land between the top of the bluffs and the river in the name of parkway construction. Thus the parkway can be seen paradoxically as construction of new infrastructure to preserve the landscape from more destructive infrastructure.

Criterion C (Design significance)

As a designed landscape, the Clara Barton Parkway is nationally significant in that it embodies many of the defining attributes of twentieth century parkway design and does so in a restrictive and confined landscape. Its site did not allow the sweeping curves and dramatic vistas that characterize many parkways, but instead the Bureau of Public Roads (since 1973, part of the Federal Highway Administration [FHWA]) designers crafted a parkway that embodies many of the same characteristics in a more restrained and inventive manner. The parkway threads through a narrower park-like landscape with a relatively small footprint; it utilizes retaining walls and a large cantilever section to fit the roadway to the topography; and instead of panoramic views, it focuses on internal views to historic structures of the C&O Canal and the Washington Aqueduct that represent the history of this landscape as an infrastructural corridor. These characteristics simultaneously identify it as a parkway of the same generation as the GWMP in Virginia (GWMP-North), but distinguish it for its inventive application to a more restrictive site.

In concert with the other two major portions of the GWMP, (the Mount Vernon Memorial Highway and the GWMP-North), it is part of an important chapter in the development of parkways as a landscape type, since each of the three segments has its own style and intention related to the time periods in which they were built and the sites each encountered. Thus the three of them give an object lesson in the design of parkways, and this gives the Clara Barton Parkway additional significance in concert with the other two segments. The southernmost section, the Mount Vernon Memorial Highway (MVMH), is an older design (1932) and is the most complex in form and intention; the northern segment in Virginia, GWMP-North (1935 – 1963), is more modern and representative of “classic” parkway design; and the Clara Barton Parkway (1957 – 1970) is more constrained by its site and adjacent infrastructure and is characterized by its response to these restrictions rather than ideological or stylistic purity. It exemplifies the adaptation of the parkway model to lands that are less conducive to parkway development.

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The MVMH was completed in 1932, as a pilgrimage route to Mount Vernon in commemoration of George Washington's 200th birthday, and it served as the inspiration for the larger proposal for the GWMP. This stretch of the Potomac River was central to Washington's life, and there are numerous places along the MVMH that reminded motorists of Washington's former presence in this landscape. The roadway was widely and enthusiastically received when it opened to traffic, in part because of its historical associations and in part because the MVMH also reclaimed much of the riverfront through massive replanting and transformation of the landscape from railroad yards, mudflats and a gravel quarry into a naturalistic parkway landscape. It is an early example of parkway design, modern in its road alignment yet very conventional in its Beaux Arts inspired planting design. As travelers drove along it, they would have passed through a series of stylized naturalistic places defined by the plantings and the local conditions of the landscape. The MVMH also passed through Alexandria and included opportunities for new housing development alongside it, especially south of Alexandria. The residences, the Beaux Arts planting design, and a series of memorial plantings to honor Washington by important women's groups, all give the MVMH a rather domestic character compared with the later segments.

The GWMP-North was constructed incrementally from the late 1930s through the 1960s, each phase extending it further north. North of Key Bridge this section gains a noticeably different character from the southern section, due to its more modern design and its more dramatic scenery. Just north of Key Bridge it clings to the waterfront bluff, rising to higher elevation and affording striking views of the natural scenery of the gorge. It crosses over modern, concrete bridges with graceful open arches (rarely visible while driving on the roadway), and then pulls away from the river to preserve the mature hardwood forests along its banks. In this stretch it divides into two separate roadways, allowing each to be fitted to the topography with less grading. Curves have long radii, and where land has been graded the resultant topography has smoothly flowing contours planted primarily with mown grass. The combination of smoothly curving, grassy land with rough, irregular, forested land gives it a striking visual character. Rather than the distinct vegetative places and domesticity of the southern section, this northern segment is characterized by smoothly flowing, continuous landscape space bordered by the relatively pristine Potomac River gorge and the mature hardwood forest. In many ways, this is classic parkway imagery in an urban context.

In contrast to these other two segments, the Clara Barton Parkway fits into a much narrower strip of land between the C&O Canal and the base of the bluffs, and much of its style and appearance has to do with creating a pleasant drive through a picturesque park-like landscape in this restrictive site without harming the historic, scenic and recreational character of that landscape. Its footprint is narrower than the GWMP-North with lanes rarely separating, and the adjoining open space of the landscape never widens more than necessary to accommodate parking areas, exit ramps, etc. There is a subtle rhythm to the widening and narrowing space within its confines that is commensurate with the broader undulating spaces of the GWMP-North. In two places, along the bluffs at Glen Echo and Brookmont, the terrain is so restrictive that large, stone-faced concrete retaining walls terrace the slope to fit the roadway into it. In the narrowest stretch, below GLEC and the CLBA, there was so little land between the canal and the bluff that a half-mile segment of the upper roadway projects over the lower roadway on a concrete cantilever structure.

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The narrow site and adjacency of the canal also influence the visual narrative of the parkway. Along the MVMH and GWMP-North, views to the river, the monuments of DC, and other places important to George Washington's memory, are part of the commemorative role of the GWMP. Along the Clara Barton Parkway, open views to the Potomac River seem never to have been significant design features, and there is little direct significance to George Washington. Instead, the design for this parkway focuses on close-up, internal views of the locks and lock houses of the C&O Canal and the Union Arch Bridge of the Washington Aqueduct. Collectively these make a narrative about the historical use of this side of the river gorge as a utilitarian landscape. It is more intimate in scope than the sweeping panoramic views from the other segments of the GWMP, but it makes the most of its more limited site. In all these ways, the design adapts parkway ideals to its more constrained site.

Overall, the Clara Barton Parkway is narrower in footprint, more 'constructed' in character, and more internal in its focus and visual narrative than the other two parkways. MVMH is indicative of the 'invention' of parkways as a landscape type; GWMP-North is representative of the maturation of this type; and the Clara Barton Parkway illustrates the adaptation of parkways to more difficult sites.

For all of its adaptation of parkway characteristics to its constrained site, the design significance is exhibited primarily by the parkway lands west of Glen Echo. The eastern third of the road between Glen Echo and Chain Bridge is a pieced-together temporary design, which became formalized over time, compromising its design significance applicable to Criterion C. The original design concept envisioned utilizing a streetcar right-of-way for half of the four-lane divided roadway between Lock 6 and Glen Echo, but this right-of-way was not acquired at the time of construction, necessitating what was meant to be a temporary two-lane single roadway instead. The only portion built as designed in this eastern section, is between Locks 5 and 6, where the steep bluff along Brookmont required large terraced retaining walls that were built in anticipation of the right-of-way acquisition and full construction of the design. Today those retaining walls hold the separate lanes of the divided roadway and create a spatial character consistent with the character and design quality of the parkway west of Glen Echo. Other than this terraced segment, the rest of this portion of the parkway is a two-lane roadway without the park-like landscape that defines the other portions of this parkway. Rather than an adaptation of parkway typology to the difficult terrain, it reads more as a vernacular, rural roadway with a wooded edge. It has more in common with the portions of Canal Road running along the canal within the District of Columbia than it does with the rest of the parkway design. The spatial organization, circulation and vegetation in this section of the road differ greatly from the rest of the parkway.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Other Use/Function

Automobile

Outdoor Recreation-Other

Other Type of Use or Function

Both Current And Historic

Current and Historic Names:**Name**

Clara Barton Parkway

George Washington Memorial Parkway

Type of Name

Current

Historic

Chronology:

Year	Event	Annotation
CE 1684	Land Transfer	First land grant to Carderock on northern shore of Potomac River. Deed does not specifically mention islands as part of the grant, notably it does not specifically include Plummer's Island.
CE 1784	Developed	Potowmack Company, including George Washington as a principal investor, develops several locks as part of a plan for a canal along the Potomac River. The company failed in 1819.
CE 1828	Built	C&O Canal begun.
CE 1829	Built	Lock House 7 and Lock House 8 built.
CE 1830	Built	Lock House 10 built.
CE 1850	Built	C&O Canal begins operations.
CE 1852 - 1853	Planned	Washington Aqueduct plan proposed by Lt. Montgomery C. Meigs to draw water from Great Falls to Washington, DC. Plan approved by Congress in 1853.
CE 1863	Built	Washington Aqueduct completed and begins service, December 5, 1863.
CE 1870	Built	Conduit Road constructed along and on top of Washington Aqueduct for maintenance access.

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CE 1885	Inhabited	Sycamore Island Club formed and acquired Sycamore Island and Upper Sycamore Island, also known as Barry's Island and Rupert Island, respectively.
CE 1887 - 1888	Established	The Mount Vernon Avenue Association (MVAA) is formed to promote travel to Mount Vernon, the home of George Washington. The organization also aims to improve the region's roads and to address the needs of tourists bound for Mount Vernon.
CE 1897 - 1912	Inhabited	Clara Barton moves to new residence at Glen Echo and lives there until her death in 1912.
CE 1898	Established	Trolley service begins to Glen Echo.
CE 1900 - 1901	Inhabited	Washington Biologists' Field Club incorporated in 1900 and adopts Plummerville Island as base camp for their ongoing study of flora and fauna of the Potomac River and surrounding land.
CE 1901 - 1902	Designed	The Report of the Senate Park Commission, known as the McMillan Commission, recommends a series of drives and park connections around Washington, DC.
CE 1901 - 1908	Land Transfer	Washington Biologists' Field Club rents Plummerville Island and enters a lengthy legal process to acquire the island and related shoreline, eventually succeeding in 1908.
CE 1921 - 1927	Land Transfer	Washington Biologists' Field Club expands shoreline tract to secure access to their island.
CE 1924	Abandoned	C&O Canal goes bankrupt and ceases operations after a devastating flood.
CE 1926	Established	Congress creates the National Capital Parks and Planning Commission (NCP&PC) to preserve forest and natural scenery and to provide for the systematic and continuous development of parkway systems in the National Capital and its environs.
	Built	Second conduit constructed adjacent to the Washington Aqueduct.

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CE 1930	Established	On May 29, President Herbert Hoover signs the Capper-Cramton Act, which authorizes appropriations for an expanded parkway to be known as George Washington Memorial Parkway (GWMP).
CE 1930 - 1935	Developed	The Department of the Interior and the National Park Service codify the precise meaning of the term, "parkway," and develop a series of design criteria for federal parkway projects.
CE 1932	Memorialized	Mount Vernon Memorial Highway construction completed, dedication November
	Land Transfer	Property acquisition begins authorized under the Capper-Cramton Act of properties located along the Maryland side of the Potomac River.
CE 1933	Established	On June 10, President Franklin D. Roosevelt abolishes the NCP&PC of the National Capital, transferring its functions to the National Park Service (NPS). From this point on, the NPS manages what is collectively known as the National Capital Parks, including the GWMP.
CE 1933 - 1938	Land Transfer	Federal lands acquired through the Capper-Cramton Act transferred to Department of Interior
CE 1938	Land Transfer	September, C&O Canal purchased by the Federal government
CE 1937 - 1940	Built	In 1937 the Navy broke ground for a model basin on September 8, 1937 at Carderock, MD. On November 4, 1940, the new David M. Taylor Model Basin was dedicated and named in honor of Rear Admiral David M. Taylor.
CE 1938 - 1940	Rehabilitated	Restoration of C&O Canal by Civilian Conservation Corps (CCC)
CE 1940	Planned	Tentative proposal for extending the GWMP-Maryland to the Morgantown Bridge spanning the Potomac River prepared by the NPS and sent to the Maryland Department of Public Roads.

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CE 1941	Planned	The Department of the Interior's (DOI) appropriation bill includes funds for the development of the GWMP, the Blue Ridge Parkway, and the Natchez Trace Parkway.
CE 1946	Planned	Removal of requirement for Maryland to supply half of the funding for the GWMP on the Maryland side of the Potomac
CE 1948	Platted	June 10, Reconnaissance survey authorized to study the potential development of the C&O Canal above Great Falls as a parkway
CE 1954	Planned	The Federal-Aid Highway Act provides parkway construction contract authorization for three fiscal years, from 1955 to 1957, thereby enabling the NPS to program parkway construction.
	Conserved	Supreme Court Justice William O. Douglas and others walk the length of the C&O Canal to protest plans to turn it into a Parkway.
CE 1954 - 1959	Land Transfer	Washington Biologists' Field Club and National Park Service enter into negotiations over Plummers Island, leading to condemnation proceedings by the Federal Government. Eventually the Club agreed to donate the land to the government in exchange for permission to use the island indefinitely for biological study as long as the Club remains in existence.
CE 1955	Planned	Letter to Hon. DeWitt S. Hyde from Ray Adams, District Engineer outlines concerns that running the Parkway inside the MacArthur Blvd. right of way will be cost prohibitive due to measures required to preserve the conduit running under the shallow pavement.
	Planned	NPS Direct Conrad Wirth states that one of the most important Mission 66 Program projects in the National Capital area is the GWMP.
CE 1956	Planned	Glen Echo Heights Citizens Association (GEHCA) expressed concern over loss of mass transit due to proposed closure of Cabin John Streetcar Line.
	Planned	GEHCA expressed concern over loss of access to recreation sites along C&O Canal and Potomac River

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	Planned	\$414,000 from Federal government and \$207,000 from Maryland government to complete land acquisition.
CE 1957	Planned	Report by District Engineer, Col. George B. Sumner, prepared proposing the use of MacArthur Boulevard as the GWMP-Maryland.
	Planned	Pedestrian underpasses proposed under Little Falls bridge, Sta. 103, and opposite Sycamore Island.
	Planned	Document titled "Location of George Washington Memorial Parkway on Maryland Side of the Potomac River" outlines ten points why the Parkway should be located away from the side of the C&O Canal and instead on the high ground above the river, questioning if the parkway envisioned in the 1930s is possible 27 years after the Capper-Cramton Act.
	Graded	Contract signed, Project 100A1, George Washington Memorial Parkway, (Grading, Little Falls Branch to David Taylor Model Basin), Wright Contracting Co., Odenton, MD.
CE 1957 - 1964	Settled	Valley Road in Brookmont used as access to Parkway for all construction equipment leading to consternation among Brookmont residents. Signage posted (1962) to prohibit unauthorized use and to assuage residents concerns.
CE 1957	Engineered	Plans developed for project 100A1 (drawing number 850-1017) "Grading, Drainage and Other Work, from Little Falls Branch to Taylor Model Basin." The plans account for grading and drainage of the terrain from Little Falls Branch up to but not including the segment where the Circumferential Beltway is to be constructed. Plans prepared by the Bureau of Public Roads, Arlington, VA, September 1957.
CE 1958	Land Transfer	Numerous properties acquired through 'taking' including Washington Biologists Field Club, Plimmers Island and several other islands.
	Planned	NPS intended to develop the "old CCC Camp" across from Carderock as an integral part of the parkway.

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	Designed	NPS clarifies to Bureau of Public Roads that the Maryland side of the Parkway is to be curbed the entire way.
	Planned	"Historical markers suggested for route of GWMP-Maryland: C&O groundbreaking ceremony Extent of John Smith's exploration of Potomac River, Clara Barton House, C&O Canal lockhouses, and Cabin John Bridge"
	Planned	Master Plan adopted for Cabin John Watershed, including zoning of R-90 (single-family, detached, restricted residential) for lands adjoining the Parkway.
CE 1958 - 1962	Land Transfer	Extended property battle between Sycamore Island Club and National Park Service and National Capital Planning Commission over acquisition of Upper and Lower Sycamore Islands. The Club was willing to place covenants on their use of the islands to prevent any commercial use in exchange for retaining ownership and continued recreational use. The Park Service and Planning Commission wanted acquisition with a lease back to the Club for twenty years. Further research is needed to determine final outcome, but it seems that the Club has retained ownership of the islands.
CE 1959	Engineered	Plans developed for project 100A4 (drawing number 850-1345) "Grading, Drainage and Other Work, from Taylor Model Basin to MacArthur Blvd." The plans account for grading and drainage of the terrain from just beyond the segment where the Circumferential Beltway is to be built to the end of the Parkway at MacArthur Boulevard. Plans prepared by the Bureau of Public Roads, Arlington, VA, March 1959.
	Designed	"Bituminous concrete" decided to be parkway surface
	Planned	Department of Commerce pressures NPS to ensure parkway construction completed quickly to accommodate new CIA and airport traffic. Parkways outside the NPS viewed as commuter routes as part of a regional transportation strategy.

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	Planned	National Capital Parks endorses Cabin John interchange with Circumferential Highway, which routes traffic along Cabin John Creek
	Graded	Contract signed, Project 100A4, George Washington Memorial Parkway, (Grading, David Taylor Model Basin to MacArthur Boulevard), Charles E. Williams & Assoc., Glyndon, MD.
	Built	Diversion dam, intake, and pumping station constructed at Little Falls on the Potomac to augment water flow from Washington Aqueduct into Dalecarlia Reservoir. 36" supply pipeline constructed across the dam to supply purified water to northern Virginia.
CE 1960	Abandoned	DC Transit discontinues trolley service to Glen Echo and Cabin John.
	Engineered	Plans developed for projects 100A6 and 100A7 (drawing number 850-1414 "Bridge under Entrance to David Taylor Model Basin. Bridge under Connection to Cabin John Gardens." The plans show the designs for the construction of the bridges at the exit for MacArthur Boulevard Connector and the exit for the David Taylor Model Basin. Plans prepared by the Bureau of Public Roads, Arlington, VA, August 1960.
CE 1961	Built	Contract signed, Project 100A2, George Washington Memorial Parkway, (title?), Blackwell Construction Co., Merrifield VA.
	Built	Contract signed, Project 100A6, 110A7, George Washington Memorial Parkway, (Bridge under Entrance to David Taylor Model Basin), (Bridge under Connection to Cabin John Gardens), Blackwell Engineering Co., Merrifield, VA.
	Built	Contract signed, Project 100A5, 100A9, George Washington Memorial Parkway, (Downstream Bridge over Little Falls Branch), (Bridge over Glen Echo Access from MacArthur Boulevard), Wright Contracting Co., Odenton, MD.

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	Engineered	Plans developed for projects 100A5, "Downstream Bridge over Little Falls Branch" and 100A9, "Bridge over Glen Echo Access from MacArthur Boulevard." Plans show the designs for the bridges over Little Falls Branch (Road B) and the (unused) bridge over the on-ramp for Road B at Glen Echo. Plans prepared by the Bureau of Public Roads, Arlington, VA, February 1961.
CE 1962	Designed	Plans developed for project 100A12 "Paving and Other Work, Glen Echo Interchange to Capital Beltway." Plans show the roadway design to be paved for the stretch from the exit for Glen Echo to the beginning of the ramps for the inner lanes of the Capital Beltway. The exit itself and the upper deck of the cantilever are shown as a single two-way roadway until the Cabin John Bridge, which was to be paved entirely but striped to create a merge zone from two roadways west of the bridge to one lane east of the bridge. Both Roads A and B are to be paved from the Cabin John Bridge to just west of the parking area at Lock 8, after which they merge to a single lane to connect with the off-ramp of the Capital Beltway and Road A as it passes under the Beltway. Road B is to be graded in places where it will not be paved in this contract. Plans prepared by the Bureau of Public Roads, Arlington, VA, May 1962.
	Engineered	Plans developed for project 100A13 "Paving and Other Work, Capital Beltway to MacArthur Boulevard." Plans show the roadway design as paved for the stretch from the end of the exit ramps for the outer lanes of the Capital Beltway to the end of the Parkway at MacArthur Boulevard. Road B is paved along the entire route, but it does not extend underneath the bridges of the Capital Beltway, so it is presumed that stretch of the roadway was not built at this time. Plans prepared by the Bureau of Public Roads, Arlington, VA, May 1962.
	Paved	Contract signed, Project 100A12, George Washington Memorial Parkway, (Paving -- Glen Echo to the Capital Beltway), Burkholder and Burkholder, Winchester, VA. Project includes construction of the box culvert at Little Falls Branch.

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Built	Potomac Interceptor Sewer, Unit 10, Angler's Inn segment from Lock 9 to Angler's Inn, is constructed prior to construction of the GWMP segment from the Beltway to MacArthur Boulevard.
Paved	Contract signed, Project 100A13, George Washington Memorial Parkway, (Grading, paving and other work -- Capital Beltway to MacArthur Boulevard), Newton Asphalt Company, Inc., Alexandria, VA.
Land Transfer	Mount Glory Cemetery acquired by condemnation as part of a larger, multiple property taking, United States of America v. Certain Parcels of land in Montgomery County, State of Maryland, and C.L. Hill, et al., Civil 10676. The cemetery lies in the path of the Potomac Interceptor Sewer and the Parkway, immediately west of David Taylor Model Basin.
Damaged	Stone headwall of the Cabin John Creek Culvert under the C&O Canal was damaged by heavy equipment trespassing over the culvert during construction of the Potomac Interceptor Sewer, Unit 7. The contractor, Blythe and Howard Companies, Greensboro, NC, repaired the damage.
Paved	Temporary connection to MacArthur Boulevard constructed as part of Project 100A13 near David Taylor Model Basin.
Built	Projects 100A5 and 100A9, Downstream Bridge over Little Falls Branch and Bridge over Glen Echo Access from MacArthur Boulevard, were inspected and deemed complete.
Planned	National Park Service and National Capital Planning Commission recommend the relocation of proposed parking area and service drive associated with the proposed Structural Mechanics Laboratory at the David Taylor Model Basin, because they would compromise the view from the Parkway.

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CE 1962 - 1963	Paved	Primary roadways paved between Glen Echo and the western end at MacArthur Boulevard. Glen Echo exit unresolved as of September 1962., Projects 100A12 and 100A13. Project 100A12 included Road A only, the upper deck of the cantilever, between Glen Echo and the Cabin John Bridge, a temporary connection to MacArthur Boulevard at Glen Echo, and both roadways up to the segment constructed as part of the Beltway. It did not include paving the Cabin John Gardens exit or the parking area at Lock 10.
CE 1962	Graded	Forested slope of NPS land on the north side of northbound lanes of the Cabin John Parkway is graded at a 2:1 slope, instead of constructing a stone-faced retaining wall due to lower costs. This results in the clearing of more than half an acre of the woods with the intention of replanting after construction.
	Planned	Brookmont Citizens express disapproval of plans to connect the Parkway to MacArthur Boulevard through their community via Broad Street and the streetcar right-of-way. Plans for connection to Little Falls Parkway are discussed as an alternative. The community is promised that the pedestrian bridge connecting their community to the C&O Canal will be constructed before the Parkway is completed.
	Built	Bridges at Cabin John Gardens exit and Carderock/David Taylor Model Basin exit inspected and completed.
	Designed	Stained concrete posts approved in lieu of wooden posts for timber guardrails, Project 100A13.
	Built	Rip-rap banks installed to protect the banks of Little Falls Branch at the site of the newly constructed bridge.
	Designed	Commission of Fine Arts approves design of two bridges to connect Cabin John Parkway to the George Washington Memorial Parkway at Cabin John Bridge.

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	Planted	Change order issued to include seeding of newly graded banks associated with Projects 100A5 and 100A9, Downstream Bridge over Little Falls Branch and Bridge over Glen Echo Access from MacArthur Boulevard. Seeding was subcontracted by Wright Contracting Company to Highland Engineering Corporation, Woodbine, MD. Only 100A9 (Glen Echo) was seeded at this time, due to anticipated further work at Little Falls Bridge.
	Built	The substitution of concrete for rip-rap to protect slopes of the Cabin John Bridge was denied by NPS National Capital Parks, Chief of Construction.
	Planned	Proposed zoning change from single family residential to high-rise residential for twelve acre property adjacent to Parkway in Cabin John is protested by National Park Service due to its impact on the scenic resources of the Potomac River. The zoning change is also opposed by citizens' groups and
	Planned	Negotiations between NPS and District of Columbia Water Authority over the issuance of temporary permits for the use of MacArthur Boulevard to carry Parkway traffic beyond the ends of the roadway at Glen Echo and near Angler's Inn.
	Built	Connecting bridges to Cabin John Parkway built to adjoin bridge over Cabin John Creek. Permission granted to State of Maryland, State Roads Commission to utilize graded section of GWMP to access the site for bridge B6 on the southern side of the bridge over Cabin John Creek.
	Altered	Cabin John Creek culvert under the C&O canal was extended to accommodate the Potomac Interceptor Sewer.
CE 1962 - 1963	Built	Potomac Interceptor Sewer, Unit 7, Cabin John Segment, constructed from Maryland/DC boundary to Lock 9 along the C&O Canal. From Little Falls Pumping Station to Lock 9, the alignment is along the berm side of the canal, and the canal itself was used as a construction area and haul road.
CE 1962	Planned	Permission granted to build the Potomac Interceptor Sewer, Unit 7, on NPS land from Maryland/DC boundary to Lock 9.

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	Land Transfer	Department of the Navy expresses interest in acquiring three small parcels of land adjacent to the David Taylor Model Basin including a sliver of land along the eastern edge of its property. NPS is willing, but Department of the Interior does not have the authority to make the transfer.
	Planned	Owner of DC Transit proposes conversion of the streetcar right-of-way to a monorail.
	Planned	Mayor and Town Council of Glen Echo approve construction of storm drain structures and road end barriers for Princeton, Yale, Harvard and Cornell Avenues.
CE 1963	Built	Upper Potomac Relief Sewer (Interceptor sewer) constructed along Palisades Parkway. Excess fill from construction of the 96" sewer line was used as fill for the construction of the B Road from the DC/MD line to a point just west of the Hydro-pumping station
	Planned	Potential routes debated for the Palisades Parkway, including placing Road A higher on the bluff, ascending Little Falls Branch and Road B lower, crossing beneath Chain Bridge.
	Removed	Remains from 113 graves disinterred from Mount Glory Cemetery located near the intersection of MacArthur Boulevard and the western terminus of the parkway. Remains from 110 graves were reinterred in Fisherman's Cemetery, Lincoln Park, Rockville, MD, and remains of three graves were reinterred in Lincoln Memorial Cemetery, Suitland MD. All remains were reinterred in new, rough boxes of high quality pine and labelled with as much information as could be discerned from the original graves. Existing gravestones were repaired and re-placed, and new ones were provided for previously unmarked graves. The church building and cemetery were located within the alignment of the parkway and were removed to facilitate the grading and roadway construction.
CE 1964	Built	Capital Beltway, I-495, is completed.

