National Park Service
U.S. Department of the Interior

National Mall and Memorial Parks
Washington, D.C.



Cultural Landscape Report

Rock Creek and Potomac Parkway, Potomac Waterfront Section
National Mall and Memorial Parks

February 2018

Division of Resource Management

Cultural Landscape Report

Rock Creek and Potomac Parkway
Potomac Waterfront Section

National Mall and Memorial Parks

Washington, District of Columbia



Site History ❖ Existing Conditions ❖ Analysis and Evaluation ❖ Treatment

Prepared for:

National Park Service

Prepared by

EHT Traceries, Inc.
Stantec

U.S. Department of the Interior • National Park Service • National Mall and Memorial Parks • Division of Resource Management • Washington, DC

2018

As the Nations's principal conservation agency, the Department of the Interior has responsibility for most of our nationally-owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

U.S. Department of the Interior
National Park Service
National Mall and Memorial Parks
Washington, DC

NPS Document Number: NACC 898 142698

Publication Credits: Graphics from sources other than federal repositories may not be reproduced without the permission of the owners noted in the captions. Other information in this publication may be copied and used with the condition that full credit be given to the authors and publisher. Appropriate citations and bibliographic credits should be made for each use.

Cover Photo: RCPP and Kennedy Center, 1980-2006. Library of Congress, Prints and Photographs Division, Carol M. Highsmith Archive, Image No. LC-HS503-1912.

Title Page: EHT Traceries, 2017.

Table of Contents

LIST OF ILLUSTRATIONS **IV**

EXECUTIVE SUMMARY **IX**

INTRODUCTION **11**

Management Summary 13
Historical Overview 13
Project Boundaries 15
Project Scope and Methodology 15

HISTORIC CONTEXT AND SITE HISTORY **19**

Chronological Timeline 20
Historic Context 23
Early Site History: Prehistory to the Late Nineteenth Century 27
Early Planning, Rock Creek Park: 1860s to 1890 30
Initial Conception and Planning: 1889 to 1908 31
Establishment, Planning, and Construction: 1913 to 1936 37
Later Alterations: 1960s to 1990s 47
Recent Development: 2000s to 2010s 55

EXISTING CONDITIONS **107**

Landscape Characteristics 109

ANALYSIS AND EVALUATION **137**

National Register of Historic Places 139
Statement of Significance 139
Evaluation of Historic Integrity 140
Analysis and Evaluation of Landscape Characteristics 142

TREATMENT **153**

Landscape Treatment Philosophy 157
General Treatment Recommendations 160
Specific Task Recommendations 161
Special Considerations 172

REFERENCES **177**

LIST OF ILLUSTRATIONS

DRAWINGS

Drawing 1. Period Plan, 1936 103
Drawing 2. Period Plan, 1971 105
Drawing 3. Existing Conditions Plan, 2018 113

TABLES

Table 1. Plants proposed for Section 1 of the RCPP, 1934-1935 45
Table 2. RCPP Planting Plan along Kennedy Center Frontage, 1966 51
Table 3. HABS/HAER Extant Plant List, 1991-1992 54
Table 4. Cultural Landscape Evaluation for the Potomac Waterfront Section of the Rock Creek and Potomac Parkway 143
Table 5. Recommended RCPP Plant List, 2017 166

FIGURES

Figure 1. Project Location Map. 14
Figure 2. Superimposed plan of "Hamburgh" plat (red) over the L'Enfant Plan (green), circa 1800. 69
Figure 3. Plan exhibiting the squares on which Robert Peter's buildings stood on the tract of land called Mexico, within the city of Washington, 1796. 69
Figure 4. Detail of Boschke map, showing the location of the C&O Canal