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	Built	Parkway completed and opened from Beltway to MacArthur Boulevard, November 1964.
	Designed	Plans developed for project 100A14 "Grading, Drainage, Paving and Other Work, from 1/4 mile west of Chain Bridge to the Capital Beltway." Plans show the roadway design to be paved for the stretch from just east of the DC/MD boundary to the beginning of the exit ramps for the inner lanes of the Capital Beltway. From the eastern end to Glen Echo, the road switches from dual roadways to a single roadway with two-way traffic, and when it is a single roadway it switches from Road A to Road B and back in order to avoid the streetcar right of way. Road B is to be paved on the lower level of the cantilever and all the way to Cabin John Bridge, making this stretch a divided roadway as originally planned. Road B is also paved along Lock 10 and presumably underneath the bridges of the Capital Beltway. Plans prepared by the Bureau of Public Roads, Arlington, VA, June 1964.
	Designed	Planting plan developed for segment from Glen Echo to MacArthur Boulevard
CE 1965	Built	Parkway completed and opened from Glen Echo to Beltway, January 1965.
	Built	Parkway completed and opened from Maryland/DC line to Glen Echo, Summer 1965.
CE 1966	Planned	Rekab, Inc., owners of Glen Echo Park, propose closing the park and building five 16-story apartment buildings on the property.
CE 1966 - 1967	Built	The Brookmont Pedestrian Bridge is built.
CE 1967 - 1968	Built	The Sycamore Island Pedestrian Bridge is built.
CE 1967	Designed	Plans developed for project 100A11, "Pedestrian Overpass at Sycamore Island." Plans show pedestrian bridge design over the Parkway to connect with the path leading from MacArthur Boulevard to Sycamore Island. Plans prepared by Bureau of Public Roads, Arlington, VA, May 1967.

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CE 1969	Land Transfer	Federal Government acquires Glen Echo Park via a land swap with Rekab, Inc.
CE 1970	Built	After an almost ten-year effort by the NPS to officially link the end of the parkway at the Maryland / District of Columbia state line, the D.C. officials finally allowed the NPS to pave graded and graveled gap from the district line to Chain Bridge. The roadway was officially opened in June 1970.
CE 1972	Established	C&O Canal National Historical Park is established from the lands originally purchased from the Canal.
CE 1986	Designed	Plans developed for project 100A20 "Pavement Reconstruction, Resurfacing, Construction of Parking Areas, Safety Improvements, and other work from Chain Bridge to ramps at MacArthur Boulevard." Plans show construction of parking areas along C&O Canal and planting plan for native vegetation along shoulders. Plans prepared by the U.S. Department of Transportation, Federal Highway Administration, Arlington, VA, February 1986.
CE 1989	Memorialized	George Washington Memorial Parkway in Maryland renamed Clara Barton Parkway in honor of the founder of the American Red Cross who lived adjacent to the lands on which the Parkway was later built. Signs posted to acknowledge the new name.
CE 1992	Engineered	Rehabilitation of the cantilever along Glen Echo is approved, including replacing asphalt paving on the upper deck with concrete, replacing the railing with a single-rail design similar to the Cabin John Bridge, and replacing large boulders on the side of the road and extending the guardrails.
	Reconstructed	Segment of roadway and stone wall in median reconstructed to improve safety and to repair structural failures. Historic features replaced in kind. Project 100A25, location along Parkway unknown.

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CE 1994	Engineered	Plans developed for project 100A26 "Pavement Reconstruction, Milling and Overlaying, Striping, and Other Work on Clara Barton Parkway from MacArthur Boulevard to the Interstate 495 Interchange." Plans show the reconstruction of the Parkway from the Carderock exit to MacArthur Boulevard and repaving from the Beltway exit ramps to the Carderock exit. Plans prepared by the U.S. Department of Transportation, Federal Highway Administration, Sterling, VA, January 1994.
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Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Introduction

The Clara Barton Parkway is a designed landscape, and its history and period of significance are directly tied to its planning, design and construction. Although the period of significance, 1930 to 1970, implies a period of change over time, those dates extend from the initial planning for the parkway in 1930 to its completion in 1970, and assessing its integrity is a matter of comparing the original design, its intention, and the actual constructed roadway with its current conditions.

The parkway was not completely built as proposed, so the distinction between design and construction is considered. The most important difference is along the eastern third of the parkway from Chain Bridge to Glen Echo which was designed to be a four-lane, divided roadway like most of the rest of the parkway, but was built as a two-lane roadway instead. The design in this stretch utilized the DC Transit streetcar right-of-way, but the National Park Service (NPS) and National Capital Parks and Planning were unable to acquire that right-of-way until 2004, and thus the roadway design was modified early on to two-lanes in order to fit the roadway within the restricted boundary. This eastern section of the parkway as built (except for the portion between Locks 5 and 6), has a different character, and this impacts several of the landscape characteristics. These differences fall within the period of significance, but they are also noted for the changes they make to the circulation, vegetation, spatial organization, etc. and because they affect the application of Criteria C to the eastern portion of this Parkway cultural landscape.

Landscape Characteristics and Features

The landscape characteristics identified as relevant to the assessment of integrity for the Clara Barton Parkway are: natural systems and features, spatial organization, land use, topography, vegetation, circulation, buildings and structures, views and vistas, small-scale features, and archeological sites.

Natural Systems and Features

Natural Systems and Features are critical to the parkway's integrity since much of the parkway's historical significance derives from its role in the preservation of the Potomac River gorge. Land acquisition under the authority of the Capper-Cramton Act of 1930 protected the gorge from being dammed and prevented construction of an interstate highway along its length. The wooded shoreline and islands are preserved in a natural state, as is the river. This landscape characteristic has integrity to the period of significance.

Spatial Organization

The Spatial Organization of the parkway is largely unchanged from the constructed design and has high integrity. The landscape is a long, thin ribbon of space lined with forested edges on either side and is undulating in nature, depending on the actual width of the road, its position on the slope, and the rhythm created by its exits, parking turnouts, bridges and other structures. In the stretches that were constructed as designed, west of Glen Echo and between Locks 5 and 6, the parkway is four lanes

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wide with park-like margins and planted trees to mark exit ramps and parking areas. The space widens in these places, and the park-like landscape fills the space between the wooded edges. East of Glen Echo, the spatial character is very different; in some places enclosed by forested walls, in others open and park-like, and elsewhere seemingly without a strong character at all. The absence or presence of the C&O Canal is an important component of the spatial organization with the roadway rising away from the canal as topography allows or descending to run adjacent to the canal when there is no other space for the road. Exits, parking areas and bridges create another dimension of the spatial rhythm, the design character of the parkway landscape and marking progression along it.

Land Use

Land Use of the parkway is straightforward and maintains its integrity. The primary land use of transportation is as a commuter highway. Much of the impetus for building the parkway was to provide a high-speed yet scenic connection between the Capital Beltway and Georgetown in a manner sympathetic to the natural resources of the Potomac River gorge. This utilitarian purpose enabled the parkway planners to fulfill their idealized vision of the parkway as a scenic resource providing both visual appreciation of the gorge and physical access to its historical and recreation resources. A secondary transportation use is that of recreation. Several parking areas provide easy access to the historical locks and lock houses of the C&O Canal and serve as trailheads to the canal towpath. Access from the communities atop the bluffs to the canal is provided by two pedestrian bridges, an at-grade road crossing, and a trail underneath the parkway at Cabin John Creek. Picnic tables are found at most of the parking areas. More extensive recreation facilities were constructed at Carderock as part of the parkway but are now managed as part of the CHOH. The physical and administrative separation of Carderock from the parkway and its inclusion with the CHOH does diminish somewhat the perceived role of the parkway as a recreational venue and not just a commuter road. However, land use retains integrity to the period of significance.

Topography

The topography of the parkway is surprisingly subtle given the relatively dramatic conditions of the surrounding landscape. The roadway generally runs level when adjacent to the C&O Canal and gradually ascends heading west from Lock 6 to Glen Echo. It then descends toward Cabin John Creek, gradually rises again to the Cabin John Gardens exit, and then descends almost unnoticeably until the Beltway at which point it runs level along the canal again to its end. All of these grades are smooth with very subtle changes in grade, except at the Glen Echo exit where temporary connections between the cantilever and the unfinished roadway and exit have abrupt grade changes and short, steep slopes. Cross slopes are much more pronounced, especially at Brookmont and Glen Echo where the slope was cut and stepped with substantial retaining walls and the cantilever, transforming the already steep slopes into clearly constructed terrace. This feature retains integrity to its period of significance.

Vegetation

Vegetation consists of composed specimen plantings, naturalized plantings, and natural woodland. Clusters of specimen plantings occur at exits, parking areas, and other junctions where lanes divide or join. The grass beneath them is mowed regularly to maintain their open-grown character, and although

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many of the understory plants and larger trees have died or been removed (50-75% existing), in recent years new planting of similar species have replaced many of the missing ones. Overall the specimen plantings have moderate integrity. It is difficult to assess the integrity of the naturalized vegetation based on current information. This vegetation occurs frequently along the edges of the parkway where grading occurred, especially on the north side. Unlike the specimen clusters, mowing does not occur beneath them, and consequently they have naturalized into successional woodland. Other species have seeded in, so these areas do not have the same species composition as was originally planted, with only about 25% of the original trees planted still present in the woods. Woodland along most of the southern edge of the parkway and in many places on the northern side as well was already extant when the parkway was constructed. Presumably these woods have matured over time, but in many areas they have been impacted by invasive species. Due to these changes, vegetation has moderate integrity.

Circulation

Circulation is a critical component of the Clara Barton Parkway cultural landscape. The parkway serves three major types of vehicular circulation as well as pedestrian circulation. Motorists use the parkway as a commuter connection between the Capital Beltway (I-495) and Georgetown or downtown Washington; they use it for local access to the David Taylor Model Basin and the communities of Brookmont, Glen Echo and Cabin John; and they use it for scenic driving and recreational access to the CHOH, the Potomac River and Carderock Recreation Area. The highway connects at its eastern end to Canal Road and Chain Bridge, leading to Georgetown and Northern Virginia respectively, and at its western end to MacArthur Boulevard leading to Great Falls, the original intended destination for the George Washington Memorial Parkway. Two high-speed exits connect the parkway to the Capital Beltway and Cabin John Parkway, and three local exits connect to MacArthur Boulevard at Glen Echo, MacArthur Boulevard at Cabin John Gardens, and the Carderock Recreation Area and David Taylor Model Basin. Six parking areas accommodate recreation access to the CHOH at Locks 6, 7, 8 and 10, at the Sycamore Pedestrian Bridge, and at Chain Bridge. Two pedestrian bridges were constructed across the parkway to connect the communities atop the bluffs to the CHOH, and these are augmented by an at-grade crossing near Lock 6 and a trail underneath the bridge over Cabin John Creek. The circulation of the Clara Barton Parkway cultural landscape retains high integrity

Buildings and Structures

Buildings and Structures are important features of the parkway's historical significance, especially the large retaining walls and the cantilevered portion of the roadway that were constructed to fit the roadway between the C&O Canal and the base of the bluffs from Brookmont to Glen Echo. These structures, modern in their scale and engineering but faced with traditional stonework, strike a stylistic balance between modernity and history that is characteristic of the earlier segments of the GWMP. Other historic structures in the cultural landscape include, bridges, both pedestrian and vehicular, underpasses, culverts, guard wall and the roadway itself. While changes have been made to some of these, this landscape characteristic retains integrity to the period of significance.

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Views and Vistas

Views and Vistas were a less important design element of the Clara Barton Parkway than they are along other segments of the GWMP. Despite its location parallel to the Potomac River, there are currently no designed views to the river as there were for the portions of the parkway on the Virginia side. Instead of views to the river, there are a few contributing views to the locks and lock houses of the C&O Canal and to Union Arch Bridge of the Washington Aqueduct. These two older lines of infrastructure are reminders of the industrial history of the Potomac gorge, a history that ties into the larger mission of the GWMP's symbolic and commemorative nature. The parkway sets up these internal views through its location and proximity to the canal rather than through overt clearing of the woods, and consequently the views have high integrity.

Small-Scale Features

The small-scale features of the Clara Barton Parkway are critical in distinguishing the roadway from common road construction, and help shape the experience of a parkway for the motorists. The small-scale features of the Clara Barton Parkway are signage, the curbs and gutters of the roadway, and a small masonry marker near the eastern entrance. The signage has retained its character with the scale and construction of the sign corresponding to historic photographs and construction documents within the period of significance. Further research is needed, however to determine if there were more or less signs in the historic period than are extant. The curbs and gutters of the parkway are the most abundant small-scale feature. The curbs along much of the parkway have deteriorated to the extent that they have changed the visual appearance of the roadway. The origin and ownership of the small masonry marker is uncertain and requires further research. Therefore, it seems that small-scale features maintain moderate historic integrity.

Archeological Sites

Pre-Columbian archeological sites are present in the landscape of the Potomac River Gorge and likely exist on lands acquired as part of the George Washington Memorial Parkway. More recent remains of the former DC Transit street car line are likely extant between the Little Falls Pumping Station and the Sycamore pedestrian bridge, and have the potential to shed light on that era. Other historic sites such as domestic and quarry sites have also been identified within the project area and there is a potential for sites relating to the C&O Canal.

Seven Aspects of Integrity

Location

Almost all of the lands between the northern edge of the Clara Barton Parkway and the Potomac River were purchased under the authority of the Capper-Cramton Act of 1930, which authorized the

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acquisition of land and development of the GWMP. Notable exceptions included the islands of the Sycamore Island Club and the right-of-way for the DC Transit streetcar. The right-of-way was eventually purchased in 2004. The Clara Barton Parkway remains in its historic location.

Design

The design of the parkway as completed in 1970 does not entirely reflect the original design intent. For most of the eastern third of the parkway the original design layout relied upon the acquisition of the DC Transit streetcar right-of-way. It was not acquired by the time the roadway was to be constructed, and consequently a ‘temporary’ design has since become formalized. This temporary design does not immediately stand out as different from the more completed segments, because it connects with Canal Road and appears to be a continuation of its vernacular character. The western portion of the Clara Barton Parkway has the same park-like quality that characterizes the rest of the GWMP. This means that while the portion west of Glen Echo and the area between Locks 5 and 6 retains integrity of design under Criteria C, the eastern portion is only eligible under Criteria A. In spite of this, the parkway retains a high level of integrity, due to the preservation of the great majority of its original and distinctive elements.

Materials

The materials of the parkway, native stone walls and boulders and concrete and stone-faced retaining wall and bridge, are consistent with those of the original design. Stone walls have been repaired using similar stones (if not the same ones) and have the same character as originally designed and constructed. The surface of the cantilevered portion has been changed from asphalt to concrete and the railing changed to match that of the nearby bridge of Cabin John Creek. While not the same as constructed, these changes make the cantilever appear similar to the other structures of the parkway. The materials in this cultural landscape have been preserved overall, and therefore retain a high level of integrity to the historic period of significance.

Association

The parkway’s association with the planning of Washington, DC and engineering advances of the early 1950s is clearly evident, not only in its continuing function as a transportation route, but in its well-preserved historic bridges and other features. To avoid confusion stemming from two parkways bearing the same name, but located in different states and on opposite banks of the river, the Maryland portion was rechristened in honor of Clara Barton, whose house is perched on the bluffs above the parkway. Other than proximity of her house to the parkway, there is no direct association with Barton. The association of Clara Barton Parkway retains a high level of historic integrity.

Feeling

The feeling of the parkway landscape is the aspect of integrity most affected by the section that was not built to the original design. From the bridge over Cabin John Creek to the Carderock/David Taylor Model Basin, the landscape has a park-like character consistent with the design aesthetics of parkways. Although constricted spatially, the design evokes this feeling with its use of mown grass along the edges of the roadway and especially in the areas where exit ramps and parking turnouts widen the open space of the landscape and groves of trees accentuate these more specialized

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conditions. The overall effect is a subtle rhythm of wider and narrow space, with structures and specimen vegetation highlighted in the wider spaces and at critical junctures.

East of Glen Echo the landscape has a different character. In this section, the wooded edge is the character-defining element rather than the grass and open space. A narrow strip of mown grass lines either edge of the roadway, but it really just serves as a shoulder for stranded motorists and easier maintenance rather than being a component of the spatial character of the landscape. Only when it widens out to include the four lanes and retaining walls at Brookmont, does the mowed grass impact the space and character of the landscape by creating a grassy edge. Along the two-lane segments, the character is shaped by the forest on either side of the roadway, which feels much closer and more present without the second roadway and the intervening grass. The woods in this stretch are frequently compromised by invasive species, and in places the forest is missing entirely and replaced with masses of vines. Consequently, the feeling in this eastern third of the landscape is compromised as well. Overall, the feeling of the parkway has moderate integrity.

Setting

The setting of the parkway has changed somewhat as suburbanization has spread out from Washington, DC along the Maryland bluffs of the Potomac. Construction of the Clara Barton Parkway potentially contributed to the growth of residential properties because it made it easier to commute to downtown Washington from the communities along the bluffs. At a larger scale, traffic has grown tremendously in the entire metropolitan region, and consequently commuter traffic on the parkway is probably greater than had been anticipated in the 1960s. However, the parkway has been relatively insulated from these changes because of its location at the base of the bluffs and because almost all the land between the parkway and the Potomac River was purchased and preserved. Driving the parkway today, the only visible evidence of the growth of suburbia is the presence and view of some houses through the vegetation along the Cabin John section of the landscape. Given that houses existed at the top of the bluffs in Brookmont and Glen Echo and were probably visible before vegetation screened them, the views to these newer homes do not seem inconsistent with the historical conditions. Consequently, the setting of the landscape is considered to have high integrity.

Workmanship

Workmanship - The original workmanship of Clara Barton Parkway is evident in many of the surviving landscape features, including the stone retaining walls, bridges, cantilvered section and other structures. Consequently, the workmanship of this cultural landscape retains a moderate level of integrity.

Summary

The Clara Barton Parkway has high integrity to its period of significance, 1930 – 1970. Few changes have occurred to the landscape since then, and most of those have to do with the growth, death and succession of vegetation and the establishment of non-native, invasive vegetation.

Aspects of Integrity:	Location
	Design
	Setting
	Materials
	Workmanship
	Feeling
	Association

Landscape Characteristic:

Natural Systems and Features

Historic Condition

Natural features played a critical role in the development of the Parkway and in the public response to it. The Potomac River and the bluffs, also known as the Potomac Palisades, which form its gorge from Great Falls, Maryland downstream to Georgetown in northwest Washington, DC, are simultaneously the inspiration for the parkway, the limiting factors that influenced its design, and the motivation for the resistance by many who opposed its construction. At the time of the planning of the parkway, the land from the bluffs to the river was considered a single landscape and preserving it from being dammed and from construction of interstate highways was one of the most important goals of the parkway. Although it is now divided into two National Park Service administrative units and managed as different entities, it is important to consider the whole landscape as it was understood at the time of planning and construction. The critical dimensions of the gorge are the rapids, pools, and islands of the river, the steep bluffs that define it and the streams that dissect the bluffs creating lines of flow and access to the river's edge.

The Potomac River between Great Falls and Georgetown flowed through a gorge marking the fall line between the Piedmont and Coastal Plain provinces of the mid-Atlantic region. This gorge was frequently described as being among the most spectacular scenery along the eastern seaboard, and several important plans for the capital region called for its preservation. Much of the impetus for building the GWMP was preservation of the scenery of the gorge, making it more accessible and appreciated.

The valley of the Potomac above Washington with the cataract and gorge is generally recognized as one of the outstanding scenic features of the Atlantic Seaboard. The scenery of this area within ten miles of the Capitol Dome has been favorably compared with that of far famed National Parks. The scenery in those parks is accessible only to persons with means and extended vacations for travel, whereas the natural scenery on the upper Potomac lies within a half-hour trolley ride from the center of the city. (Report to FDR, p. 12)

The most dramatic aspect of the gorge was Great Falls itself, a wide, rugged cataract that

drops 75 feet over a nearly mile-long stretch of the river. The falls has long been a source of sublime experience to those who visit them, both local visitors and travelers to the region.

The Falls of the Potomac are awfully sublime; the dark deep gulf which yawns before you, the foaming, roaring cataract, the eddying whirlpool, and the giddy precipice, all seem to threaten life, and to appall the senses. Yet it was a great delight to sit upon a high and jutting crag, and look and listen. (Frances E. Trollope, "Domestic Manners of the Americans", 1832, quoted in FDR report, p. 13)

Immediately below the falls, the river flowed through a narrow, steep-sided, rocky gorge that gradually widens and softens into the forested bluffs that comprise the landscape of the Clara Barton Parkway. In this stretch along the parkway, the palisades vary in steepness, with particularly steep sections along Brookmont and Glen Echo. These steep areas restricted the location and construction of the parkway, necessitating the use of terraced retaining walls and a cantilevered roadway in order to fit the road between the base of the bluffs and the canal. To the west of Cabin John Creek, the bluffs were less constant, and a relatively level terrace divided them into upper and lower segments that providing easier terrain on which to construct a roadway. Further west, beyond the Capital Beltway, this terrace was especially wide and long enough so that there is room for both the parkway and the David Taylor Model Basin, one of the largest ship model basins in the world.

Several streams dissected the palisades, creating a flow of water across the line of the parkway and allowing access for pedestrian or vehicular circulation. Four prominent, named streams cross the line of the parkway along with several smaller, unnamed streams and swales. From east to west, the named streams are Little Falls Branch, Minnehaha Creek, Cabin John Creek and Rock Run. Because these streams cut through the palisades, they afforded access to the Potomac River, the C&O Canal, and the parkway. The Little Falls Parkway was planned to follow Little Falls Branch and connect with the Clara Barton Parkway at its mouth; trails along Minnehaha Creek provided access to the canal and river from Glen Echo in its early years as a Chautauqua; Cabin John Branch became the site of Cabin John Parkway and its connection to the Clara Barton Parkway; and Rock Run is the location of the interchange with the Capital Beltway, I-495; and Rock Run was relocated as part of the construction of the Beltway, and it now flows through a narrow channel immediately west of the Beltway exit ramps, along the eastern edge of the David Taylor Model Basin.

The Potomac River itself cannot be seen from the road, but its preservation was an important goal of the parkway and an important part of its historical significance, so it is included in this account of the natural features.

Existing Condition

The natural features of the Clara Barton Parkway today remain much as they were prior to construction of the parkway, with the exception of the impacts of the parkway itself.

There have been impacts due to flooding of the Potomac River and its tributaries, some erosion of the side slopes and degradation of the natural system dynamics

Evaluation

While the construction of the Clara Barton Parkway impacted the contributing natural resources of river, some of the waterways and the palisades, there have not been extreme changes since the end of the period of significance. Therefore, natural systems retain integrity to the period of significance.

Contributing Features

Potomac River

Potomac Palisades (bluffs)

Cabin John Creek

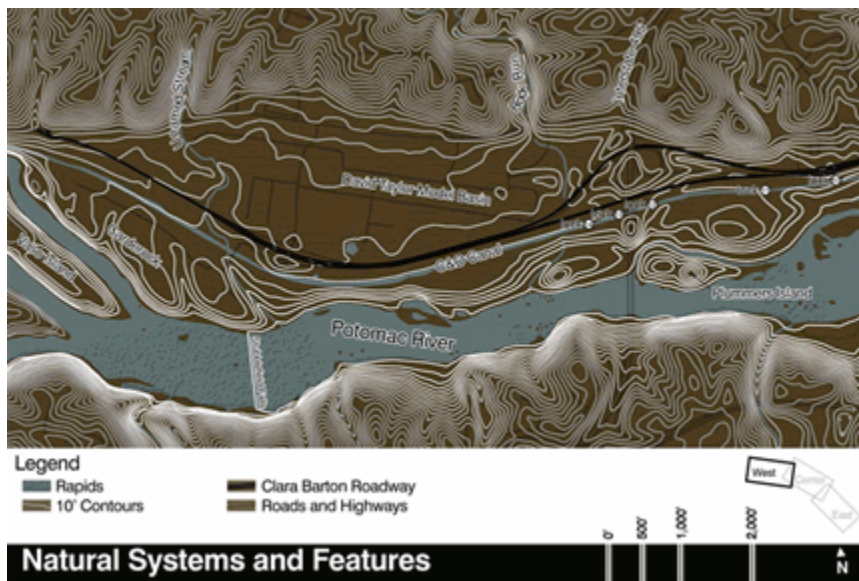
Little Falls Creek

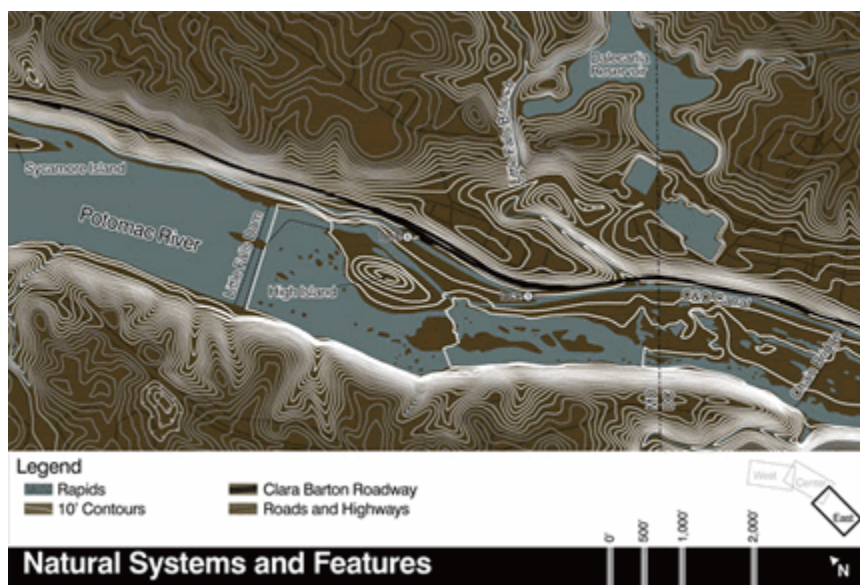
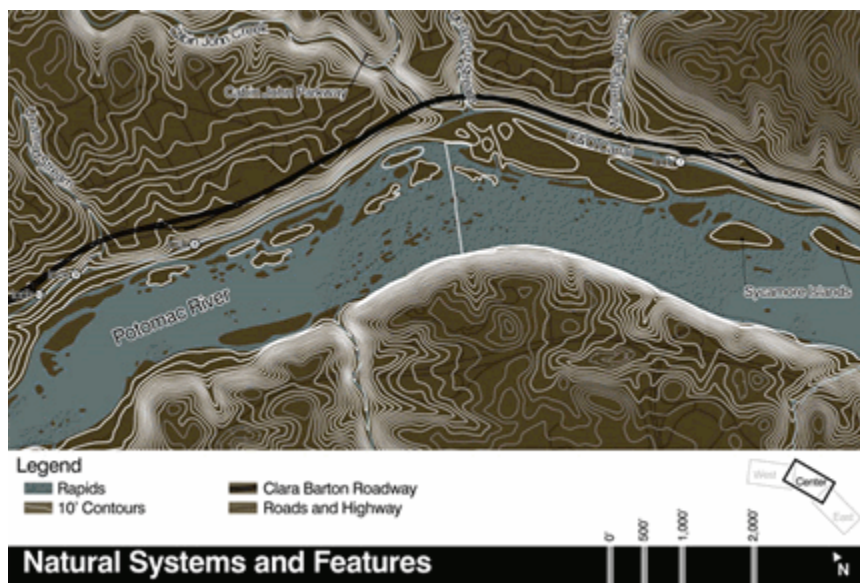
Minnehaha Creek

Rock Run

Small streams accommodated by culverts

Landscape Characteristic Graphics:





Topography

Historic Condition

Three topographic conditions influenced the design of the parkway: the varying steepness of the bluffs (or palisades), the availability of level terraces on which to build the roadway, and the location of the C&O Canal at the base of the bluffs which limited the parkway to the bluffs themselves. The bluffs are steepest along the eastern half of the parkway from Chain Bridge to Cabin John Creek, and there was little room on the cross slopes for the dual roadways. After Cabin John Creek, a narrow terrace divides the slope into an upper and lower segment, and parkway designers used that terrace to site the parkway. At the western end of the parkway along the David Taylor Model Basin, the narrow terrace widens substantially and accommodated the Model Basin, the C&O Canal and both roadways of the parkway.

In the eastern half between Chain Bridge and Cabin John Creek, the steep bluffs had a strong impact on the location of the roadway. Where there is enough room along the slope, the roadway rose gradually up and away from the canal, but when there is not enough room or level land, the parkway designers utilized retaining walls and a cantilevered section of roadway to construct terraces at the base of the slope. These constructed terraces and the retaining walls were a defining characteristic of the parkway, and gave it an artificial cross-slope in contrast to the segments without retaining walls. The large walls gave a certain drama to the cross-slope at the same time that they separate the top of the bluffs (and the communities atop them) from the base of the slope and the C&O Canal. Where originally there had been a steep, but continuous, cross-slope the parkway now had a stepped and incremental cross-slope. At the easternmost end of the parkway, the bluffs appear to have been quarried or excavated at some point in the past and this made for another level terrace immediately alongside the canal that was utilized for the parkway. This evidence of excavation or quarrying might be related to the canal construction, trolley line, or Civil War defenses batteries located in this area. This portion of the road was constructed as a link between the Maryland portion of the parkway and Canal Road, and it did not receive the same design consideration as the rest of the parkway, so the topography in this stretch is probably an inherited condition rather than a designed one. Further research is needed to determine when and why the slope was excavated and its historical significance. A 1959 plan shows an existing road following the canal and a spur going up Little Falls Branch. This road was probably used for access to the hydroelectric plant located just east of Little Falls Branch (TIC 850_1344 1959).

In the western half, the cross-slope was less dramatic and less constructed except at the interchange with the Capital Beltway. Between Cabin John Creek and Lock 10, the parkway ascended the slope away from the canal and onto the narrow terrace, and with a slight rise on the southern side of the roadways that further separated the roadway from the canal. The parking area at Lock 8 (on the southern side of the roadway) sat noticeably higher than the road itself, and this gave the parkway a more enclosed feeling as if it were running through a slight valley. At the beltway, several exit ramps were constructed on filled slopes to access the level of the overhead highway, and they created an engineered topography typical of interstate highway interchanges. West of the beltway, the terrace was broad and the David Taylor Model Basin, the parkway, and the C&O Canal sat essentially at the same topographic level on this relatively flat terrain.

For all of the complexity and drama of the cross-slope, the topography of the roadway itself was surprisingly subtle as motorists drove along its length. From east to west the parkway ran level along the canal from Chain Bridge to Lock 5, separated in grade at the terraces along Brookmont, and then gradually ascends the slope from Lock 6 to Glen Echo. At Glen Echo, the roadway runs along the cantilever and then descends slightly to the bridge over Cabin John Creek. After crossing the creek, it ascends again gradually away from the level of the canal, and then the canal and roadway meet again near the beltway, after the canal itself has risen through a series of seven locks. From the beltway west, the parkway runs level again between

the canal and the David Taylor Model Basin. All along the route the grades are so gradual in contrast to the cross-slopes as to be almost unnoticeable to drivers. Driving along the parkway one does not realize that it has ascended away from the canal until, after an equally gradual descent, the canal comes back into view.

The only pronounced exception to this condition is the topography at the Glen Echo exit, where the exit ramp rises noticeably to meet the grade of MacArthur Boulevard. Some of this noticeable topographic change was part of the original design, and some is a result of the partial implementation of the original design. In the original design, westbound traffic would have crossed the eastbound entry ramp on the “bridge to nowhere” and then emerged onto the cantilever with little noticeable elevation change. Presumably this would have made a rather dramatic topographic experience, since motorists would not have been very aware of their gradual ascent and then would find themselves suddenly driving twenty feet above the ground and looking at the treetops. Westbound motorists exiting at Glen Echo would have experienced only a slight rise in topography, since they were already at a higher level than the lower roadway. By contrast, eastbound traffic entering from Glen Echo would have descended quickly to pass under the westbound lanes before merging with the lower roadway from the cantilever. This would have been the only really noticeable topographic change in the overall design of the roadway, and also would have made a rather dramatic topographic experience compared to the rest of the parkway.

Because the upper roadway was not constructed, only the lower, steeper exit ramp was built, and all traffic exiting at Glen Echo or accessing the cantilever utilizes that steeper terrain. Consequently, there are two short steep ascents in the roadway that were not part of the original design. The first is for westbound traffic continuing past the exit and onto the cantilever. Instead of the relatively level transition in the original design, westbound traffic ascends more steeply on the original eastbound entrance ramp and then ‘S’ curves abruptly while still ascending to reach the level of the cantilever. It is not without its own drama, but it is clearly different from the rest of the topographic design of the parkway. The second steep ascent is for eastbound traffic exiting at Glen Echo. In the original design, eastbound traffic was not intended to exit here, but until the parkway was connected to Chain Bridge, the Glen Echo exit was the easternmost access point, and a temporary exit was constructed that has become formalized. After passing the lower level of the cantilever, exiting eastbound traffic makes a sharp ‘U’ shaped turn and ascends the original eastbound entry ramp. The topography for the ramp itself was built as designed; the only difference is that it was intended for two lanes of entering traffic only, and now it also carries all westbound traffic as well as eastbound traffic exiting at Glen Echo.

Existing Condition

The sharp contrast between the long, gentle rises of the roadway and the steep, terraced cross-slopes, seems surprising at first, but the two are closely related. The terraced slopes are precisely what enable the gentle topographic rise and fall of the roadway, which is in keeping with the very long, gentle curves in plan as well. Driving the parkway, neither the curves in the

roadway nor its ascents and descents are particularly noticeable, except at the Glen Echo exit, making for a continuously flowing experience.

Evaluation

Overall, the topography of the parkway remains as constructed and has high integrity.

Contributing Features:

Steep Cross Slopes (from Chain Bridge to Cabin John)

Terrace cross slopes at Brookmont and Glen Echo

Level terrace (Cabin John to MacArthur Boulevard.)

Gentle ascending and descending grades along the length of the parkway

Steep ascent at Glen Echo

Spatial Organization

The spatial organization of the parkway is shaped largely by design decisions made to fit the roadway between the base of bluffs and the C&O Canal. The roadway's position on the slope, the width of its footprint, and the numerous retaining walls all stem from the need to fit the road to its narrow site, and all contribute to its spatial organization. In addition, there is a secondary rhythm established by the sequence of exits, bridges and overpasses that can be seen as a second influence of the site on the roadway. Finally, there is a marked difference in the spatial organization between the completed four-lane section of the parkway, and the incomplete two-lane portion east of Glen Echo.

Historic Condition

Due to the proximity of the C&O Canal, where space permitted, the roadway ascended the slope and pulled away from the canal to minimize its impact. But in several locations, notably at Brookmont and Glen Echo, there was not enough room between the bluffs and the canal, and constructed retaining walls and a large cantilevered roadway were utilized to fit the roadway between them. In these places, the parkway and the canal were in close proximity and impact the experience of each on the other. In other places, especially from Lock 6 to Glen Echo and from the bridge over Cabin John Creek to the beltway exit, the parkway rose up the slope and further away from the canal, so the two were distinct entities.

Related to these decisions is the space of the roadway itself as it threaded between forested edges. Because of limited space, the parkway maintained a narrow footprint. The lanes of the parkway were separate from each other but rarely diverged. They typically ran parallel to each other with a constant, narrow median of mowed grass approximately 25 feet wide. Whereas with the GWMP-North, the median expanded and contracted to minimize the amount of grading necessary for each lane and to vary the spatial organization, in this design, the median remained constant to maintain a narrow footprint, and the mowed margins fluctuated in order to give spatial variety. This basic pattern was most visible in the stretch between the bridge over Cabin John Creek and the exit for Carderock and David Taylor Model Basin. Throughout this stretch the margins were quite narrow, but they expanded at exit ramps and parking areas to accommodate the necessary grade change for the exits and to achieve enough distance from the roadway for safety.

Exceptions to this basic pattern occurred wherever other conditions pressed upon the parkway. At the David Taylor Model Basin the margin visually extended into the Model Basin property, 'borrowing' the adjoining park-like scenery of the naval facility. At the base of Glen Echo, the cantilever made for a stacked spatial condition with the lower, eastbound level in close contact with the canal, and the upper, westbound level more connected to the trees and the sky. At the Capital Beltway, the elevated bridges and sloping exit ramps created their own spatial organization defined by the engineered conditions of the highway.

A secondary spatial organization resulted from the sequence of exits, bridges and overpasses, each responding to adjacent conditions in the land. Exits occurred with a frequency derived from the existing communities on the bluffs above the parkway, the David Taylor Model Basin, and adjoining highways. The bridge over Cabin John Creek and the underpasses at the Beltway and at each exit reinforced that rhythm. Driving along the parkway, one encountered a pronounced cadence of bridges and overpasses from Cabin John to the western end at MacArthur Boulevard.

East of Glen Echo, the unfinished portion of the landscape had a different spatial organization, or more accurately three distinct spatial organizations. Between Glen Echo and Lock 6, the dominant spatial condition was of a narrow two-lane road passing between woods on either side. Because only one of the two roadways was constructed, there was no grassy median, very little mowed shoulder, and in several stretches the adjacent woods nearly enclosed the roadway. Two exceptions, one at the Little Falls pumping station and one at the Sycamore Island pedestrian bridge and parking area are found. The pumping station consisted of two buildings constructed immediately adjacent to the roadway, and the Sycamore Island parking area was a brief open space and overpass within the otherwise wooded stretch.

The second spatial organization was created by the pair of terraced retaining walls at Brookmont where the four-lane divided roadway was constructed according to the original plans. The lanes divided and separated onto different grades with a large retaining wall between them, and there was a sloping grassy median, wide enough for trees to bring the grades back together. Coupled with the parking lot at Lock 6, the walls and median made one of the wider openings along the parkway, one that has the same spatial character as the western part of the design.

A third condition extended between the Maryland/DC line and Chain Bridge. In this stretch, the C&O Canal was immediately adjacent to the two-lane roadway, and there was an asymmetric spatial condition on either side of the road. A thin line of trees grew along much of the canal but did not really provide a sense of enclosure, nor did the parkway really open to the canal either. On the other side of the road, former excavations of the bluff and a small, brick pumping station interrupted the woods, making the north side irregular, too.

Because the eastern third of the parkway was not constructed as designed, this eastern

segment does not have an overall identifiable spatial organization. It is due mostly to the combined effects of the roadway, median (or lack thereof), mowed grass and wooded edge. Between Chain Bridge and the Maryland/DC line, it was irregular and ill-defined; along Brookmont it was wide, open and similar to the western portion; and from Lock 6 to Glen Echo it was narrow and enclosed by woods.

Existing Condition

The gently pulsing space of the western portion, defined by a constant mowed grass median with fluctuating grass margins at the exits and parking areas, remains intact. This assessment assumes that the mowing regime is being followed as planned, but there is no indication of mowing boundaries on the plans. Further research is needed to determine if the current mowing boundaries are historically accurate.

The eastern third also seems to be intact, although it is less clear what spatial organization was intended between Chain Bridge and the Maryland/DC line. Non-native, invasive vegetation have covered and impacted the native forest canopy in two places between the Little Falls pumping station and the Sycamore pedestrian bridge. The sense of enclosure along the roadway corridor is gone entirely. Traffic is even visible on the bordering MacArthur Boulevard, eliminating the sense of separation between the two road systems. In numerous other places, non-native, invasive vegetation have changed the spatial character of the wooded edge, making it seem more like a weedy mess rather than enclosing woods.

Evaluation

The spatial organization of the Clara Barton Parkway cultural landscape retains high integrity.

Contributing Features:

Four-lane roadway with 25-foot median. (Cabin John to Capital Beltway)

Gently undulating grass margins (Cabin John to Capital Beltway)

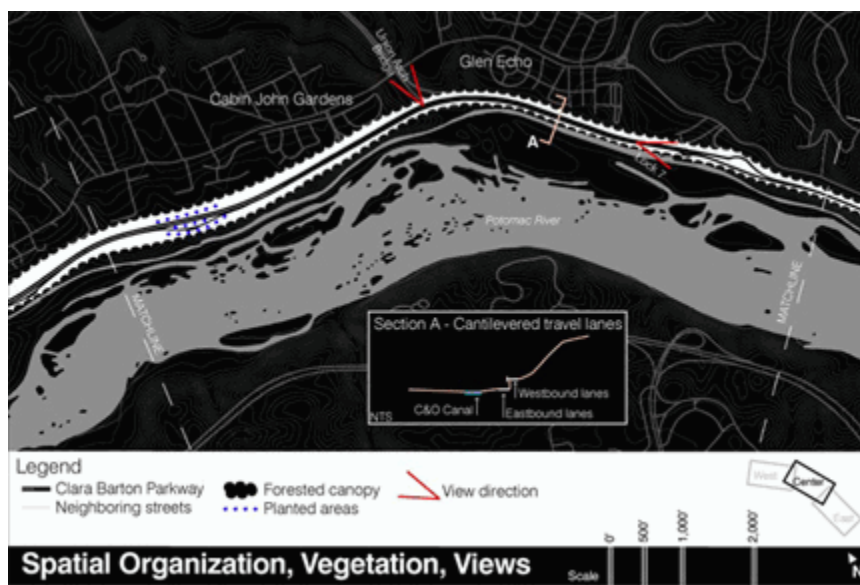
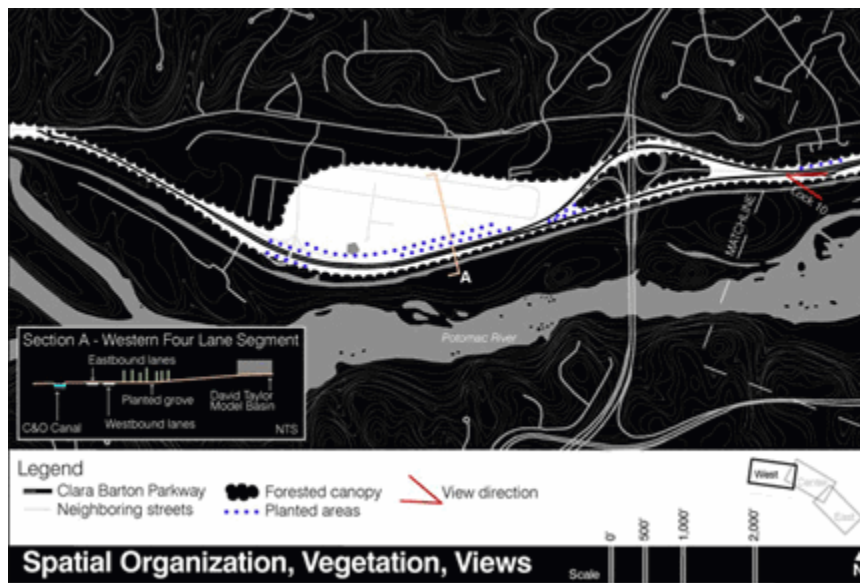
Open space between forested edges (Carderock to Glen Echo, Brookmont)

Open space and grassy ground plane (Beltway to Carderock) [non-contributing when it extends into David Taylor Model Basin]

Spatial division and enclosure at Capital Beltway interchange

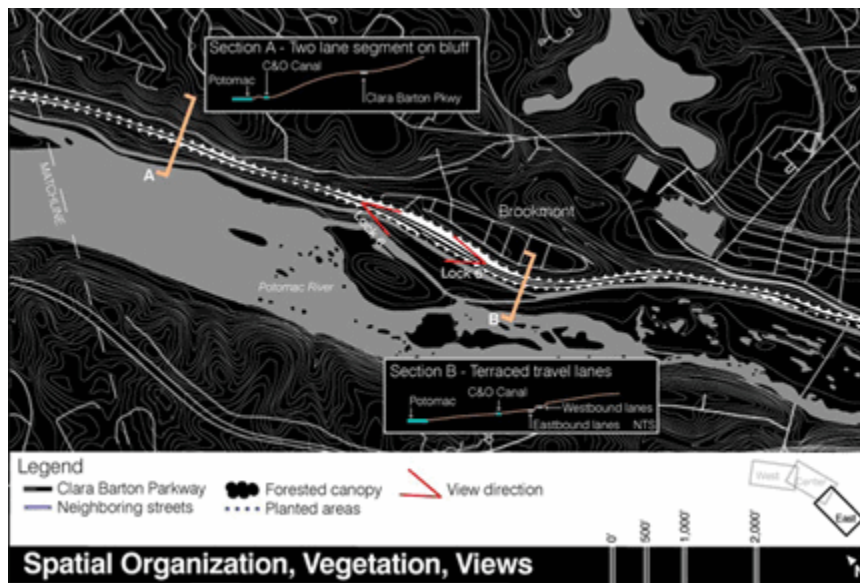
Two-tiered spatial condition at cantilever

Landscape Characteristic Graphics:



Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway



Opposite views from Brookmont pedestrian bridge. Four-lane spatial character is shown at top



Opposite views from Brookmont pedestrian bridge. two-lane character at bottom.

Land Use

Historic Condition

The George Washington Memorial Parkway of which the Clara Barton Parkway is a part, was conceived as a multiple use landscape. It was to be a scenic drive connecting places important in Washington's life and to his memory; it was to provide recreational access to the Potomac River and other places along the roadway; and at the time it was seen as an important transportation/commuter route as well. Even though the landscape is defined by a single roadway, the multiple uses are manifested and differentiated in subtle, but important ways.

The primary land use was transportation including commuter traffic, recreational traffic and local traffic. Commuter traffic was accommodated primarily through access points at the Capital Beltway interchange, the Cabin John Parkway exit, and the connections at the parkway's endpoints to other regional roads: Canal Road and Chain Bridge on the eastern end (accommodation made for one-way commuter traffic for the morning and evening rush hours) and MacArthur Boulevard on the western end. Other exits provided local access to adjoining places, notably, the communities of Glen Echo and Cabin John, and the David Taylor Model Basin. Recreational transportation used the same exits as other traffic, but is accommodated through a series of parking areas that provide access to the C&O Canal and other recreational facilities. Parking areas were located at Locks 6, 7, 8 and 10. Two other parking areas allowed access to the canal at the Sycamore Island pedestrian bridge and adjacent to Chain Bridge. All of these parking areas were equipped with picnic tables and paths that gave access to the canal towpath except at Chain Bridge where the parking seemed to be used for direct pedestrian access to recreational pursuits along the canal.

Recreational access and use for pedestrians was provided via four pedestrian crossings. The Brookmont Pedestrian Bridge provided pedestrian access to Lock 5 from the eastern end of

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

Brookmont, and at the western end of Brookmont an at-grade crosswalk allowed pedestrians to access Lock 6 from Valley Road. Pedestrians can also access the canal from MacArthur Boulevard at a parking area across from the Sycamore Store. After crossing the road, access to the canal is gained via the Sycamore Pedestrian Bridge. Finally, a footpath descends to the canal from a parking lot adjacent to the Union Arch Bridge through forested parkway land and under the Cabin John Creek Bridge. The date of origin of the trail is unknown, and further research is needed to know if it is within the period of significance.

Existing Condition

Several parking areas provide easy access to the historical locks and lock houses of the C&O Canal and serve as trailheads to the canal towpath for bicyclists, hikers and other users. Pedestrian access from the communities atop the bluffs to the canal is provided by two pedestrian bridges, an at-grade crossing, and a trail underneath the parkway at Cabin John Creek. Picnic tables exist at most of the parking areas, and more extensive recreation facilities were constructed at Carderock as part of the parkway, but are now managed as part of the CHOH. All of these land uses are intact, however, the physical separation of Carderock from the parkway reduces the perceived role of the parkway as a recreational venue not just a commuter road.

Evaluation

Overall, the land use of the Clara Barton Parkway cultural landscape maintains its integrity. Its primary use is as a transportation corridor linking interstate traffic to a scenic drive and providing access to recreational resources of the C&O Canal. Much of the impetus for actually building the parkway was to provide a high-speed yet scenic connection between the Capital Beltway and Georgetown in a manner sympathetic to the natural resources of the Potomac River gorge. This utilitarian purpose enabled the parkway planners to fulfill their idealized vision of the parkway as a scenic resource providing both visual appreciation of the gorge and physical access to its historical and recreation resources.

Recreational land use remains as designed even though the Carderock Recreation Area is physically disconnected from the roadway and therefore is not seen as being associated with the Clara Barton Parkway. Carderock and the other picnic areas and recreational access points function as recreational space or access to that type of space.

Contributing

Transportation

Recreation

Circulation

Running along the base of the Potomac River bluffs and parallel to the Chesapeake & Ohio Canal (C&O Canal), the Clara Barton Parkway connects the Capital Beltway (I-495) to Georgetown and is used heavily by commuters traveling into and out of downtown Washington. The parkway connects to regional transportation routes with exits at the Capital Beltway and Cabin John Parkway, and it provides local access with three exits at Glen Echo, Cabin John

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Gardens, and Carderock/David Taylor Model Basin. In addition to circulation into and out of Washington, the parkway also provides access to the C&O Canal towpath via several parking areas along its southern edge. Various crossings along the parkway allow for pedestrian access from the communities atop the bluff to the C&O Canal.

Historic Condition

The Clara Barton Parkway connects to other roadways that tie it to regional and local traffic patterns. Its eastern end connects to Canal Road and Chain Bridge, linking it to Georgetown and northern Virginia, respectively, and its western end joins MacArthur Boulevard and leads to Great Falls, Maryland, the intended destination for the parkway as part of the larger project for the George Washington Memorial Parkway.

There are five grade-separated exits along the parkway, from east to west: Glen Echo, Cabin John Parkway, Cabin John Gardens, Capital Beltway, and Carderock/David Taylor Model Basin. The exits are not officially named along the Parkway, but for the purpose of this report, names have been derived from the places to which the exits connect. The Capital Beltway and Cabin John Parkway exits were designed as high-speed interchanges to facilitate continuous flowing traffic, and connect them to I-495. The Capital Beltway exit connects traffic in three directions between the Parkway and the Beltway, and the Cabin John Parkway exit connects traffic in the fourth direction. Thus, at the Capital Beltway exit, eastbound traffic on the Clara Barton Parkway coming from the David Taylor Model Basin can exit onto the Beltway either northbound to Maryland or southbound to Virginia, but westbound traffic from Washington can only exit southbound. Similarly, northbound traffic on the Beltway from Virginia can exit either eastbound or westbound onto the Clara Barton Parkway, but southbound traffic from Maryland can only exit westbound toward the David Taylor Model Basin. The Cabin John Parkway connects in the remaining directions and is actually an extension of the Beltway. It connects southbound Beltway traffic from Maryland to eastbound parkway traffic to Washington, and westbound parkway traffic from Washington to northbound Beltway traffic in Maryland.

The other three exits provide local access to the David Taylor Model Basin and the communities of Glen Echo and Cabin John. The exits for the David Taylor Model Basin and Cabin John are of a similar design with simple straight-line exit ramps leading to an overpass that connects perpendicularly to the Model Basin or to MacArthur Boulevard, respectively. The Glen Echo exit is more complicated due to changes in the original design (see below); it also connects to MacArthur Boulevard at Glen Echo Park. The parkway parallels MacArthur Boulevard along much of its length and connects to it in three places, including the western terminus.

For the eastern portion of the parkway, the flow of traffic along the roadway was different than what was originally planned because of the changes made to the design to accommodate the narrower corridor. The original design called for a divided four-lane roadway from the DC/Maryland boundary to the Carderock/David Taylor Model Basin exit; beyond that it narrowed to a single two-lane roadway until the end at MacArthur Boulevard. However, the

parkway was not built as designed, and east of Glen Echo there is a sequence of single two-lane segments and a divided four-lane segment.

The design in this eastern stretch was predicated upon acquisition of the streetcar right-of-way, which was not purchased until 2004, decades after the road was constructed. Given this constraint, the parkway had to be constructed by utilizing roadway segments that did not conflict with the streetcar right-of-way. In the proposed design from the Little Falls pumping station to Glen Echo, the two roadways alternately utilized the streetcar right-of-way. However, since the right-of-way was not acquired at the time of construction, the parkway as built did not utilize the right-of-way. Thus, heading west from the pumping station, the parkway used the alignment for Road B (eastbound lanes), then crossed to Road A (westbound lanes), and then back to Road B until the Glen Echo interchange.

This change led to two unusual conditions in the circulation: the terraced retaining walls and four-lane divided roadway at Lock 6 and the exit at Glen Echo. The terraced retaining walls were constructed as part of the initial grading for the Parkway in 1957, following the original divided four-lane design. When the parkway was paved in 1964, the divided roadway was paved since the walls were already built and the roadway graded, even though it connected to two-lane roadways on either end. Thus, from its beginning at Chain Bridge, the parkway was a single two-lane roadway to Lock 5. From there it divided to a four-lane roadway grade separated section as it passed along the base of the Brookmont bluff. Then it returned to a single two-lane roadway at Lock 6, just before the Little Falls pumping station until the exit for Glen Echo.

The Glen Echo exit was also affected by these changes. The original design called for two ramps, a westbound, exit-only ramp for Road A and an eastbound, entrance-only ramp for Road B. A bridge was constructed to carry the main westbound traffic of Road A over the entering traffic of Road B and then onto the cantilevered segment. Since Road A was not built for this section, both exiting and entering vehicles now used the ramp intended for Road B, and the connection to Road A bridge, now a “bridge to nowhere,” became obsolete. Other adjustments to the roadway were necessary to accommodate these changes. To make the transition to the upper level cantilever roadway, the westbound lane of traffic curves abruptly to a shared ramp with the exiting eastbound traffic at Glen Echo.

An important component of the parkway’s circulation is providing scenic and recreational access to the landscape, especially to the C&O Canal. Several parking areas provide access to the canal at Locks 6, 7, 8 and 10, the Sycamore pedestrian, and Chain Bridge. At Locks 6 and 7, the parking lots (17 cars and 9 cars, respectively) abut CHOH property and their respective locks and lock houses. The parking lot (13 cars) at Lock 10 was located ten to fifteen feet above the canal, and the access road down to the canal was more hidden. At Lock 8, the parkway was significantly higher than the level of the canal, and again the parking area (13 cars) placement did not directly appear associated with the canal. The same is true at the Sycamore Pedestrian Bridge parking area (16 cars) where a small footpath leads down to the

canal and to another footbridge that was not built as part of the parkway. At the eastern end of the parkway, just before Chain Bridge, a large parking area (30 cars) provides access to the bridge and the canal immediately adjacent to it.

The parking areas at each of the four locks are separated from the main roadway by a grassy median. At the Sycamore pedestrian bridge and Chain Bridge parking areas, there is insufficient room for a median between the parking area and through traffic on the parkway, but the pavement is wide enough for drivers to back out of their parking spots without obstructing parkway traffic.

The park roads, parking and picnic areas at Carderock were developed as part of the parkway but today are maintained and managed by the CHOH. A narrow two-lane road passes under the canal from the exit at the David Taylor Model Basin and leads to a second road and four parking areas with picnicking and other recreational facilities. The largest recreation venue constructed as part of the parkway is Carderock Recreation Area. It includes picnic pavilions, recreational fields, public restrooms and parking areas for various park uses in large and small groups. A narrow two-lane road leads from the Carderock exit, under the C&O Canal, to a park drive that accesses the various parking and picnic facilities.

Recreation Area is outside the boundary of this CLI and discussed in the Adjacent Lands section. Due to management decisions and its history, it is considered as a component landscape of the larger C&O Canal cultural landscape.

Although the various parking areas provided access to the canal for people throughout the region, construction of the parkway limited access to the communities just uphill from the canal. In order to address this two pedestrian bridges were constructed over the parkway as part of the overall design, each with a spiral concrete ramp to accommodate the elevation change. The Brookmont pedestrian bridge crosses from the southeastern end of Brookmont to Lock 5, ending with a double spiral, and the Sycamore pedestrian bridge spans from a parking area on MacArthur Boulevard across from the Sycamore Store and ends with a single spiral adjacent to a parking area along the Parkway.

The parkway is crossed in three other places. The first is an at-grade crosswalk between Valley Road and Lock 6 at the northeastern end of Brookmont. Valley Road formerly led to the canal and was an important access for the community as well as access during the construction of the parkway. It is not part of the original design, but was added in 1980 (TOC 851_41902A). Since the Brookmont Pedestrian Bridge was not constructed until three years after the parkway was completed in this area, it seems likely that the unofficial crossing may have resulted from residents needing access to the canal since Valley Road no longer provided that connection. The second crossing is a trail that descends to the canal from the eastern end of the Union Arch Bridge of the Washington Aqueduct (also known as the Cabin John Bridge). The trail leads down the slope and under the parkway along Cabin John Creek to connect with a small service road on the north side of the canal. The bridge carrying the roadway over Cabin

Clara Barton Parkway

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John Creek was designed to allow footpaths underneath it on either side of the stream, but further research is necessary to determine if this path was developed as part of the parkway. The service road is a remnant road that existed before parkway construction, and it connects informally where the traffic from the Cabin John Parkway merges onto the Clara Barton Parkway. The third crossing is a tunnel carrying Riverside Drive under the parkway to a set of private residences on the southern side of the road, the only private lands between the parkway and the Potomac River. This road also predates the parkway and led downhill to Lock 8.

Along its entire length the parkway was surfaced with asphalt paving except for the bridges, which were paved with a concrete surface. Curbs throughout were angled mountable curbs so that vehicles could pull onto the typically mowed grass shoulder. In the parking areas, conventional square curbs were used to prevent cars from accidentally rolling beyond the parking lot.

Existing Condition

Circulation along the Parkway today is much as it was at the time of construction. The only physical change is that the cantilever was originally paved with asphalt. It was rehabilitated in 1989 and changed to concrete with railings matching the bridge over Cabin John Creek. Since the elevated cantilever resembles the bridge more than it does a surface road, this change is considered compatible with the original design.

Evaluation

The circulation of the Clara Barton Parkway cultural landscape has changed very little since the historic period and has high integrity to the periods of significance.

Contributing

Local exits at Carderock/David Taylor Model Basin, Cabin John Gardens and Glen Echo

High speed exits at Capital Beltway and Cabin John Parkway

Divided four-lane roadway (Glen Echo to Carderock)

Alternating two-lane and four-lane roadway (Chain Bridge to Glen Echo)

Single, two-lane roadway (Carderock to MacArthur Boulevard)

Parking areas at Locks 6, 7, 8, 10, Chain Bridge and Sycamore pedestrian bridge

Pedestrian bridges at Brookmont, Sycamore

One-way traffic pattern during rush hours (Chain Bridge to Glen Echo)

Non Contributing

Hiking trail under Cabin John Creek Bridge

Pedestrian crosswalk at Valley Road/Lock #6

Character-defining Features:

Feature: Local exits at Carderock/David Taylor Model Basin, Cabin John Gardens and Glen Echo

Feature Identification Number: 175956

Type of Feature Contribution: Contributing

Clara Barton Parkway
George Washington Memorial Parkway - Clara Barton Parkway

Latitude Longitude

0.0000000000

Feature: High speed exits at Capital Beltway and Cabin John Parkway

Feature Identification Number: 175958

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Divided four-lane roadway (Glen Echo to Carderock)

Feature Identification Number: 175960

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Alternating two-lane and four-lane roadway (Chain Bridge to Glen Echo)

Feature Identification Number: 175962

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Single, two-lane roadway (Carderock to MacArthur Boulevard)

Feature Identification Number: 175964

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Parking areas at Locks 6, 7, 8, 10, Chain Bridge and Sycamore pedestrian bridge

Feature Identification Number: 175966

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Pedestrian bridges at Brookmont, Sycamore

Feature Identification Number: 175968

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: One-way traffic pattern during rush hours (Chain Bridge to Glen Echo)

Feature Identification Number: 175970

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Hiking trail under Cabin John Creek Bridge

Feature Identification Number: 175972

Type of Feature Contribution: Non contributing

Latitude Longitude

0.0000000000

Feature: Pedestrian crosswalk at Valley Road/Lock #6

Feature Identification Number: 175974

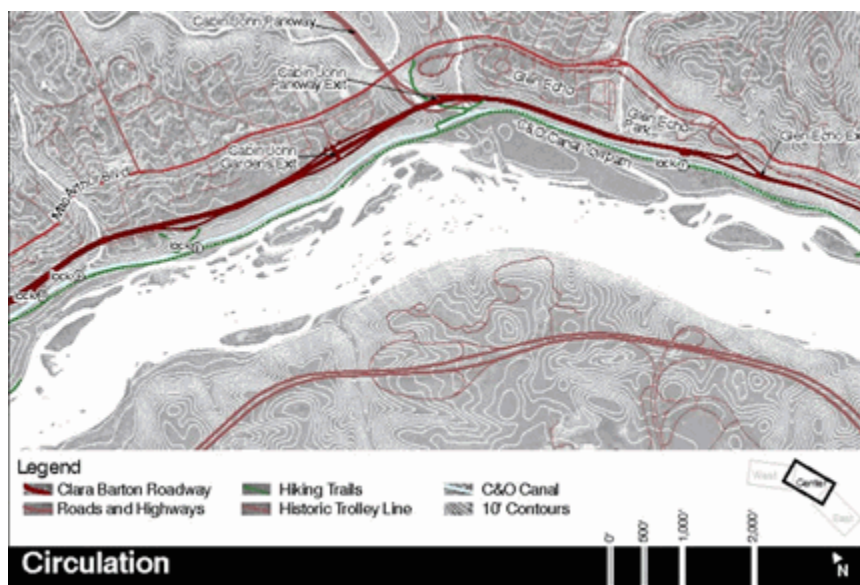
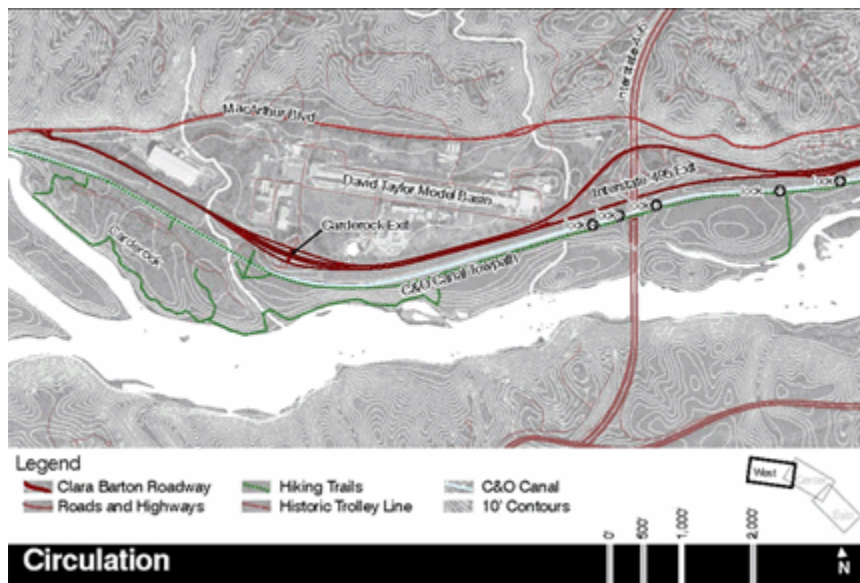
Type of Feature Contribution: Non contributing

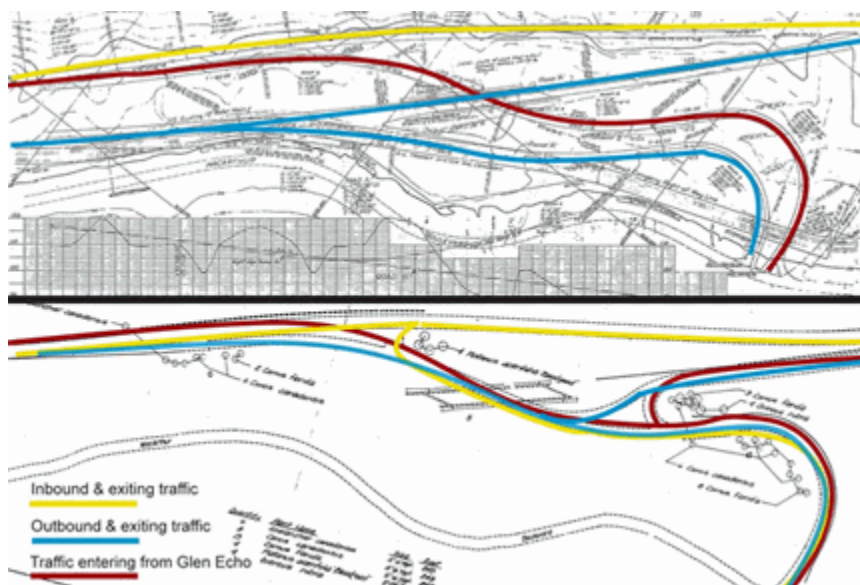
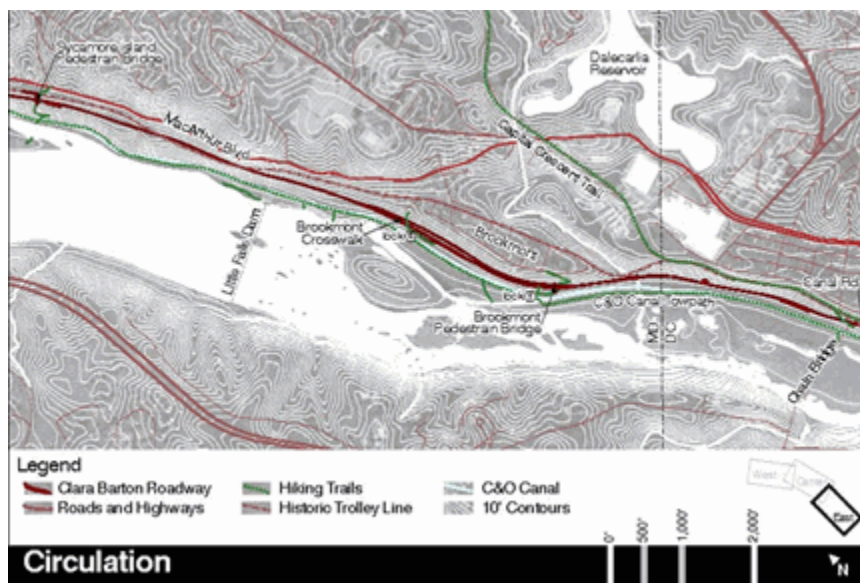
Latitude Longitude

0.0000000000

Landscape Characteristic Graphics:

Clara Barton Parkway
George Washington Memorial Parkway - Clara Barton Parkway





Diagrams of proposed entrance and exit ramps at Glen Echo (top) and existing ramps as built.

Vegetation

The parkway was lined with woodland along its entire length, bordered by mown grass of varying widths, and punctuated in places with clusters of planted specimen trees. This condition was a product of planting plans, maintenance practices and natural succession, but the plans do not contain sufficient information to indicate how much the current condition reflects the intended or expected interplay of growth, maintenance and succession. In places where specimen plantings stand out from the forest and are mowed underneath, the landscape is fairly accurate to the plans. In other places, where the plantings have naturalized into woodland with substantial replacement of trees due to succession, it is less clear if this is the intention of the

plans or if the woods have succeeded to something other than what was intended.

Historic Condition

There were two distinct planting plans: a 1964 plan for the western two-thirds of the Parkway from Glen Echo to MacArthur Boulevard, and an undated plan for the eastern third from Glen Echo to Chain Bridge. This second plan was implemented sometime after the connection to Chain Bridge was completed in 1970, and is identified in this document as the post-1970 plan. Each of the plans consists of a limited palette of trees and shrubs, mostly indigenous to the mid-Atlantic region though not restricted to plants of the piedmont of Virginia and Maryland. The 1964 plan was similar to other GWMP parkway planting plans implemented on the Virginia side for the area between Spout Run and the Capital Beltway. The post-1970 plan was limited in scope and only included trees and shrubs along the margins of the woodland edge. The two plans are presented and addressed separately.

Historic Condition 1964 planting plan

From the bridge over Cabin John Creek to the western end at MacArthur Boulevard, there is a consistent character to the landscape that derives from the 1964 plan. According to the plan, trees and shrubs were planted in places where extensive grading had occurred, and the rest of the terrain was left in its prior state, probably young second-growth woods that continued to mature into a woodland cover.

Shade trees and flowering trees were planted in naturalistic clusters of mixed species, especially at interchanges and parking areas because these areas involved significant grading to accommodate traffic separation. In longer stretches along the north side of the roadway where substantial grading had been necessary, the edges of the roadway were planted with mixed species in naturalistic patterns, presumably to stabilize newly graded slopes and to soften the newly constructed edge. The southern edge along the C&O Canal apparently was already consistently wooded, and trees were planted only at exits and parking areas where the woods had been disturbed by construction.

In addition to the trees, five species of shrubs were planted in single-species clusters, frequently mixed among the trees, but they were planted independent of the trees as well. Most notably, highbush blueberry (*Vaccinium corymbosum*) was planted in clusters in the median at frequent intervals along the length of this western stretch of the Parkway.

There is no indication of seeding and mowing on the plans with the exception of one small area of sod along the northeast side of the exit for Cabin John Gardens.

The planting plan at the Lock 8 parking area typified the overall planting plan for the parkway. (Figure x). On a rising slope in the median between the main roadway and the parking area, a naturalistic cluster of trees was planted comprised of northern red oak (*Quercus borealis*), American planetree (*Platanus occidentalis*), tuliptree (*Liriodendron tulipifera*) and white pine (*Pinus strobus*), with eastern redbud (*Cercis canadensis*), flowering dogwood (*Cornus florida*)

and American holly (*Ilex opaca*) planted among them as ornamental trees. On the other side of the road, larger quantities of these same trees bordered the road and were planted more densely, perhaps to screen the adjacent land or to naturalize into a wooded edge. Clusters of shrubs were planted in the understory as well.

Overall, the planting plan consisted of 17 trees species, five shrub species, and one vine. Please note: the botanical names and common names are listed the same as they are on the historic plans. Some botanical names may have changed in the intervening years, and some common names may differ in usage today, but this list is accurate according to the historic plans.

Trees

Acer negundo, boxelder
Acer rubrum red maple
Betula nigra river birch
Carpinus caroliniana American hornbeam
Carya cordiformis bitternut hickory
Cercis canadensis Eastern redbud
Cornus florida flowering dogwood
Fagus grandiflora American beech
Ilex opaca American holly
Juniperus virginiana Eastern redcedar
Liriodendron tulipifera tuliptree
Pinus strobus white pine
Platanus occidentalis American planetree
Quercus alba white oak
Quercus borealis Northern red oak
Quercus palustris pin oak
Quercus phellos willow oak

Shrubs

Lindera benzoin spicebush
Rhus copallina flameleaf sumac
Rhus typhina staghorn sumac
Vaccinium corymbosum highbush blueberry
Viburnum dentatum arrowwood viburnum

Vines

Parthenocissus quinquefolia Virginia creeper

Existing Condition 1964 planting plan:

Assessing the planting plan and vegetation at the Lock 8 parking area is indicative of the

challenge of documenting integrity of the vegetation. The plantings near the parking area are easily identified and in this case are about seventy-five percent intact or recently replaced in-kind. On the opposite side, the plantings have naturalized into successional woodland with only about twenty-five percent of the trees from the plan still extant. Given the greater density and number of plantings, it is reasonable to assume that they were intended to establish a wooded edge as it is today. Although the species composition is not exactly the same as the plan, it is similar in character and exhibits a natural pattern generated by competition and natural succession.

This pattern is consistent throughout the western part of the parkway covered by the 1964 plan. Along much of the length, plantings at the exits and parking areas grow independent of the wooded edge, surrounded by grass, and are about half to three-quarters intact or recently replanted with similar species. In some cases, other species must have been planted at the time of construction, because mature specimens exist that do not conform to the plans. At the Cabin John Gardens exit, for example, there are numerous, mature red cedars (*Juniperus virginiana*) and Scots pines (*Pinus sylvestris*) that appear to be as old as the rest of the plantings yet are not shown on the plans (nor listed in the plant list in the case of the Scots pines). In the stretches between exits and parking areas, vegetation was planted in multi-species clusters and has typically naturalized with other common species from the adjacent woodland landscape. Only about a quarter of the original trees are still identifiable within these naturalized wooded edges.

The most notable exception to this pattern is the stretch along the David Taylor Model Basin between the Capital Beltway exit ramps and the Carderock exit. Mown grass underlies all the trees along the edge, so the planted trees have remained as individual specimens rather than naturalizing into woodland. The existing trees are about seventy-five percent consistent with the original plan.

Throughout the landscape, there is no evidence of the planted shrub species.

The mowing regime shapes the character of the landscape significantly. In certain stretches only a very narrow strip was mowed, the wooded edge comes close to the roadway, and the canopy extends over it. In other places, extensive areas are mowed, especially where the landscape widens to include exit lanes, separated parking lots, and picnic areas. In these places the space is open, the sky is bright, and individual trees stand in the space to accentuate these nodes along the roadway.

Non-native, invasive vegetation have impacted the woods in several locations, especially around the Beltway exit ramps and along the residential areas of Cabin John. Thickets of bamboo occur near the residences, which may have originated from an adjacent backyard. West of the Beltway, along the David Taylor Model Basin there are surprisingly few non-native, invasive vegetation given the proximity to the Beltway as a source of seed dispersal. This may be directly related to the more aggressive mowing regime which suppressed the establishment of

invasive varieties or any natural successional growth.

Although it is difficult to make an assessment of integrity without knowing whether the plantings along the roadside were intended to naturalize into woodland or remain as specimen plantings, for the purposes of this report, it is assumed that they were intended to naturalize based on several observations: many of the locations of these plantings are in places where steep slopes make maintenance impractical and the surrounding landscape would have been wooded at the time; more shrubs were planted in these areas, which would have further limited mowing as a means of preventing succession; and in general, the margins of the roadway were treated as a forested edge, so the new plantings seem likely to have been intended to blend in with that edge.

Based on that assumption, the naturalized wooded margins are considered to have moderate integrity. Even though they may have less than half of the original plantings, they are functioning successional woodlands, and their species composition reflects both the planted species and those that have seeded in from adjacent forested lands. In this light, non-native, invasive vegetation diminishes the historical integrity because they skew the ecological succession of the forest. This is most severe around the exit ramps at the Beltway and adjacent to residential properties along Cabin John. In these stretches, not only is ecological succession skewed, but the woods appear significantly impacted as well. Vines blanket the canopy, and bamboo forms colonies of drastically different vegetation from the surrounding woodland.

The various clusters of specimen plantings have moderate integrity as well. Where vegetation was planted at exits and parking areas, mature trees punctuate the landscape today. Although only about fifty to seventy-five percent of the original trees remain, the character is maintained by the newly planted trees that have replaced most of the missing ones. These are typically not in the same place nor of the exact species and number, but they are in the same spirit, so these plantings are considered to have moderate integrity.

Post-1970 Planting plan

This planting plan was developed once the parkway was completed to the DC line. Since it has been determined by this CLI that this later section is not significant under Criterion C: Design, the vegetation in this section is also not significant and non-contributing. However, in order to understand the existing conditions of the vegetation along the entire parkway, a description of the later plan is included here.

The post-1970 plan was more limited in scope than the 1964 plan. It had a very limited plant list and far fewer trees and shrubs planted than in the earlier plan. Most of the trees planted were understory flowering trees – eastern redbud (*Cercis canadensis*), flowering dogwood (*Cornus florida*) and serviceberry (*Amelanchier canadensis*) – and these provided ornamental interest to the edges of the roadway, similar to the 1959 GWMP-North planting plans for the Virginia side. Only in three places were as many as a dozen or more shade trees planted: at the Sycamore Pedestrian Bridge and parking area, at the crossings of the streetcar right-of-way,

and at the terraced retaining walls near Locks 5 and 6. Otherwise shade trees were planted along the roadway at seemingly random locations, perhaps filling strategic gaps in the adjoining vegetation.

Collectively the flowering trees and shade trees made a very sparse addition to the existing landscape. For example, in the half-mile stretch from Chain Bridge to the Maryland/DC border, only 7 shade trees and 31 flowering trees were planted, which amounts to one tree for both sides of approximately 65 feet of roadway. Since the roadway was adjacent to the canal in this stretch, there was limited vegetation existing after construction of the roadway, so the planting of these 38 trees were some of the only trees growing there at the time, except for some lower growing wetland vegetation that existed along the canal bank. In other places, especially from the Little Falls Pumping Station to Glen Echo, less grading was needed since only two lanes of highway were built, and the woods would not have been impacted heavily. The trolley line would have been a noticeable break in the woods in this stretch, but otherwise it likely was well-wooded.

The plant palette consisted of 9 tree species and five shrubs:

Trees

Acer rubrum red maple
Amelanchier canadensis serviceberry
Carpinus caroliniana American hornbeam
Cercis canadensis Eastern redbud
Cornus florida flowering dogwood
Liquidambar styraciflua sweetgum
Platanus acerifolia 'Bloodgood' bloodgood London planetree
Quercus phellos willow oak
Quercus rubra red oak

Shrubs

Aronia arbutifolia red chokeberry
Lindera benzoin spicebush
Viburnum carlesii Korean spice viburnum
Viburnum denatum arrowwood viburnum

Existing Condition Post-1970s planting plan

Not many of the trees from the post-1970 plan are extant. A few trees remain at the Sycamore Island parking area, a few London planetrees (*Platanus acerifolia* 'Bloodgood') are evident along the edge of the roadway, apparently having naturalized into the adjoining woods. At Lock 6, numerous trees were added in recent years, especially in the median, but they only partially correspond to the original plans in terms of species, quantities and location. There is little to no evidence of the flowering trees planted along the roadway. For the most part the plantings are

not intact in this eastern stretch.

The woods along the eastern portion of the roadway are especially compromised by non-native, invasive vegetation. There are stretches of the parkway between Glen Echo and Chain Bridge that give a sense of the intended character of the landscape that would result from having a mature forest on either side of the roadway. However, throughout this stretch there also are numerous pockets where non-native, invasive vegetation is prevalent, presumably having spread due the proximity to the former trolley line, MacArthur Boulevard, and the adjoining residences of Brookmont. In two areas just west of the Little Falls pumping station, non-native, invasive vines have covered the canopy trees entirely, leaving large gaps in the woodland, where there now are open views between the parkway and MacArthur Boulevard. Benches have even been placed along MacArthur Boulevard to take advantage of the more open views to the river created by the absence of the canopy.

The colonization by non-native, invasive vegetation diminishes the character and integrity of the vegetation for the eastern portion of the parkway, more than the lack of original specimen trees. Because the roadway is only two-lanes in much of this stretch, the closeness of the forest is the most significant character-defining quality. The woodland appearance is vital to the overall character of the landscape to give it an enclosed 'natural' character. The intentional plantings, by contrast, would have had little consequence other than adding additional flowering specimens in the spring.

Evaluation

Vegetation is one of the most character defining components of the Clara Barton Parkway. In the western section, the 'parkway' character is created by the grassy median and the widening and narrowing grass margins with clusters of specimen trees punctuating the otherwise open space. This is framed and balanced by the adjacent woods. The health of the woods in addition to the mowing pattern of the grass margins and the size, number and species of the specimen trees all contribute to the integrity of the landscape.

Overall, many of the specimen plantings are no longer present although trees have been replaced in recent years with similar species in similar locations. Although the replacements are compatible with the original design, they are not actually of the same numbers, species and locations as the original design. None of the shrubs that were originally planted remain, and this is especially noticeable in the median, where high bush blueberry was planted in repeated clusters along much of the length of the parkway.

Another impact to the integrity of vegetation is the colonization by non-native, invasive vegetation, especially bamboo and vines. This is especially true near the Capital Beltway interchange, along the former streetcar line and MacArthur Boulevard, and along areas adjacent to residences, all of which are likely sources of seed dispersal. The bulk of the non-native, invasive vegetation occurs east of the beltway, especially east of Glen Echo.

Due to the impacts described, the landscape characteristic of vegetation has moderate integrity.

Contributing

Specimen plantings at parking areas, exits and junctions west of Glen Echo

Specimen plantings along David Taylor Model Basin fence line

Naturalized plantings along forest edges, (Glen Echo to Carderock)

Mowed grass median (Cabin John Creek Bridge to Carderock, Brookmont)

Replacements for specimen plantings at exits and parking areas and Brookmont median

Non-Contributing

Post 1970s plantings

Mowed grass treatment in median (other areas)

Character-defining Features:

Feature: Specimen plantings at parking areas, exits and junctions west of Glen Echo

Feature Identification Number: 175976

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Specimen plantings along David Taylor Model Basin fence line

Feature Identification Number: 175978

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Naturalized plantings along forest edges, (Glen Echo to Carderock)

Feature Identification Number: 175980

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Mowed grass median (Cabin John Creek Bridge to Carderock, Brookmont)

Feature Identification Number: 175982

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Replacements for specimen plantings at exits and parking areas and Brookmont median

Feature Identification Number: 175984

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Post 1970s plantings

Feature Identification Number: 175986

Type of Feature Contribution: Non contributing

Latitude Longitude

0.0000000000

Feature: Mowed grass treatment in median (other areas)

Feature Identification Number: 175988

Type of Feature Contribution: Non contributing

Latitude Longitude

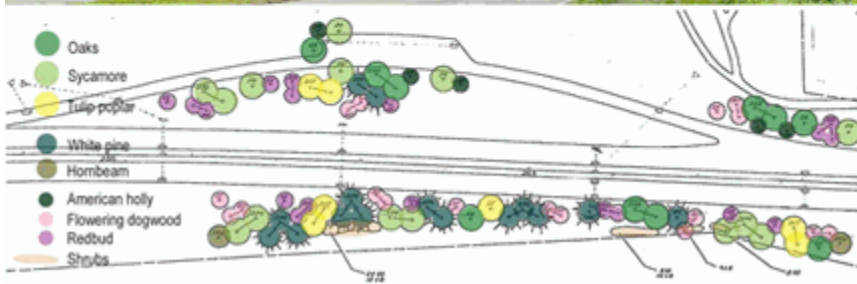
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Landscape Characteristic Graphics:

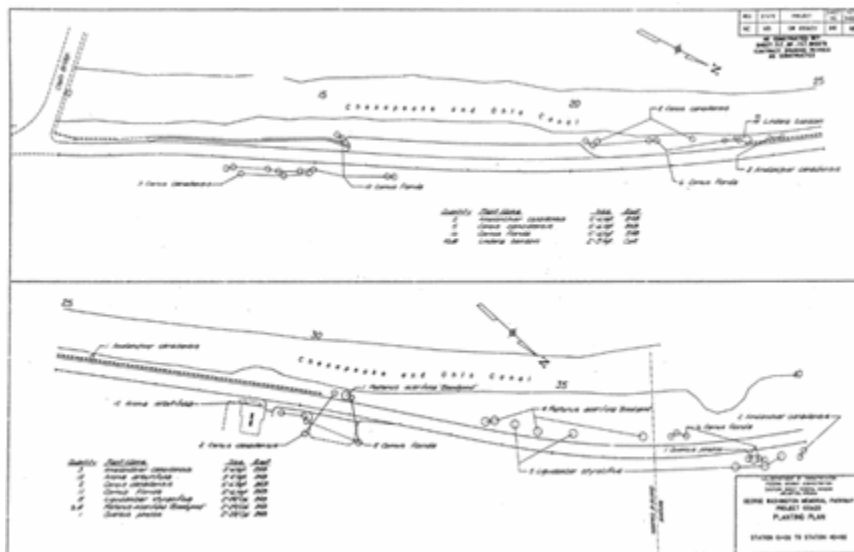
Clara Barton Parkway
George Washington Memorial Parkway - Clara Barton Parkway



Open-grown, specimen plantings at junction with Capital Beltway



Carderock entry drive



Planting plan details for 'post-1970' planting plan, eastern end. (100A20, sheet 35)
(Unknown date or NPS number)

Buildings and Structures

Structures are important features of the Clara Barton Parkway and are focused on fitting the roadway into its tight geographical setting. Several bridges and numerous culverts, large retaining walls, and a lengthy cantilevered portion of the roadway, define the roadway's built features. Additionally there are two pedestrian bridges that allow pedestrians to cross the parkway safely, and several guardwalls that protect drivers from roadside hazards. Historical structures from the DC Transit streetcar line abut the parkway just west of the Little Falls Pumping Station but are barely visible due to the surrounding vegetation.

(Note: There are no buildings located within the project area that are managed or owned by the NPS. See discussion in adjacent lands section)

Bridges

There are four distinct types of bridges along the parkway (including the cantilevered roadway): vehicular overpasses, vehicular underpasses, pedestrian bridges, and a cantilever structure.

Three vehicular underpass bridges carry the parkway over Cabin John Creek, Little Falls Branch and 79th Street. Vehicular overpasses include two nearly identical structures at the Carderock and Cabin John Gardens exits, and an abandoned bridge at the Glen Echo exit. Two pedestrian bridges are located near Sycamore Island and the Brookmont neighborhood. Finally, the cantilever structure is located at the base of Glen Echo Park and carries the parkway on two separate levels along the bluff.

Historic Condition-Vehicular Bridges (Underpasses)

Three concrete bridges carry the parkway over Cabin John Creek (HAER No. MD-95), Little Falls Branch (HAER No. MD-99) and 79th Street (Seventy-Ninth Street Cabin John Underpass, Riverside-Cabin John Bridge, HAER No. MD-93). In contrast to the traditional stone-clad bridges of the Mount Vernon Memorial Highway, the bridges of the Clara Barton

Parkway were modern in design and similar in spirit to the bridges of the GWMP-North.

The Cabin John Creek Bridge was the most expressive bridge of the parkway with smoothly integrated diagonal supports and a curving deck. The bridge spanned Cabin John Creek and was meant to preserve the creek, although the creek itself had to be relocated before construction of the bridge's foundations. The exposed concrete structure and steel guardrails added to the bridge's modern aesthetic, and its visual appeal rested on its modern design, making it appear lighter than the more traditional bridges of the Mount Vernon Memorial Highway. It has been noted that the bridge "resembles an award-winning design executed in steel for a competition sponsored by the American Institute of Steel Construction" (HAER No. MD-95 Written Historical and Descriptive Data). The modern style of this bridge serves as a foil to the nearby Union Arch Bridge, the massive stone structure that carries the Washington Aqueduct over the same creek two hundred yards upstream. Locally quarried stone was used to face the lower wing walls of the Cabin John Creek Bridge, seemingly to give it a more rustic appeal when seen from the stream below.

The Little Falls Branch Bridge was the easternmost of these three, crossing over Little Falls Branch before it flows under the C&O Canal and into the Potomac River. This pre-stressed concrete girder structure carried the parkway for 59 feet, and channelizes the Little Falls Branch as it flows below. Continuous steel railings furthered its modern aesthetic, however, like the Cabin John Creek Bridge, the base of this bridge was faced with flat stones similar to the ones found within the stream itself. This gave a more rustic appearance to those who view the underside of the bridge from nearby trails while maintaining the unembellished construction of the concrete bridge and steel railings above, visible to the motorist.

The 79th Street Cabin John Underpass was the shortest bridge of the parkway. A simple reinforced rigid frame concrete structure carried the parkway over 79th Street, which led to a small group of houses on the south side of the parkway, the only residences between the parkway and the river. The small span had two westbound lanes, two eastbound lanes and a grass median, so it is quite wide for its short length. The short span, steep grading, dense vegetation and simplicity of the bridge along with the small rural character of 79th Street resulted in its having very little presence.

Existing Condition-Vehicular Bridges (Underpasses):

The Cabin John Creek Bridge and the Little Falls Branch Bridge have been well maintained with no visible alteration having been made since their construction. However the 79th Street Overpass has had its guardrails replaced, which has altered its appearance. The original steel backed timber guardrails that made up the parapet of the bridge are mentioned in its structure report dated 1995, and photographs of the bridge in 2002 show that these guardrails were replaced with heavy reinforced concrete guardrails similar in form and size to the timber steel backed guardrails they replaced. The use of exposed concrete is more characteristic of other bridges along the parkway, in contrast to the timber guardrails, which were more similar to those at the more-discreet box culverts. Thus the change, though compatible with the other

bridges, changes the visual presence of the bridge, making it more noticeable to motorists.

Evaluation:

Of the three underpass bridges, only one has been slightly modified since construction. These structures retain high integrity to the period of significance.

Historic Condition-Vehicular Bridge (Overpasses):

There are three of vehicular overpasses along the parkway; the bridge at the exit for Cabin John Gardens (Erricson Road Overpass or Cabin John Overpass, HAER No. MD-94), the bridge at the exit for the Carderock/David Taylor Model Basin (Carderock Overpass, David Taylor Model Basin Bridge, HAER No. MD-92), and an abandoned bridge that would have carried the westbound lanes of the parkway over the eastbound lanes at the Glen Echo exit (George Washington Parkway Northbound Lane Overpass, HAER No. MD-96) had the parkway been completed as designed.

The overpasses for the Carderock and the Cabin John exits were very similar and appear identical. Each bridge had two-lanes and carried traffic over the parkway to access the inbound lanes on the southern side of the roadway. The bridges consisted of large concrete beams with a thin concrete deck and steel rails consistent with other bridges along the roadway. Neither bridge included the use of stone or other rustic materials, but had a strong formal and functional connection to the stone masonry guardwalls that extended from the edges of the bridge down the exit ramps. This gave them a similar blend of modernity and rusticity that characterized many of the parkway's structures.

At the Glen Echo exit the parkway passed under a "bridge to nowhere" which spanned the westbound lane. This bridge was known as the George Washington Memorial Parkway Northbound Lane Overpass in the construction plans (In the National Register nomination for the GWMP it is referred to as the Westbound Lane). It was designed to carry the parkway westbound lanes (formerly considered the northbound lanes) over the entrance ramp for the inbound eastbound lanes. However, the westbound lanes were never built so it was essentially abandoned. It was similar in design to the Cabin John Creek Bridge with angled piers arcing into the concrete beams and steel guardrails, keeping it light and relatively delicate in appearance. Because it would have been more visible to motorists, it would have rivaled the Cabin John Creek Bridge as the most prominent example of the modern bridges of the parkway. As with the other bridges, the modernity of the engineering is contrasted with rustic rock, in this case a rock outcrop from which the bridge springs.

Existing Condition-Vehicular Bridge (Overpasses):

The bridges at the exits for Cabin John Gardens and Carderock/David Taylor Model Basin have not been altered and have been well maintained. These two bridges maintain a high amount of historic integrity. The abandoned Glen Echo overpass (formerly George Washington Memorial Parkway Northbound Lane Overpass) has not been altered since its construction,

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

and but has not been maintained. Overgrown vegetation has begun to cover the edges of the bridge deck, and the steel rails have considerable rust. It appears to be falling gradually into ruin. The bridge was officially closed to traffic in 1993. (HAER No. MD-96, Written Historical and Descriptive Data).

Evaluation:

The Carderock and Cabin John Underpasses are unchanged and have high integrity to the period of significance. The integrity of the abandoned Glen Echo overpass is somewhat compromised by its lack of maintenance.

Historic Condition-Pedestrian Bridges

The Brookmont Pedestrian Bridge (HAER No. MD-98), built between 1966 and 1967, and the Sycamore Island Pedestrian Bridge (HAER No. MD-97), built between 1967 and 1968, were constructed in order to provide access from neighboring communities on the bluffs above the parkway to the C&O Canal and riverside parklands. Like the other bridges along the parkway, they were of modern concrete construction, each a reinforced concrete box girder with a thin concrete deck and a spiral ramp on the downhill side to accommodate the change in elevation between the bluffs and the parkway. The spiral of the Brookmont Pedestrian Bridge descended all the way to the level of the canal, making more than one and three-quarters turns. Both structures had simple, undecorated metal rails continue the delicate expression of the modern bridges.

Existing Condition-Pedestrian Bridges

The two pedestrian bridges appear to be well maintained, and show no signs of alterations since construction.

Evaluation:

The two pedestrian bridges have not been altered since their construction and maintain high integrity to the period of significance.

Historic Condition-Cantilever Structure

Along the steep bluffs at Glen Echo, a large cantilever carried the two westbound lanes twenty feet above the eastbound lanes for approximately a quarter mile, projecting over the lower lanes by as much as eight feet. It curved in plan, edging the base of the bluff and allowing both lanes of the parkway to fit between the bluff and the canal. The cantilever was a fairly simple structure with a continuous wall along the eastbound lanes and a concrete deck projecting over it carrying the westbound lanes. The wall rose slowly at its western end to form a retaining wall first as the grade separates between the two lanes. When it reaches full height, the concrete deck and rail gradually projected out over it to their maximum projection and then diminished in a comparable manner as it nears the eastern end. There, the retaining wall tapered rapidly into

the slope. Two photographs (one from 1965, the other undated but from around the same time) show the original detailing of the cantilever. The retaining wall was articulated with vertical bands, and the concrete deck projected very slightly beyond the retaining wall as it rose on the western end before the actual cantilever. The integrated concrete railing was topped with a single, round steel rail on repeated angular supports, and grasses grew at the base of the wall along the western end.

Existing Condition-Cantilever Structure

The cantilever was rehabilitated in 1993, which included two notable changes: the resurfacing of the driving lanes, and the replacement of the steel railing. The original asphalt surface of the cantilever was replaced with a concrete surface on the upper, westbound lanes, making it similar to the surfaces of the various bridges. Because of the similarity to the other bridges, it is considered a compatible modification. The steel railing was replaced with another single rail design, but the supporting brackets are of a slightly different design. The original railing more closely resembled the form and construction of the bridge railings and the new design slightly diminishes its historical integrity, though it remains similar in scale and materials, with its all-steel construction and continuous top rail. A crash barrier was also added to the west end of the cantilever in the 1990s.

The surface of the wall itself has been augmented and is now surfaced with a smooth layer of sand-colored concrete that eliminated the vertical banding and the slight projection of the deck. Overall, it transformed the structure into an even-textured wall that now projects slightly beyond the deck, and this gives it a larger scale and undifferentiated texture. This additional concrete may have been necessary to reinforce the original structure, but further research is needed to determine if this was done in conjunction with the other changes in 1993. Concrete replaced the grasses growing at the base of the wall as well.

Evaluation:

Although the changes to the cantilever structure are not major and were done compatibly with the original design, collectively they have a minor effect on the integrity of the structure. It still, however retains integrity to the period of significance.

Retaining Walls

The Clara Barton Parkway is especially reliant on retaining walls to fit the roadway between the C&O Canal and the adjacent bluffs, and these retaining walls are contributing to its historical significance. Two types of retaining walls can be found along the parkway, breast walls and retaining walls, which serve similar purposes but are distinguished in a few ways. Breast walls are typically used on the uphill side of the parkway where the roadway is cut into the hillside, and they hold back undisturbed earth, which still has some structural integrity. They are generally level at the base along the roadway and curved at the top with the peak of the arc located at the highest point of the slope they cut into. In contrast, retaining walls are typically used on the downhill side of the parkway where the roadway is filled over swales and other

lower land, and they hold back loose and unstable soil. They generally occur below the roadway, out of view, with a relatively level top parallel to the roadway and a U-shaped base that curves to meet the grade below. Typically they are capped with stone masonry guardwalls to protect motorists from driving over the edge. When visible to motorists, all the walls are faced with stone to give the parkway a more rustic appearance.

Historic Condition-Breast Walls

There were six breast walls along the Clara Barton Parkway. All were battered, reinforced concrete walls approximately two feet thick, widening toward the base where they rested on concrete footings. All but one had a curved or elliptical top determined by the profile of the slope of the earth being cut, and the tops and exposed sides were faced in stone. They reached as high as twenty feet, and range from 80 to 1200 feet in length. Faced in cut-stone with relatively smooth surfaces, rectilinear joints, and consistent stone sizes, in this regard they differed in both scale and texture from the guard walls along the parkway (see Guard Walls section). The stones ranged from tan to brown to blue hues giving them a slightly more rustic appearance consistent with stone construction along the rest of the parkway. Because breast walls hold back undisturbed earth, they were primarily located along the northern edge (or uphill side) of the westbound lane of the parkway.

Five breast walls were located where the roadway was cut into the steep slopes between Brookmont and Glen Echo. All were visible to passing motorists, so were faced with cut stone. A sixth wall (B1), the largest at 1200 feet long and 15 feet high, was actually a combination breast wall and retaining wall and also stone-faced. It vertically separated the east and westbound lanes, working in tandem with a second uphill wall (B2) to terrace the slope at Brookmont. (See cover photo.) These two were the easternmost breast walls, and all are numbered from east to west with the flow of the adjacent lane of traffic. About 1200 feet to the west was located the smallest breast wall measuring only eighty feet in length (B3). This wall was not within the as-built plan of the parkway, presumably constructed after 1964, but before 1979 (a dated photograph can be found in the historic structures report). Further west, just past the Little Falls Pumping station was the only breast wall with a horizontal top and not an elliptical one (B4). This 540 foot long wall separates the parkway from MacArthur Boulevard and the former trolley line at the top of the bluff. The final two breast walls (B5, B6), both 425 feet long and 100 feet apart, were located just west of the cantilever on the uphill side of the parkway. Working with the cantilever, they helped to squeeze the parkway between Glen Echo palisades and the C&O Canal.

Existing Condition-Breast Walls

All six breast walls remain in their original locations and have not been altered.

Evaluation:

The breast walls have high integrity.

Historic Condition-Retaining Walls

True retaining walls are constructed of reinforced concrete, and are capped with stone masonry guard walls that follow and parallel the contours of the roadway. Only the guard wall caps are visible from the roadway, so motorists may mistake them for freestanding guard walls although the stone construction is different. Freestanding guard walls are built of uncut stones, whereas these guard wall caps are constructed of rectangular cut stone like the stones used on the breast walls. The more uniform shape of the stones used for these walls allows them to be fitted into the concrete retaining wall below, unlike the freestanding stone walls which simply rest on a concrete footing.

There were three retaining walls, all between Cabin John Creek and the Glen Echo exit. Heading eastbound with the flow of traffic on the adjoining lane, the first (R1) was also the longest, starting where Cabin John Parkway enters the eastbound lane and running along the southern edge of the inbound lane for about 550 feet. As the roadway returned to the level of the ground, a line of boulders continued the safety edge provided by the guard wall cap. The second wall (R2) below GLEC protected Lock House 7 from grading operations. It ran 200 feet along the eastbound lane, ending at the entrance of the parking lot at Lock 7. The side of this wall could not be seen from the road, but faced Lock 7, so it is faced in stone much like the breast walls. The third retaining wall (R3) started at the eastbound exit to Glen Echo and ran 400 feet along the southern edge of the parkway.

Existing Condition-Retaining Walls:

The guard wall caps atop the retaining walls appear more prone to losing their stone blocks than the walls constructed of irregular stone. The reason is the stones are mortared to the concrete retaining walls and are vulnerable to damage by water infiltration and expansion. Numerous stones had been loose or had fallen out of the walls, but were in the process of being repaired in the spring and summer of 2012. The stone facing on the retaining adjacent to Lock 7 (R2) may have been applied to the wall during its initial construction or in conjunction with the application of the stone facing to some of the larger box culverts constructed for the parkway. Further research is needed to determine when these changes were made.

Evaluation:

In spite of changes made the retaining walls retain integrity to the period of significance.

Traffic Barriers

Traffic barriers along the Clara Barton Parkway included stone masonry guard walls, a line of boulders, and also timber and steel guardrails. Freestanding stone masonry guard walls were used along the exit ramps for the Cabin John exit, the Carderock/David Taylor Model Basin exit, and along the road leading to the Carderock Underpass beneath the C&O Canal. In these places, the walls were used where aesthetic aspects are as important as traffic safety. (Stone guard walls were also used in conjunction with retaining walls, but these are addressed in the retaining walls section.) Timber and steel guardrails were used where traffic safety is the primary motive and less visual attention was desired for the barriers. The line of boulders

extended a retaining wall where the steepness of the slope and the need for traffic safety diminishes gradually.

Historic Condition-Stone Masonry Guard Walls:

The stone masonry guard walls of the Clara Barton Parkway were akin to those used along the northern section of the GWMP in Virginia. They were constructed of irregularly sized, uncut stones set with mortar to create a rustic appearance. Within this rustic style, the range of sizes is narrower than used in earlier stone walls from the 1930s and 1940s (e.g. walls near Key Bridge and Spout Run), which gave them a bit more uniformity of appearance than the earlier ones and greater similarity to the various retaining walls and breast walls along the Clara Barton Parkway.

Furthermore, the stones were set with a 'finished' side, the stones laid to create a relatively even plane, and a 'rougher' side with the stones laid more irregularly. The tops of the walls were also planar like the finished sides, but they did not have a single stone as a cap, which left them vulnerable to water infiltration between the stones, creating maintenance problems. Generally the planar side of all freestanding guard walls faced traffic so motorists see the more finished side, but walls between the parkway and exit/entrance ramps were visible from both sides. In these cases, the finished side faced the slower moving traffic where they are visible for a longer period of time and from a closer viewpoint.

There were fifteen freestanding guard walls along the Clara Barton Parkway. The westernmost five of these were at the Carderock exit. Four of the walls (G1, G2, G3 and G4) lined the four exit/entrance ramps of the Carderock exit where they rose to meet the exit overpass, facing the slower moving traffic of the exit/entrance ramps. An additional stone guard wall (G5) lined the access road to Carderock as it descended to pass under the C&O Canal, its planar side facing the access road. Freestanding guard walls were numbered from east to west with the flow of the eastbound traffic lanes.

A noticeably less rustic freestanding guard wall (G6) ran for about 300 feet along the southern edge of the eastbound lanes ending at the 79th Street Overpass. It was composed primarily of large roughhewn blocks of various sizes. The next two guard walls (G7 and G8) were between 250 feet and 300 feet in length, and ran along the outside edge of the parkway approximately 800 feet to the east of the Cabin John Underpass, protecting motorists from an unnamed stream that passes under the parkway at that location. Six more freestanding guard walls (G8-G13) lined the exit/entrance ramps at the Cabin John exit, with a similar orientation and construction as those lining the exit/entrance ramps at the Carderock exit. The smallest freestanding guard wall (G14) ran along the outside edge of the parking lot for Lock 7, and was approximately 50 feet long. The final freestanding guard wall (G15) was located across the parkway from the pump house below the Dalecarlia Reservoir. It ran for about 500 feet, separating the parkway from the canal where they are as little as twenty feet apart.

Existing Conditions-Stone Masonry Guard walls

The walls remain extant are generally in good condition, with many of the smaller stones currently (2012) being mortared back into place after falling off of the wall. Continual mortaring is apparent because of the slightly different color of each successive coat. The difference in color between successive layers of mortar is apparent on section of the walls that have been repaired. The original construction allowed for deep recesses between the stones by using the mortar sparingly near the surface, giving the walls a more rustic appearance. However, maintenance and repairs are evident where these recesses were filled in by the liberal use of mortar, particularly on the tops of the walls where their lack of a capstone make them prone to water infiltration.

Evaluation:

The stone-masonry guard wall retain integrity to the period of significance.

Historic Condition-Boulders:

A line of fifty-seven boulders between three and six feet in diameter acted as a traffic barrier, and to discourage motorists from parking along the shoulder of the road. The boulders were placed individually or in pairs, and are fifteen to twenty-five feet apart. While the boulders appeared to simply rest on the ground, there were actually attached to a cement pad by a length of rebar that extends into the holes drilled into the bottom of the boulders. This line of boulders started at the eastern end of retaining wall R1 to the east of the Cabin John exit. The boulders were placed along southern edge of the eastbound lanes for approximately 1100 feet. The boulders were a range of local colors, from browns and tans to blue hues, much like the stone masonry guard walls throughout the George Washington Parkway.

Existing Condition-Boulders:

The number, spacing and setting of the boulders are not specified in the plans, which include a note that they are to be placed under the direction of National Park Service personnel. However the line of boulders does begin and end at the locations indicated on the plans, so it is assumed that they are original to the construction of the parkway. The boulders are all in good condition with no signs of wear or automotive damage.

Evaluation:

The boulders retain integrity to the period of significance.

Historic Condition-Guardrails:

Timber guardrails were the most common form of traffic barrier along the parkway. They were of a simple design with an 8 inch x 8 inch post supporting a single 4 inch x 8 inch rail. Two all wood guard rails were located on the parkway (There may have been more of this type initially). One ran along the southern (left) side of the roadway, just before it passed under the interstate bridges, and a second, smaller one was located on the north (right) side where it

crossed over Rock Run.

Steel-backed timber guardrails were typically used in two situations: when the roadway passes alongside bridge structures and when it is graded above surrounding topography. Steel-backed guardrails were most-frequently used on both sides of the roadway as it passed between the support columns for the Capital Beltway bridges, the Sycamore Pedestrian Bridge and the Brookmont Pedestrian Bridge. At the western end of the parkway, it rose up to meet the grade of MacArthur Boulevard, and a steel-backed timber guardrail lined the southern edge of the roadway. Another was used across from the Little Falls Pumping Station where a small depression led into a box culvert. There was one additional four hundred foot, steel-backed timber guardrail on the north side of the road between Lock 6 and Little Falls Pumping Station. This guardrail was a bit of an anomaly but seemed to be protecting against collisions with a steep cut bank on the north side. This is also where the streetcar right-of-way first coincided with the parkway alignment, and it is possible that this guardrail is related to that condition in some way.

Two steel W-channel guardrails were used at the Glen Echo exit. A long one protected the outside of the curved entrance/exit ramp, and a second, shorter one extended from the eastern end, upper level of the cantilever, disappearing into the brush and leading to the abandoned bridge.

Existing Condition-Guardrails:

Only two pure-timber guardrails remain extant, both along the westbound lanes near the interchange with the Capital Beltway, I-495, where highway grading created abrupt topographical changes. Both appear to have weathered well, with the exception some apparent automotive damage to the smaller of the two.

Most of the timber guardrails have steel framework making them stronger than pure timber construction, but these are most likely not original. Further research is needed to determine when these were installed, but similar steel-backed guardrails have been installed along the northern section of the George Washington Memorial Parkway in Virginia since the 1990s. It is likely that the ones along the Clara Barton Parkway have been replaced since then as well.

In other places along the GWMP, w-channel guardrails have been replaced with steel-backed, timber guard rails, so it is possible that there were more w-channel guardrails that have been replaced with steel-backed, timber ones. Further research is needed to ascertain the origin of these guard rails.

Evaluation:

All of the extant guard rails are in good condition and retain integrity.

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

Historic Condition-Culverts:

Because the parkway is built along a river bluff dissected by numerous streams and swales, water management is important to its design and construction. Although bridges span the larger streams, most of the smaller streams and storm runoff travels under the Clara Barton Parkway by way of culverts. After passing through these culverts the larger streams must be directed under the C&O Canal, too, and as a result many of the larger culverts were built in line with the preexisting culverts of the canal.

Nine large box culverts (greater than 4 feet by 4 feet in cross-section) were constructed, passing underneath the Clara Barton Parkway. These culverts ranged in size from 5 feet by 4 feet to 12 feet by 8 feet and up to 1000 feet in length. Box culverts were used to carry larger streams and major sources of runoff under the parkway and many connected to preexisting culverts ran under the C&O Canal, emptying into the river. Numbering them from the western end, the first box culvert (C1) located 1200 feet from the Carderock Underpass, carried an unnamed stream under the parkway. The second (C2) and longest culvert at 1000 feet, carried Rock Run under both lanes of the parkway and the on-ramps for the Capital Beltway. The third box culvert (C3), located east of the Beltway where the traffic merges with the eastbound lanes of the parkway, carried an intermittent stream under the road. The next (C4), carried an unnamed stream under the parkway and was located immediately west of the 79th Street Overpass. Two intermittent streams are channeled under the road by two more box culverts, (C5) and (C6) located respectively 900 feet and 1300 feet to the east of the 79th Street Overpass. The box culvert with the largest cross-sectional area was twelve feet wide and seven feet tall (C7). It carried the Minnehaha Branch under the parkway and traveled underneath the structural cantilever at the base of Glen Echo. The next box culvert (C8), just east of the parking lot at Sycamore Island Pedestrian Bridge, carried an intermittent stream under the parkway. Another intermittent stream passed under the parkway via box culvert (C9), located just east of electrical substations of the Little Falls Pumping Station.

An additional box culvert (C10) carried the Little Falls Branch underneath the C&O Canal prism and towpath. This culvert connected directly to the canal culvert at this location. The headwall on the outlet (riverside) of the culvert remains as it was built in 1830, but the historic inlet (bermside) was changed to a drop inlet. This allowed water from the parkway box culvert (C10) to drain through the historic barrel of the C&O Canal culvert. Larger than any other the box culverts passing under the parkway, it is twelve feet high and eight feet wide and carried the weight of the canal prism and towpath.

A larger number of small box culverts (less than 4 feet by 4 feet in cross-section) and smaller pipe culverts carried the remaining intermittent streams and runoff under the parkway often emptying directly into the C&O Canal. At least eleven of these small box culverts and pipe culverts can be found on the plans for the parkway. The smaller box culverts may be constructed out of reinforced concrete in combination with metal conduits. A notable small box culvert carried a small, unnamed stream under the parkway after it is made to cascade down a rock outcropping about 30' before the entrance sign to the Clara Barton Parkway at its eastern

end. The pipe culverts were cast concrete and ranged in diameter from 2 feet by 4 feet. They can be distinguished by their distinctively flared ends.

Existing Condition-Culverts:

The box culverts have stone headwalls similar to the stone facing used on exposed retaining walls. The headwalls were part of the original design, but were not constructed at the time of the rest of the parkway. Exposed rebar was originally left at the ends, most likely intended for a future application of a façade, and a later structural report indicates that the headwalls were not constructed until at least 1995. Most culverts are in good condition, with the stone facing still crisp and fresh in comparison to its rugged surrounding. However, the stone facing of the culvert carrying Little Falls Branch under the canal is already crumbling due to small pools of standing water that have developed against the inside edge of its stone facing.

Trolley Structures:

There are two older retaining walls and a trestle bridge that were constructed as part of the DC Transit streetcar line and existed prior to construction of the parkway. Further research is needed to determine their exact historic condition.

Today they would be considered ruins of the former trolley line, but when construction began they were part of the functioning streetcar line. A large retaining wall is on the uphill (northern) side of the parkway and a smaller one downhill of the parkway. The larger one supports the bluff below MacArthur Blvd west of the Little Falls Pumping Station, and is above and to the east of breast wall B4. It is 200' to 300' feet in length and constructed of mortared, flat stones. The smaller wall occurs downhill from the first, about forty feet downhill from the parkway, and can be found at the top of a shear limestone cliff. It was of a similar construction, but has been covered in a thick layer of concrete and topped by a more contemporary reinforced concrete retaining wall between twenty and thirty feet in length.

The bridge spans a large swale adjacent to the northern (uphill) entrance to the Sycamore Island Pedestrian Bridge, and continues west for about another two hundred feet. It carried the number 20 line of the Washington Railway Electric Company from Union Station to Glen Echo and Cabin John. The original grading of the streetcar right-of-way is clearly demarcated by a set of above-ground power lines that still run on top of it. These power lines run from Broad Street to Glen Echo Park, however the lines were buried between the Little Falls Pumping Station and a present-day clearing created by invasive species about 800' southeast of the trolley bridge. They were most likely buried during the grading and construction of the parkway, which was designed to cross the trolley line along this stretch.

All remains of the trolley line that exist on National Park Service property are in ruins. The remains of the trestle bridge have rusted extensively and there is no apparent attempt to preserve or maintain it. The entrances to the bridges have been fenced off, and signs are posted to warn visitors of their structural instability. Further research is necessary to determine if these structures are contributing features of the landscape.

Evaluation

The structures of the parkway establish it as a modern, decidedly constructed roadway. The combination of modern concrete and steel construction sets the parkway firmly in its mid-twentieth century time frame as a modern roadway. Additional stonework and rocks are used for more rustic details on bridges, retaining walls, and guardwalls as a nod to the tradition of more rustic parkways. This hybrid construction may lead to maintenance issues as water seeps into cracks between modern concrete construction and traditional stonework, for example. Overall though, the various structures are in good shape and have high integrity. Mortar work on stone walls is less consistent with the original construction in many places and restructuring of the cantilever has given it a slightly different character. Also the abandoned Glen Echo overpass or “bridge to nowhere” is deteriorating, apparently without a real plan for what to do with it. But otherwise, buildings and structures are consistent with the original design. Overall this characteristic retains integrity to the period of significance.

Contributing

Parkway Roadway (LCS#45370)
Cantilever Structure (LCS#45377)
Cabin John Creek Bridge (LCS #45376)
Little Falls Branch Bridge (LCS#45378)
79th St. Overpass (LCS#45374)
Cabin John Underpass (LCS#45375)
Carderock Underpass (45369)
Abandoned Glen Echo overpass (No LCS)
Pedestrian bridge at Sycamore (No LCS)
Pedestrian bridge at Brookmont (No LCS)
Breast walls (LCS#45379)
Three retaining walls (No LCS)
Stone masonry guardwalls (No LCS)
Boulders (No LCS)
Wooden guardrails
Large, box culverts
Small box culverts and pipe culverts
(Culverts are listed all together on the LCS# 45380)

Non Contributing/Compatible

Steel-backed wooden guardrails

Undetermined

Steel, W-channel guardrails
Trestle bridge remaining from DC Transit streetcar line
Two retaining walls from DC Transit streetcar line

Character-defining Features:

Feature: Parkway Roadway (LCS#45370)

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

Feature Identification Number: 176004

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 45370

LCS Structure Name: Clara Barton Parkway, Roadway

LCS Structure Number: CBP-A

Feature: Cantilever Structure (LCS#45377)

Feature Identification Number: 176006

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 45377

LCS Structure Name: Clara Barton Parkway, Cantilever Structure

LCS Structure Number: CBP-5

Feature: Cabin John Creek Bridge (LCS #45376)

Feature Identification Number: 176008

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 45376

LCS Structure Name: Clara Barton Parkway, Cabin John Creek Bridge

LCS Structure Number: CBP-4

Feature: Little Falls Branch Bridge (LCS#45378)

Feature Identification Number: 176010

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 45378

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

LCS Structure Name: Clara Barton Parkway, Little Falls Branch Bridge

LCS Structure Number: CBP-6

Feature: 79th St. Overpass (LCS#45374)

Feature Identification Number: 176012

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 45374

LCS Structure Name: Clara Barton Parkway, 79th Street Overpass

LCS Structure Number: CBP-2

Feature: Cabin John Underpass (LCS#45375)

Feature Identification Number: 176014

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 45375

LCS Structure Name: Clara Barton Parkway, Cabin John Underpass

LCS Structure Number: CBP-3

Feature: Carderock Underpass (LCS#45369)

Feature Identification Number: 176016

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 45369

LCS Structure Name: Clara Barton Parkway, Carderock Underpass

LCS Structure Number: CBP-1

Feature: Abandoned Glen Echo overpass

Feature Identification Number: 176018

Type of Feature Contribution: Contributing

Clara Barton Parkway
George Washington Memorial Parkway - Clara Barton Parkway

Latitude Longitude
0.0000000000

Feature: Pedestrian bridge at Sycamore

Feature Identification Number: 176020

Type of Feature Contribution: Contributing

Latitude Longitude
0.0000000000

Feature: Pedestrian bridge at Brookmont

Feature Identification Number: 176058

Type of Feature Contribution: Contributing

Latitude Longitude
0.0000000000

Feature: Breast walls (LCS#45379)

Feature Identification Number: 176060

Type of Feature Contribution: Contributing

Latitude Longitude
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IDLCS Number: 45379

LCS Structure Name: Clara Barton Parkway, Breast Walls

LCS Structure Number: CBP-7

Feature: Three retaining walls

Feature Identification Number: 176062

Type of Feature Contribution: Contributing

Latitude Longitude
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Feature: Stone masonry guardwalls

Feature Identification Number: 176064

Type of Feature Contribution: Contributing

Clara Barton Parkway
George Washington Memorial Parkway - Clara Barton Parkway

Latitude	Longitude
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Feature: Boulders	
Feature Identification Number:	176066
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	
Feature: Wooden guardrails	
Feature Identification Number:	176068
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	
Feature: Large, box culverts	
Feature Identification Number:	176070
Type of Feature Contribution:	Contributing
Latitude	Longitude
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Feature: Small box culverts and pipe culverts	
Feature Identification Number:	176072
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	
Feature: Culverts (LCS# 45380)	
Feature Identification Number:	176074
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

IDLCS Number: 45380
LCS Structure Name: Clara Barton Parkway, Culverts
LCS Structure Number: CBP-8

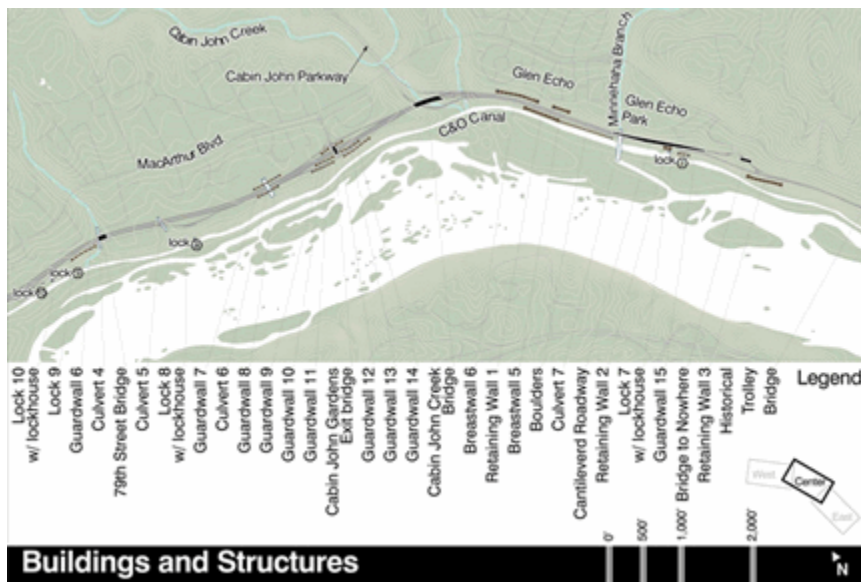
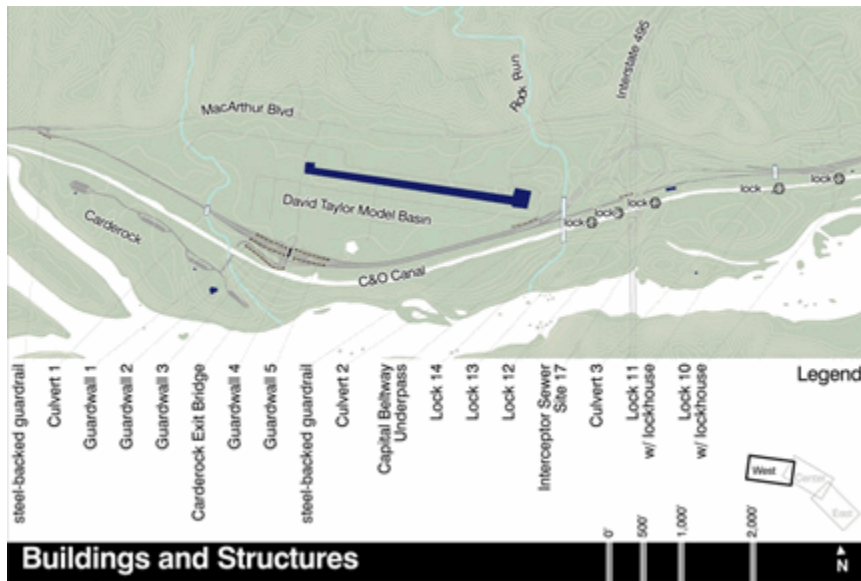
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Feature Identification Number: 176076
Type of Feature Contribution: Non contributing – compatible
Latitude Longitude
0.0000000000

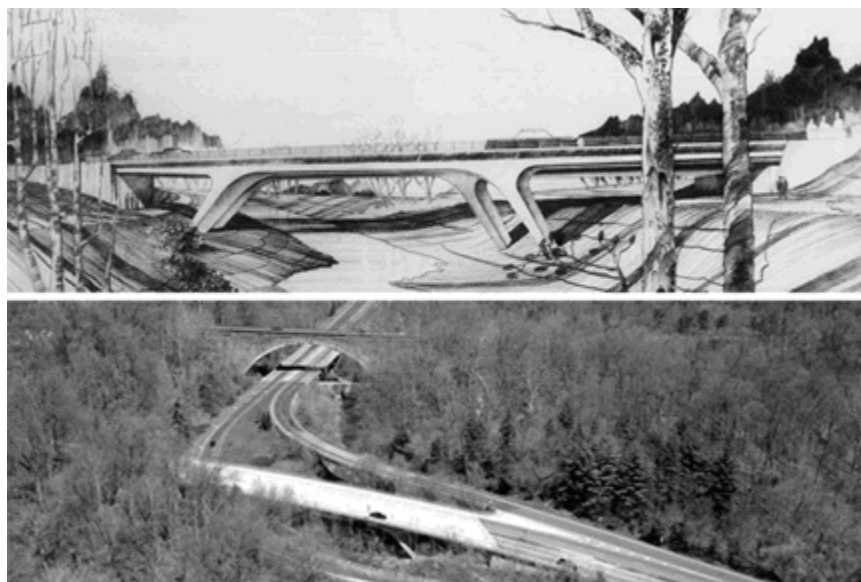
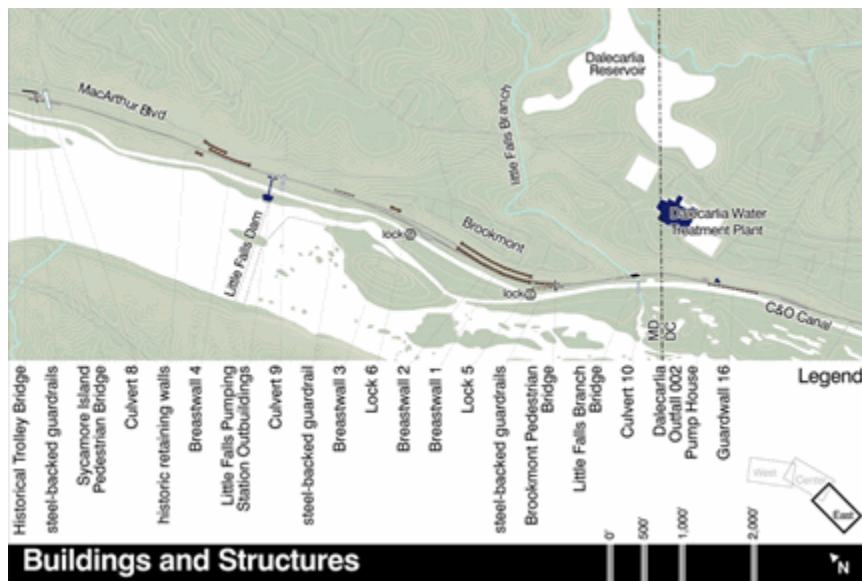
Feature: Steel, W-channel guardrails
Feature Identification Number: 176078
Type of Feature Contribution: Undetermined
Latitude Longitude
0.0000000000

Feature: Trestle bridge remaining from DC Transit streetcar line
Feature Identification Number: 176080
Type of Feature Contribution: Undetermined
Latitude Longitude
0.0000000000

Feature: Two retaining walls from DC Transit streetcar line
Feature Identification Number: 176082
Type of Feature Contribution: Undetermined
Latitude Longitude
0.0000000000

Landscape Characteristic Graphics:





Cabin John Bridge. Original rendering, NPS: 1961 (top). Aerial view showing Union Arch Bridge in background HAER: Date unknown (bottom)

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway



Pedestrian Bridges. Sycamore Island parking area, NPS-CLP: 2012 (top), Brookmont, aerial HAER: Date Unknown (bottom)



Cantilever. Top deck, westbound (top), lower level, eastbound (bottom) NPS-CLP 2012



Historic images of cantilever (NPS-CLP: 1965) showing differences in vertical wall. View from Lock 7 parking turnout looking west (top), and from western end looking east (bottom)

Views and Vistas

Historic Condition

Views along the Clara Barton Parkway play a less important role than they do along the other portions of the George Washington Memorial Parkway. In the summer when trees are fully leafed out, drivers are hardly aware of their proximity to the Potomac River and consequently the most significant views are internal ones focused on the structures associated with historical and present-day infrastructure: the locks and lock houses of the C&O Canal and the Union Arch Bridge of the Washington Aqueduct.

There is little direct evidence of the historical conditions and intended visual experience and views of the parkway, but it is presently assumed that the woods along the C&O Canal and the Potomac River were dense enough to block most views of the river unless cleared for specific vistas. The McMillan Commission Plan indicates that as of 1901 the Maryland bluffs offered the best views of the Virginia side of the gorge, but the lower reaches of the landscape were likely well-forested with little view of the river. Further research may yield insights into the conditions of the bounding woods in the 1960s, but at present, documentation indicates there were no intentional external views designed as part of the parkway.

Internal views were created by the proximity of the road to the adjacent structures of the C&O Canal, and Washington Aqueduct and these would have been the focus of the attention for drivers instead of external views. The views to the lock houses and Union Arch (Cabin John) Bridge would have been the most evident and important to the historical intention of the GWMP. Though neither has direct association to George Washington, by the 1960s they most likely would have been seen as important symbols of the earlier history of the Potomac River.

The parkway was aligned to afford views of Lock Houses 6 and 7 and to a lesser extent Lock House 10. Only Lock House 6 would have been visible from both directions of travel, but the view of it from the outbound lane can be considered the most iconic given the canal's importance in the narrative of the parkway and the prominence of the lock house from the outbound lanes. The alignment of the inbound roadway set up more sudden views of Lock Houses 6, 7 and 10, all of which may have been more visible in the 1960s. The locks themselves would have been visible at Lock 5 and Lock 13, though less obvious than the lock houses at the other locations. The canal and its towpath would likely have been visible and filtered by the trees, especially from Chain Bridge to Lock 6, along the cantilever at Lock 7, and from the Beltway to Carderock.

The junction of the Clara Barton Parkway with the Cabin John Parkway set up the second most iconic view of the parkway, the Union Arch Bridge. An open view of it was afforded from the bridge over Cabin John Creek in both directions of travel.

Existing Condition

The Clara Barton Parkway continues to afford views to the historic structures of the C&O Canal and Union Arch Bridge. During the winter, views to the C&O Canal, its towpath and the Potomac River are more common than when trees are fully leafed during summer. The C&O Canal and its towpath are visible along much of the parkway, hidden from views at times by foliage and physical separation in distance and elevation. The Potomac River also emerges at some points along the parkway. Some of the lock houses and locks are clearly visible from the parkway, and views vary by the direction of travel.

The most persistent "view" the parkway contains is the ever-present park-like setting achieved through plantings and physical separation from the developed adjacent land. From the views to manicured lawns and tree plantings, along with naturalistic forested areas, the experience of driving on a limited-access parkway is augmented by the views to the landscape created to surround the parkway. This screening of the developed surroundings is not always complete. Houses are visible through trees as the parkway moves through Cabin John Gardens. The continuous park-like landscape is also interrupted near the parkway's terminus at MacArthur Boulevard by the presence of the David Taylor Model Basin.

The parkway's proximity to the C&O Canal brings the canal's features into view for multiple portions along the parkway. The canal itself and its towpath can be seen intermittently through the forest, depending on the season. Filtered views of it are present from Chain Bridge to Lock 6, where the canal is very close to the parkway; from the lower level along the cantilever and Lock 7; and across from the David Taylor Model Basin. Most of these views only are evident in the winter.

Locks and lock houses along the C&O Canal are the most iconic individual features adjacent to the parkway. The roadway's proximity to these features opens views and provides physical reminders of the canal's history. Locks 5, 6, 7, 10 and 13 are all visible from the parkway.

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

Lock 5 can be seen through the trees from both travel lanes. Lock House 6 is visible from a distance from the westbound lanes as they descend back to grade with the eastbound lanes. Coming from the opposite direction, this lock house is visible for a much shorter period of time because it is hidden by vegetation until motorists are almost directly upon it. Lock House 10 can be seen through the forest during the winter, approaching from the eastbound lanes. Also visible only from the eastbound direction, Lock 13, under the Capital Beltway can be seen briefly on the right.

The Union Arch Bridge passing over Cabin John Parkway can still be seen from both directions.

Evaluation:

Although much of the adjacent landscape is visible through filtering vegetation when leaves are off the trees, the only significant and intended views (based on current evidence) seem to have been the internal views to the C&O Canal lock houses and the Union Arch Bridge. These views are intact and therefore the views are considered to have a high degree of integrity. Further research may reveal places where clearings had created open views to the Potomac River from higher elevations, but at present, documentation does not indicate external views of the river were a component of this parkway.

Contributing

Westbound view of Lock House 6

Eastbound views of Lock Houses, 6, 7 and 10

View of Union Arch Bridge from Cabin John Creek Bridge

Character-defining Features:

Feature: Westbound view of Lock House 6

Feature Identification Number: 175990

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Eastbound views of Lock Houses, 6, 7 and 10

Feature Identification Number: 175992

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: View of Union Arch Bridge from Cabin John Creek Bridge

Feature Identification Number: 175994

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Landscape Characteristic Graphics:



Westbound view of Lock House 6 (top) East bound view of canal through trees and Lock House 6, barely visible (bottom) NPS-CLP: 2012

Small Scale Features

Historic Condition

Small-scale features include signs, curbs and a small stone pillar near the eastern entrance. This shows up in the use of conventional National Park Service signs that associate the parkway with other National Parks, while other signs fulfill traffic safety and directional needs. Curbs along its length give the parkway a defined edge between the roadways and the grass margins and distinguish it from other conventional roadways.

Signage along the Clara Barton Parkway consisted of informational signs for motorists, warnings for motorists, and signs informing motorists of traffic restrictions. Informational signs are smaller than typical highway signage but used similar graphics and bold colors for exits onto connecting interstates. All non-interstate related informational signage is displayed on the brown signs associated with the National Park Service; these signs are larger than the rest and often mounted on two posts. The warning signs include crosswalk signs and typical black and yellow reflective bands. These signs are not modified for parkway use and are either mounted on posts or directly to the hazards they are meant to draw attention to. The restrictive signs are all similar in size and relatively small, displaying speed limits (which are printed at a smaller scale on the parkway) and other traffic restriction on the typical white background.

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

Four-inch, concrete curbs line the entire parkway with the exception of the lanes constructed for the exit at Glen Echo; they are angled in profile to be mountable so that motorists can drive over them and use the grass verges in emergencies. The curbs help define the edges of the roadway, giving it a clean distinct edge adjacent to the grass margins. Though a small feature, this is one of the defining characteristics distinguishing this parkway from other highways. The curbs on both sides of the parkway and median are interrupted by gutters at least every few hundred feet and as close as about 70' in some areas. Parking areas have rectangular curbs instead of angled ones to prevent cars from driving beyond the parking spaces.

A small, square pillar of roughhewn stones is located at the parkway's eastern end on the canal side, about 30' before the "Clara Barton Parkway" sign on the opposite side. This is likely related to the Potomac Interceptor sewer line and is non-contributing.

Existing Condition

The signage of the parkway appears well maintained and its character is unchanged. While the signs themselves may have changed over time the materials and scale have remained consistent with historical photographs and construction documents from the period of significance. It is not known whether or not the quantity of signage has changed from its historic condition, and further research is needed.

Many of the curbs are now somewhat below the roadway (probably due to repaving over the years) and have become overgrown by grass, reducing their impact in defining the edge of the roadway. West of the Maryland/DC line, the curbs rarely rest four inches above the roadway and almost disappear entirely in some areas except at the gutters. This is especially true in the stretch between the Capital Beltway (I-495) and the Cabin John Gardens exit. Because this stretch is the most characteristic segment of the parkway, the loss of the clear edge is particularly critical, since they are an important component of the design. The striping of the edges of the lanes helps compensate for the lack of curbs, but the curbs themselves are often no longer visible. Curbs are most perceptible east of the Maryland/DC line, which was the last segment of the Clara Barton Parkway to be constructed. This segment of the parkway features curbs that sit well above the road surface and are not overgrown by the mowed grass adjacent to them. Overall, the curbs maintain moderate historic integrity.

Evaluation

Collectively, the small-scale features of the parkway have moderate integrity. Historic signage no longer exists and the curbs are the more character-defining element with only moderate integrity. The curbs are not as visible due to repaving layers of asphalt and lack of maintaining the cutting the grass along the parkway. Although the stripes along the edges of the roadway compensate for their absence, the lack of strong curbs diminishes the intended clear boundary between the road and the grass margins, an important design feature of the parkway.

Contributing

Mountable angled curbs along roadway
Square curbs in parking area

Non-Contributing
Signage
Stone Marker (sewer related)

Character-defining Features:

Feature: Mountable angled curbs along roadway
Feature Identification Number: 175996
Type of Feature Contribution: Contributing
Latitude Longitude
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Feature: Square curbs in parking area
Feature Identification Number: 175998
Type of Feature Contribution: Contributing
Latitude Longitude
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Feature: Signage
Feature Identification Number: 176000
Type of Feature Contribution: Non contributing
Latitude Longitude
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Feature: Stone Marker (sewer related)
Feature Identification Number: 176002
Type of Feature Contribution: Non contributing
Latitude Longitude
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Archeological Sites

A thorough inventory of archeological resources of the parkway is beyond the scope of this CLI, however there are various potential sets of historical resources that would merit

investigation with archeological methods.

The National Park Service surveyed in 1982 the archeological potential of the Maryland side of the Potomac River Gorge from Great Falls to Little Falls. Seventeen sites were identified, with six dating to the Archaic period (8000 BCE to 1100 CE), seven dating to the Woodland Period (1100 CE to 1608 CE), and four sites undetermined.)

There are noticeable ruins of the DC Transit streetcar line as noted in the Buildings and Structures section. This includes two retaining walls and a trestle bridge, all located between Little Falls Pumping Station and Glen Echo. Other remnants likely exist, such as grading for the rail bed and other structures, especially at the endpoint of the line just beyond Glen Echo and at Little Falls Creek where the trolley crossed into Brookmont.

Evaluation:

The archeological features of this landscape retain integrity.

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 09/30/2015

Condition Assessment Explanatory Narrative:

The Condition Assessment Date refers to the date the park superintendent concurred with the findings of this CLI. This determination takes into account both the landscape and the buildings situated therein. In order to maintain the condition of the property as 'good' the park should complete the following:

The condition of the Clara Barton Parkway landscape is Good.

In order to maintain this cultural landscape in Good condition trees and shrubs should be replaced in kind, with reference to the appropriate planting plan. Non-native, invasive vegetation should be removed where possible. All parkway structures should continue to be maintained.

Impacts

Type of Impact: Planting Practices

External or Internal: Internal

Impact Description: Specimen plantings at parking areas, exits and junctions have been impacted due to loss of individual specimens. Similar species have been planted in similar locations

Type of Impact: Vegetation/Invasive Plants

Other Impact: Non-native, invasive vegetation have seriously degraded the forests along much of the parkway east of the Capital Beltway, increasing in severity eastward.

External or Internal: External

Type of Impact: Visitation

External or Internal: Both Internal and External

Impact Description: Use as a commuter route which supports excessive amounts of traffic each day, as well as the one-way system imposed during morning and afternoon rush hours has an impact on the ability of visitors enjoyment of the landscape and limits access to the adjacent recreational areas (i.e. the C&O Canal).

Type of Impact:	Impending Development
External or Internal:	External
Impact Description:	NSF Carderock is currently working on a Master Plan and Transportation Plan that could impact the parkway in a number of ways, from causing an increase in traffic to visual modifications to the installation that would be perceptible from the parkway.

Treatment

Bibliography and Supplemental Information

Bibliography

- Citation Author:** Barry Mackintosh
Citation Title: A Partially Fulfilled Dream: The George Washington Memorial Parkway in Maryland
Year of Publication: 1996
Citation Publisher: Maryland Historical Magazine
- Citation Author:** Timothy Davis
Citation Title: A Pleasant Illusion of Unspoiled Countryside: The American Parkway and the Problematics of an Institutionalized Vernacular
Year of Publication: 2003
Citation Publisher: Perspectives in Vernacular Architecture
- Citation Author:** Carlotta Anderson
Citation Title: Glen Echo: The Remarkable Saga of a Very Small Town
Year of Publication: 2006
Citation Publisher: Town of Glen Echo
- Citation Author:** Timothy Davis
Citation Title: Beyond the Mall: The Senate Park Commission's Park for Washington's Park System
Year of Publication: 2001
Citation Publisher: National Park Service
- Citation Author:** National Park Service
Citation Title: Cultural Landscape Inventory; George Washington Memorial Parkway North
Year of Publication: 2009
Citation Publisher: Government Printing Office
- Citation Title:** Portion of GW Parkway renamed Clara Barton
Year of Publication: 1989
Citation Publisher: Montgomery Journal

Citation Title: Parkway confusion is all in the name

Year of Publication: 1989

Citation Publisher: Montgomery Journal

Citation Author: National Park Service

Citation Title: George Washington Memorial Parkway (HAER No. VA-69)

Citation Author: Barry Mackintosh

Citation Title: George Washington Memorial Parkway Administrative History

Year of Publication: 1996

Citation Publisher: Government Printing Office

Citation Author: Barry Mackintosh

Citation Title: George Washington Memorial Parkway Administrative History

Year of Publication: 1996

Citation Publisher: Government Printing Office

Citation Title: Washington Aqueduct

Year of Publication: 1970

Citation Publisher: U.S. Army Corps of Engineers

Citation Author: Timothy Mark Davis

Citation Title: U.S. Army Corps of Engineers

Year of Publication: 1997

Citation Publisher: UMI Dissertation Services

Citation Author: Timothy Davis

Citation Title: Mount Vernon Memorial Highway: Changing Conceptions of an American Commemorative Landscape

Year of Publication: 2001

Citation Publisher: Dumbarton Oaks

Citation Author:	Sara Amy Leach
Citation Title:	National Register of Historic Places- Multiple Property Documentation Form, 1913-1965
Year of Publication:	1990
Citation Publisher:	National Park Service
Citation Author:	National Park Service
Citation Title:	National Register of Historic Places- Registration Form (George Washington Memorial Parkway)
Year of Publication:	1995
Citation Author:	National Capital Park and Planning Commission
Citation Title:	The George Washington Memorial Highway: From Mount Vernon to Great Falls along the Potomac River
Year of Publication:	1933
Citation Publisher:	Unpublished
Citation Author:	Judith Welles
Citation Title:	Cabin John: Legends and Life of an Uncommon Place
Year of Publication:	2008
Citation Publisher:	Cabin John Citizens Association, Cabin John MD
Citation Author:	Senate Park Commission; Ed. Charles Moore
Citation Title:	The Improvement of the Park System in the District of Columbia
Year of Publication:	1902
Citation Publisher:	Government Printing Office

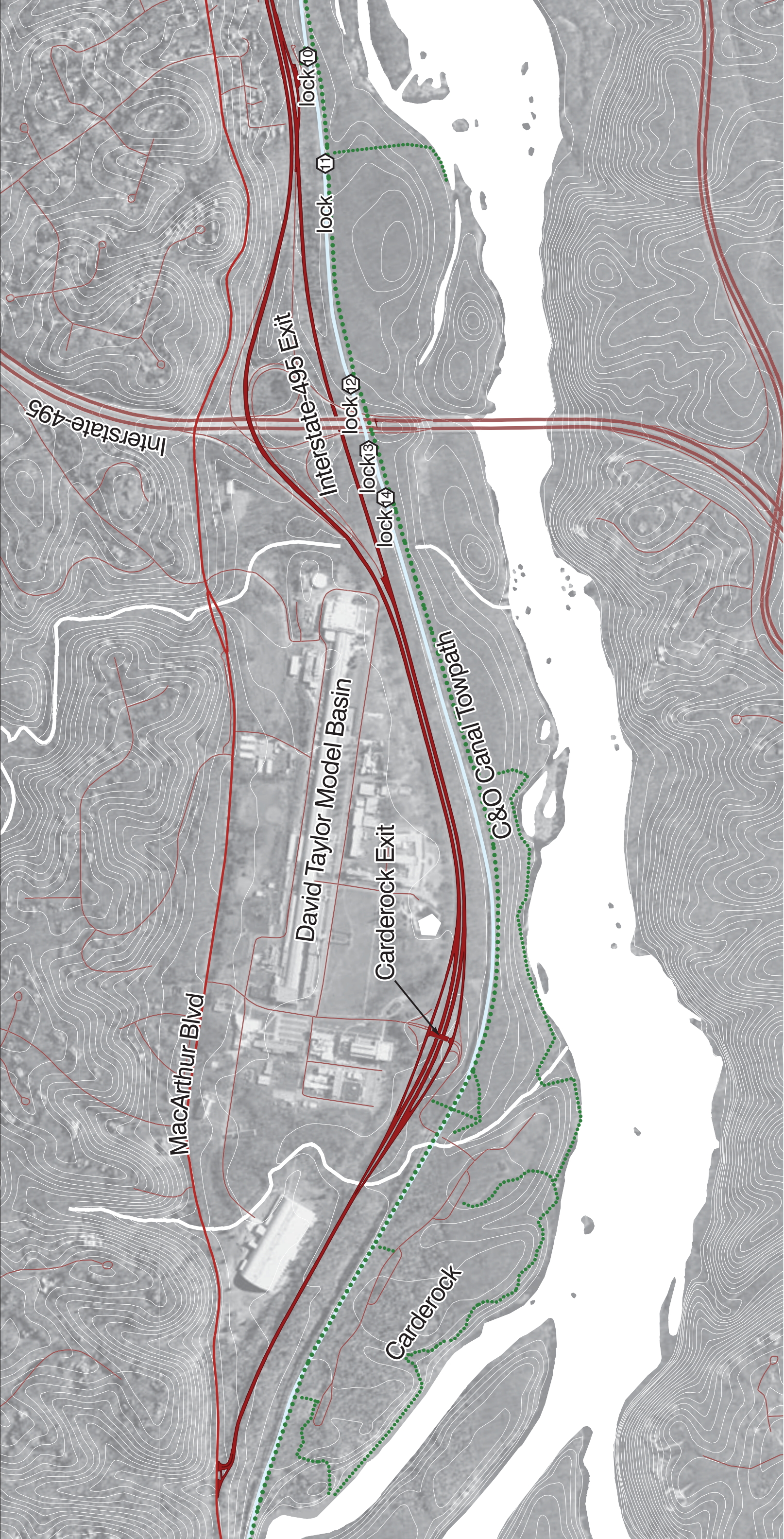
Supplemental Information

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		100A7		Bridge at Cabin John Gardens exit
	1961	100A5	850_1415	Bridge at Little Falls
		100A9		Bridge at Glen Echo
Title:	1961	100A2	850_1433	Bridge over Cabin John Creek
	1962	100A12	850_41933	Paving: Glen Echo to Beltway
	1962	100A13	850_41932	Paving: Beltway to MacArthur Blvd
Title:	1964	100A14	850_41934	Paving: MD/DC line to Beltway
		1A1		Paving: Chain Bridge to MD/DC line
	1964	(autumn)	851_82602	Planting Plan: Cabin John Gardens to MacArthur Blvd
Title:	1965	(spring)	851_82616	Planting Plan: Glen Echo to Cabin John Garden
	Unknown	100A20		Planting Plan: Chain Bridge to Glen Echo
	1965		851_82608	Pedestrian Bridge, Brookmont
Title:	1967		850_41929	Pedestrian Bridge: Sycamore Island
			851_82609	
	1994	100A26	850_41927	Repaving/reconstruction: Beltway to MacArthur
Title:	FRC 079-64A110 #1 - 1460 George Washington Memorial Parkway-Md., GWMP-Md. 3			
	FRC 079-66A-1097 (Box 22), 1460 George Washington Memorial Parkway-Md. - GWMP-Md. 7			
Title:	FRC 079-66A-1097 (Box 22), 1460 George Washington Memorial Parkway-Md. - GWMP-Md. 8			
	FRC 079-66A-1097 (Box 23), 1460 GWMP-MD, "Contracts"			
Title:	FRC 079-66A-1097 (Box 23), 1460 GWMP-MD, (Unlabeled), "General Files"			
	FRC 079-66A-1097 (Box 23), 1460 GWMP-MD, "Plummer's Island"			
Title:	FRC 079-66A-1097 (Box 23), 1460 GWMP-MD, Sycamore Island"			
Title:	FRC 079-66A110, 1460 - GWMP-Md. "404-Md."			
	"Completion Report, Relocation of Cemetery, Mount Glory Baptist Cemetery", FRC 079-66A-1097 (Box 23), 1460 GWMP-MD, "Mt. Glory Cemetery"			
Title:	List of major drawings and project numbers:			
	Date	original no.	current NPS no.	Subject of Drawing
	1957	100A1	850_1017	Grading: Little Falls to Beltway

Clara Barton Parkway

George Washington Memorial Parkway - Clara Barton Parkway

1959 100A4 850_1345 Grading: Beltway to MacArthur Blvd



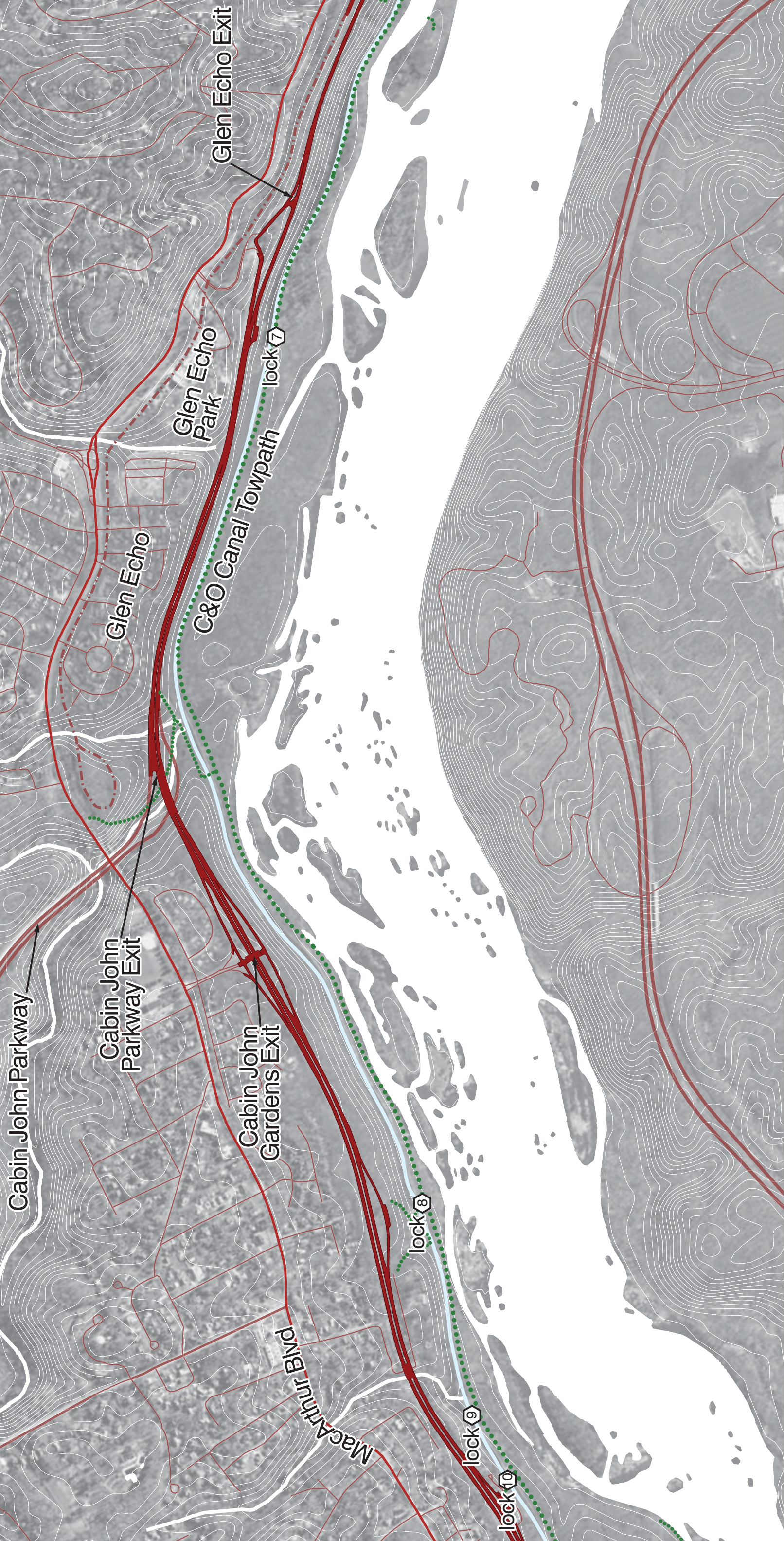
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-  Roads and Highways
-  Hiking Trails
-  Historic Trolley Line
-  C&O Canal
-  10' Contours



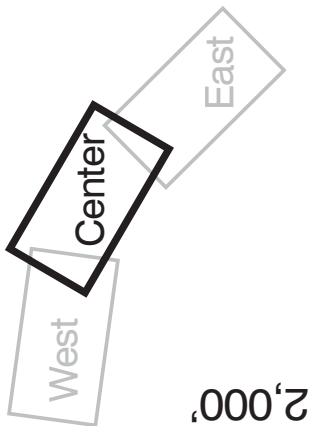
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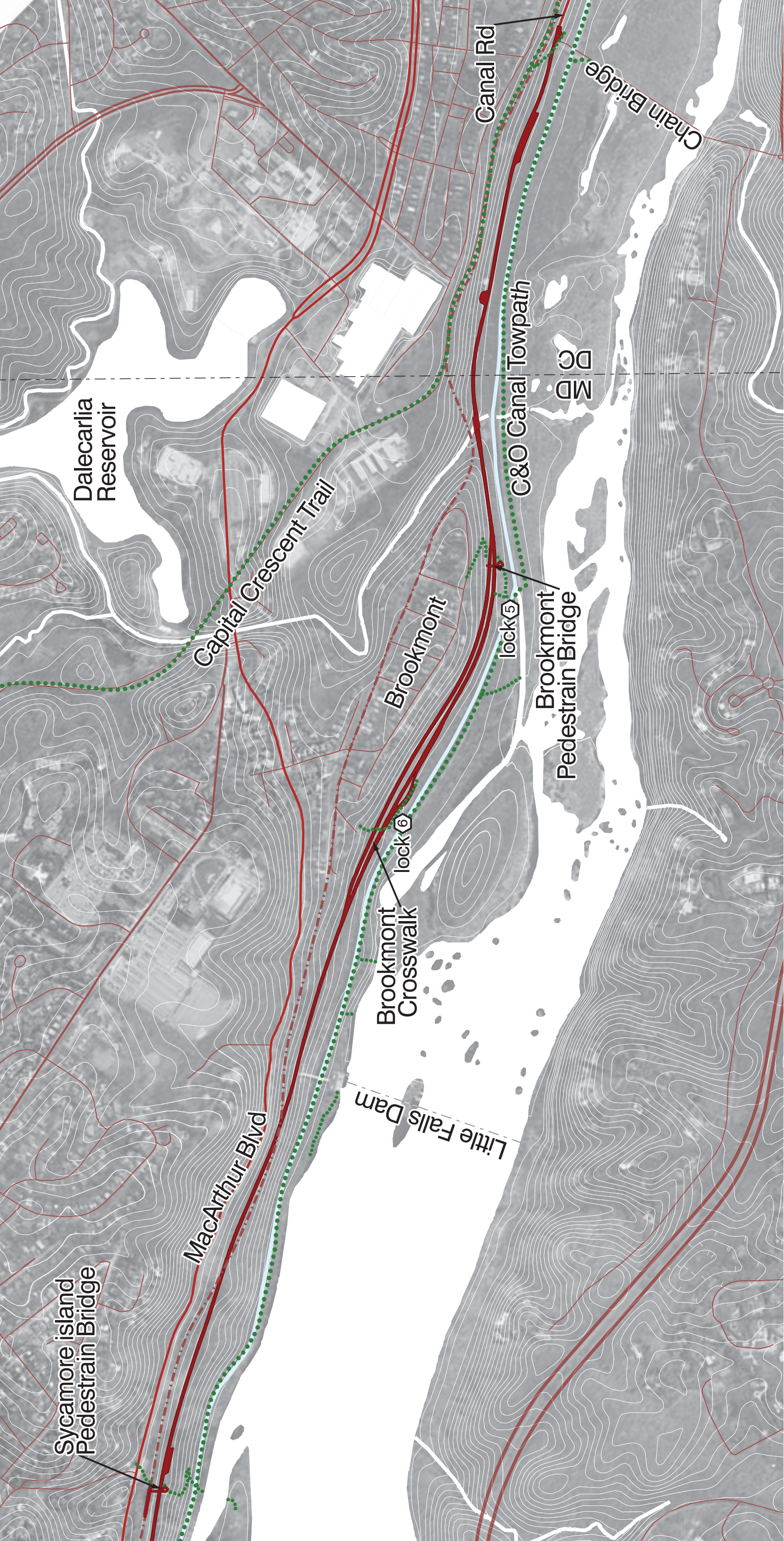




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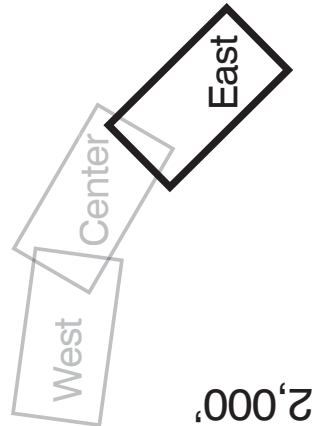
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- Hiking Trails
- Historic Trolley Line
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- 10' Contours

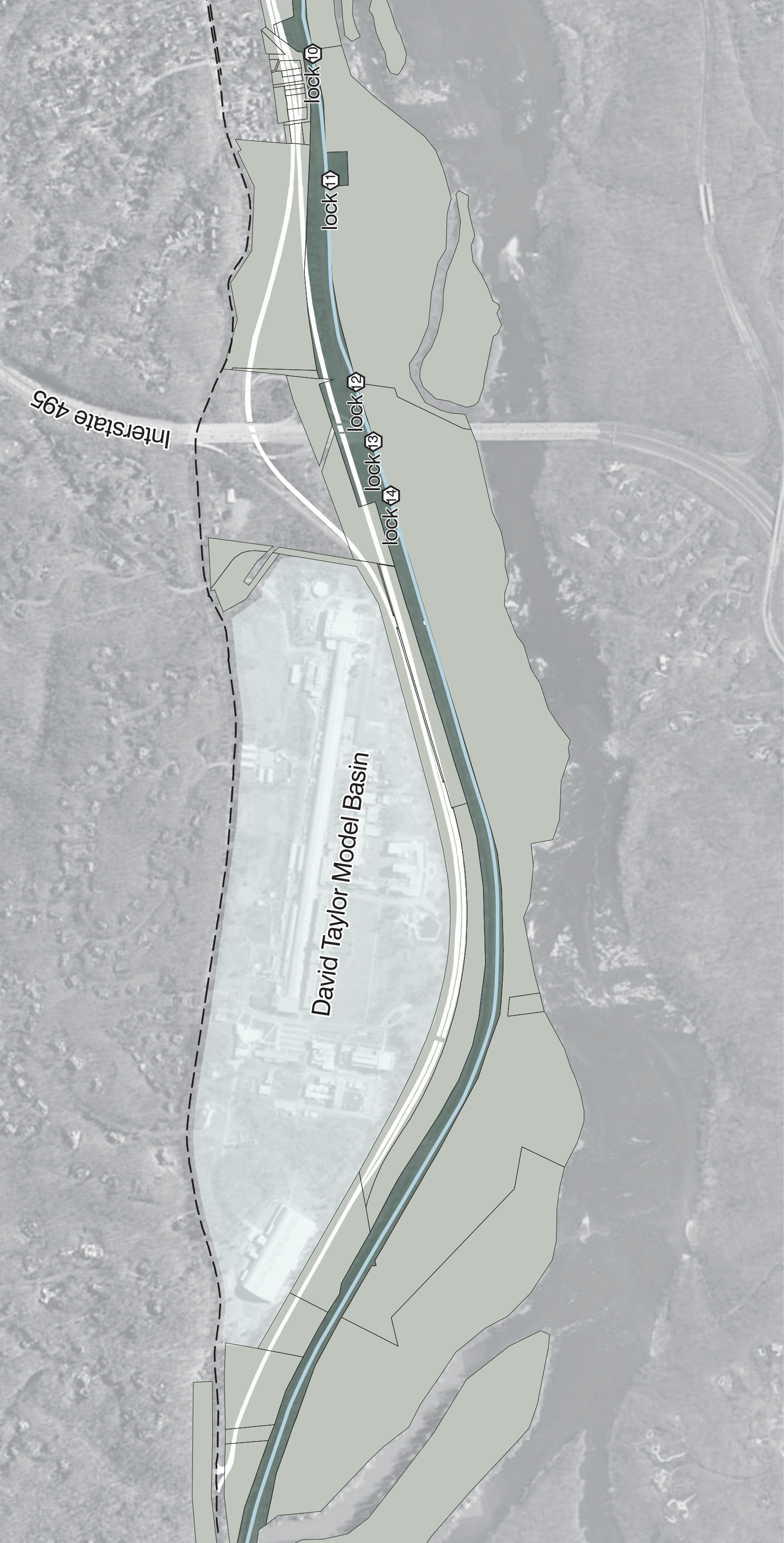




Legend

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- Roads and Highways
- Hiking Trails
- Historic Trolley Line
- C&O Canal
- 10' Contours





Legend

 Buildings

 Clara Barton Roadway

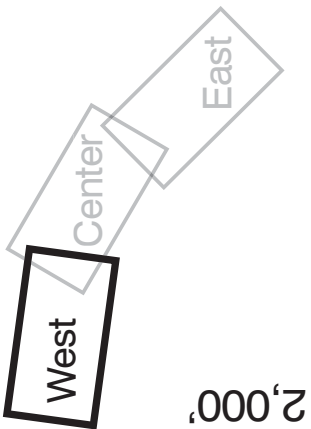
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 C&O Canal Property

 Adjacent lands

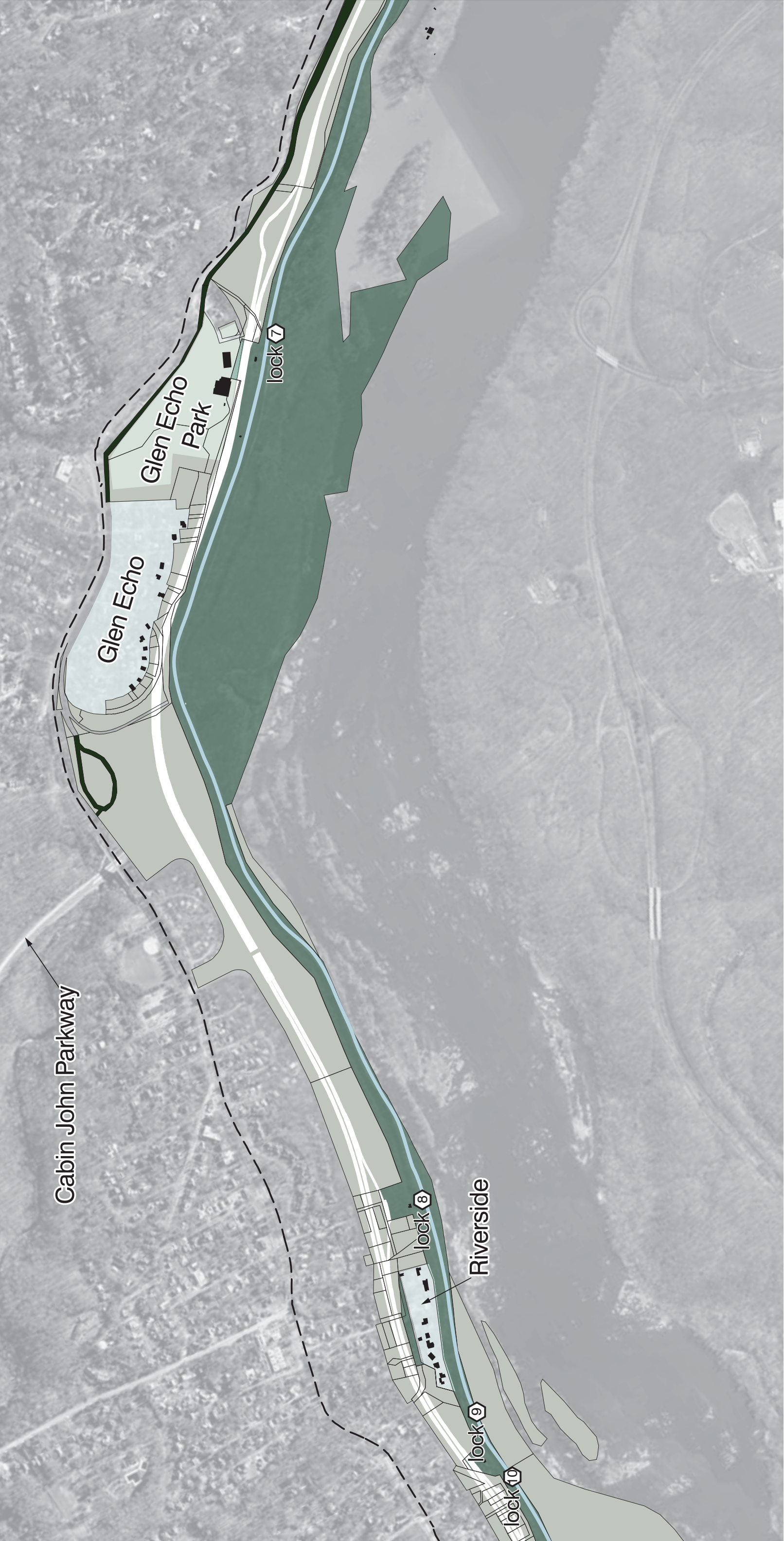
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Adjacent Lands





Legend

Buildings

Clara Barton Roadway

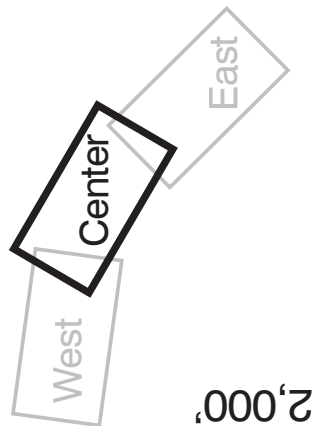
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C&O Canal Property

Adjacent lands

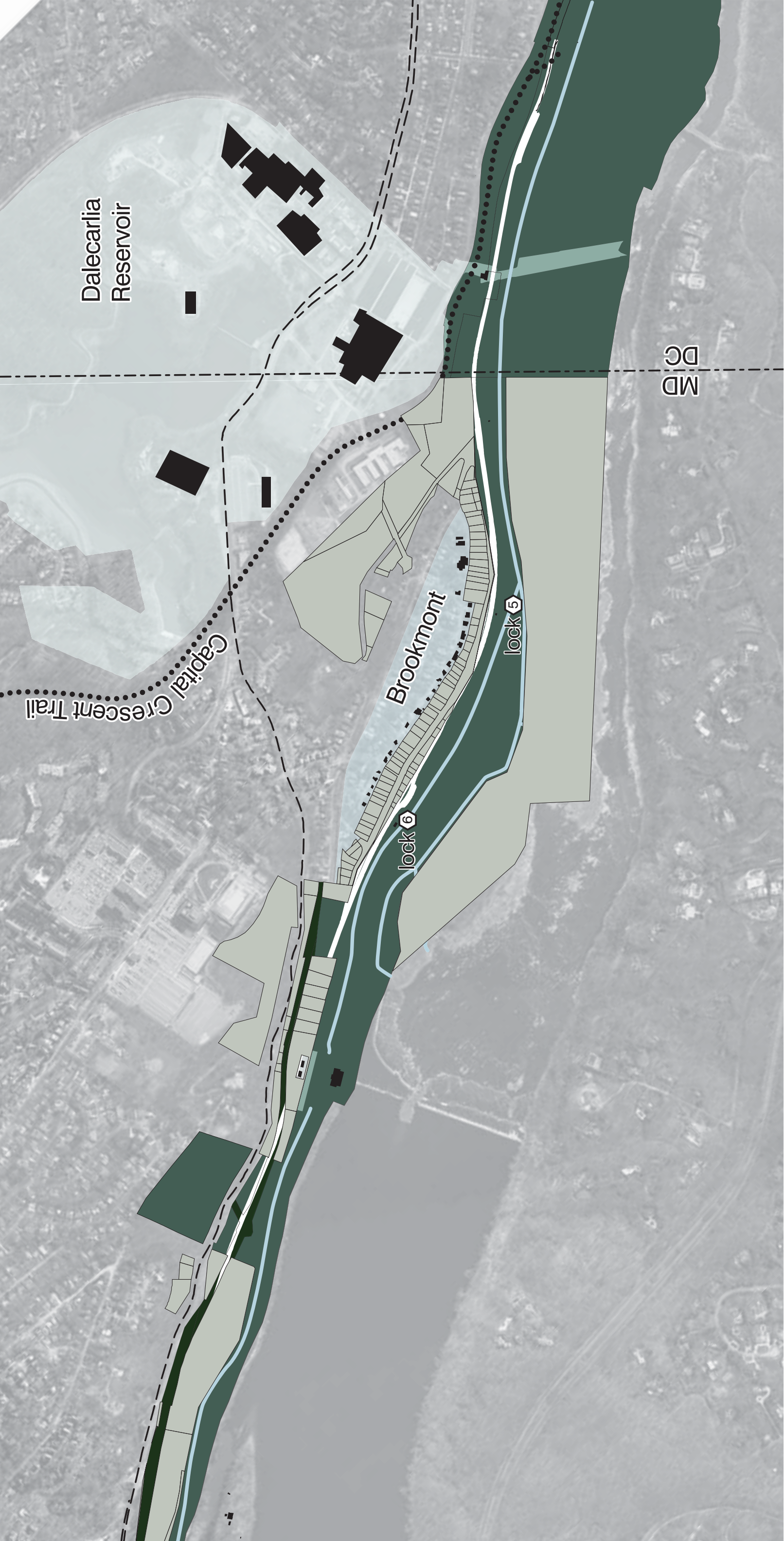
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Trolley Line Aquisition



Adjacent Lands





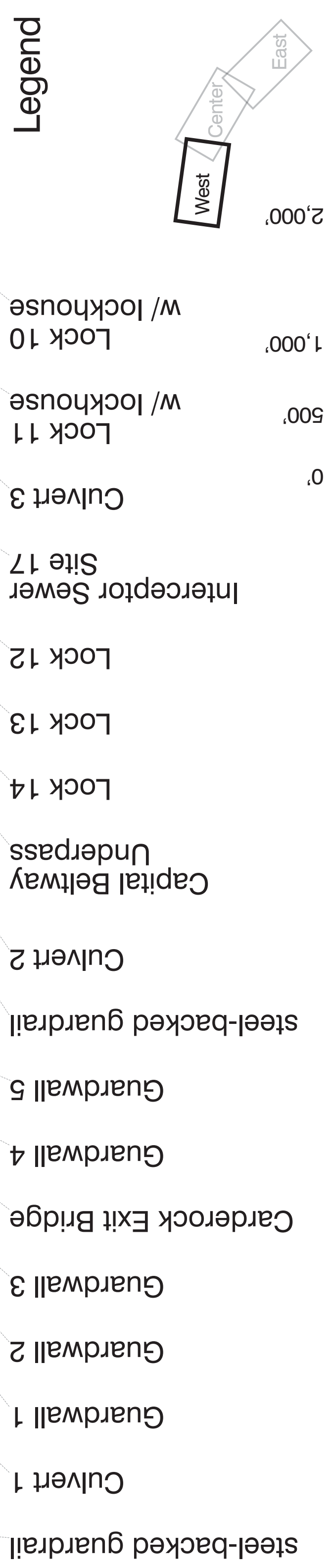
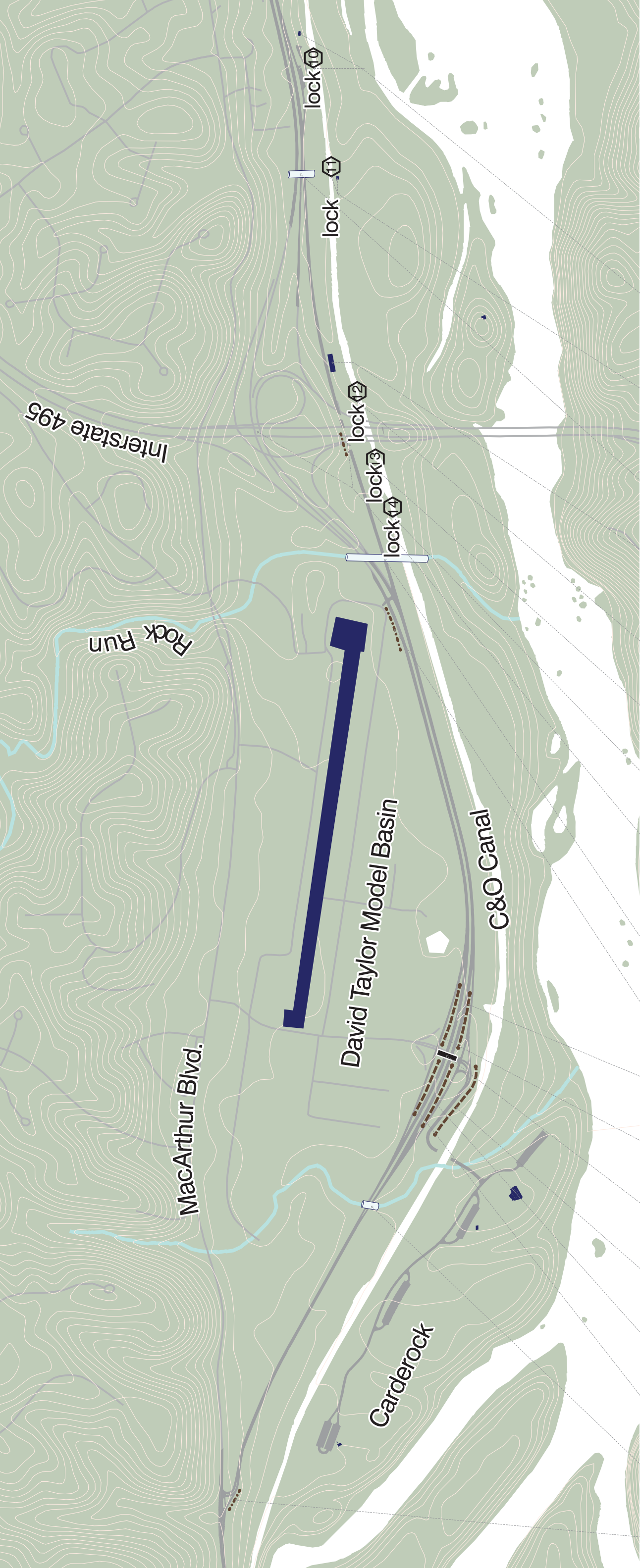
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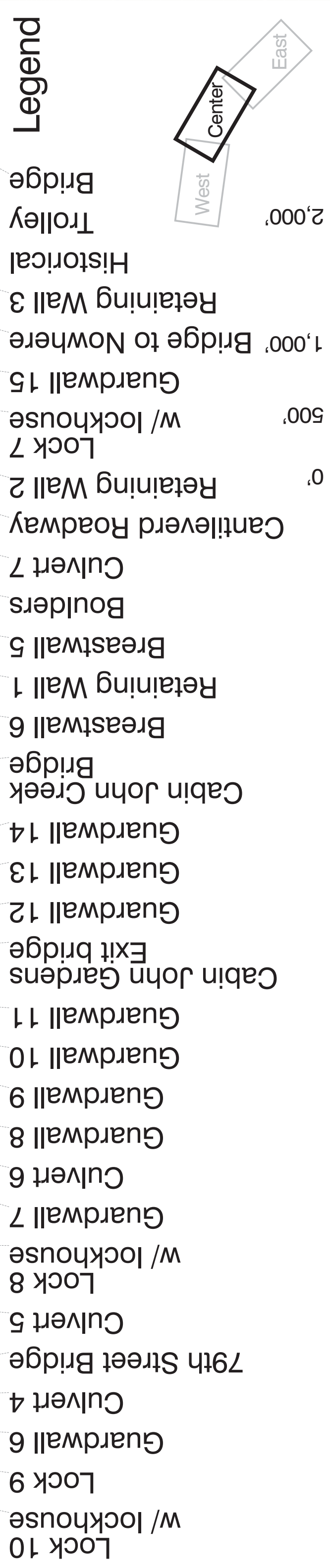
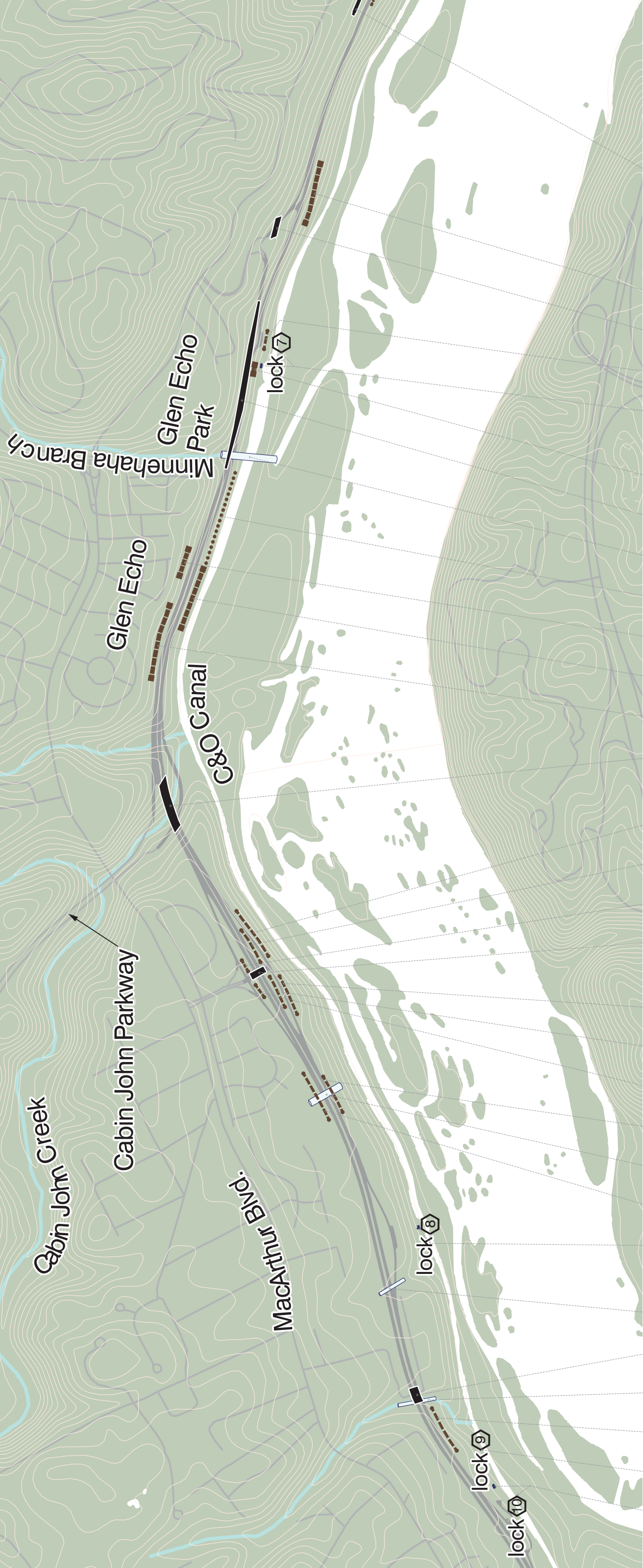
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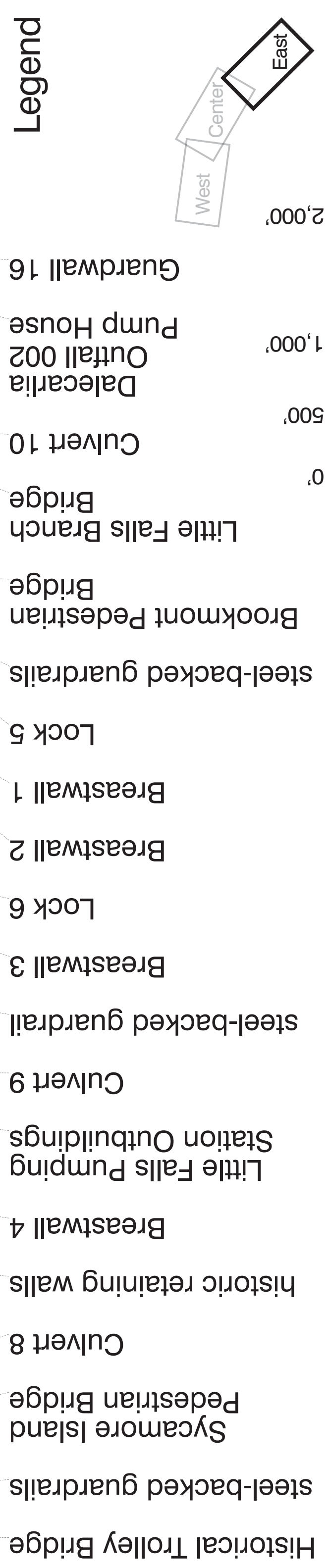
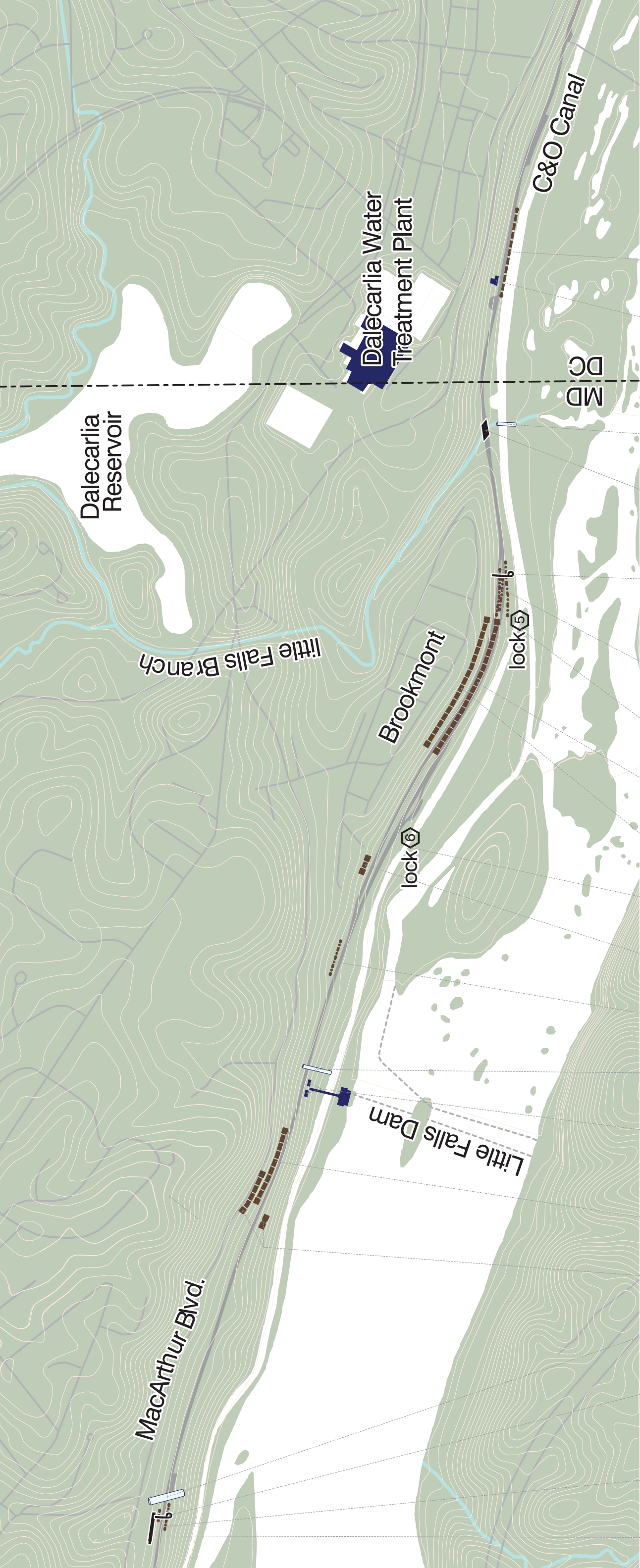
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- Adjacent lands
- NPS Property

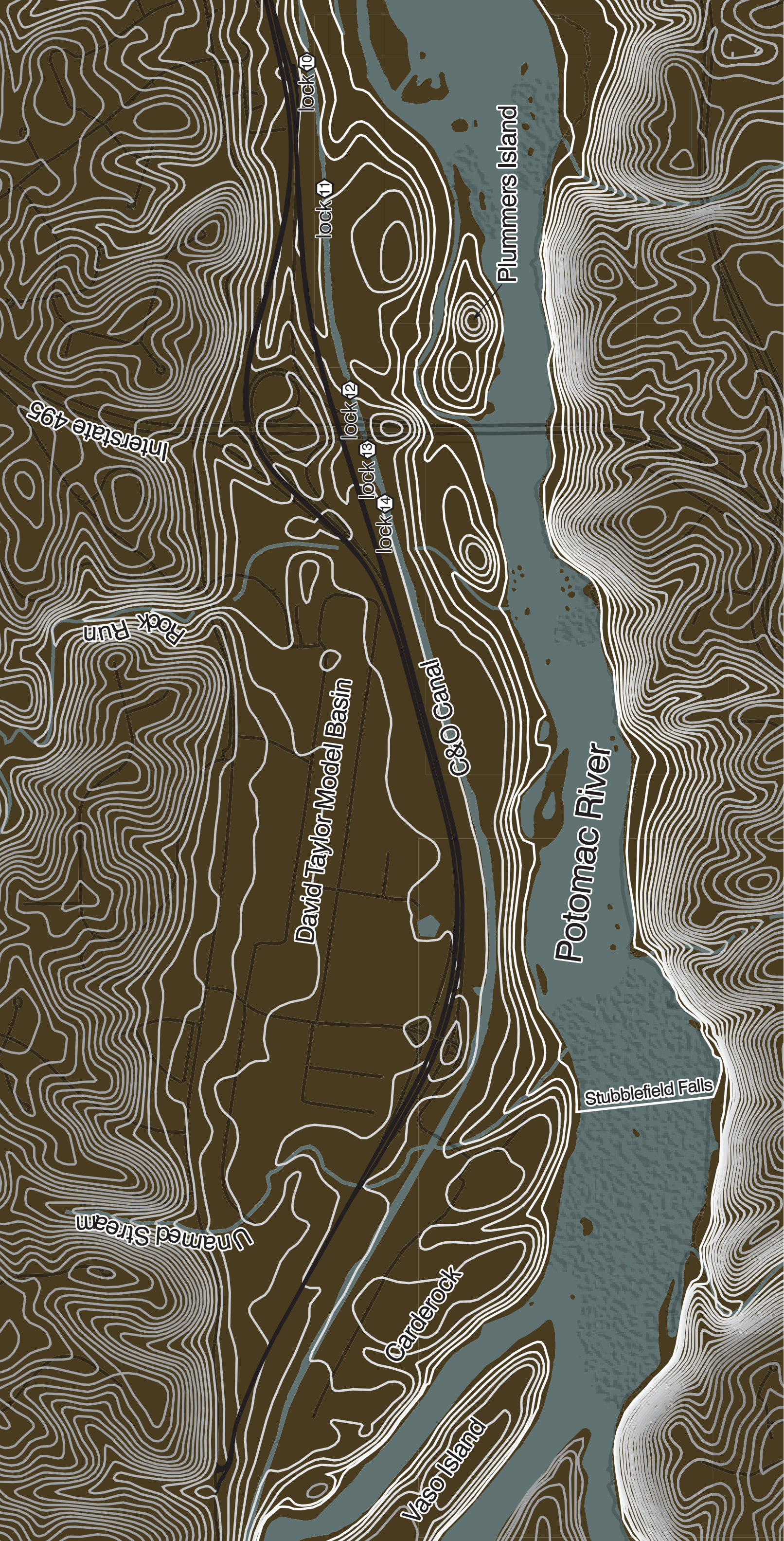
- Trolley Line Acquisition

Adjacent Lands









Legend

- Rapids
- 10' Contours

- Clara Barton Roadway
- Roads and Highways



Natural Systems and Features



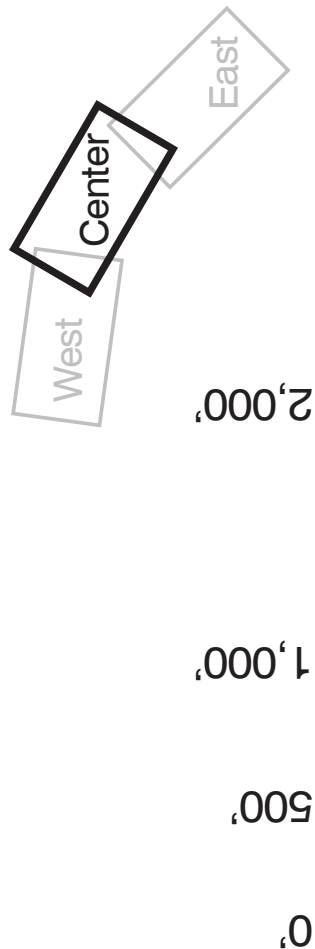
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Rapids

10' Contours

Clara Barton Roadway

Roads and Highway



Natural Systems and Features



Legend

- Rapids
- 10' Contours
- Clara Barton Roadway
- Roads and Highways

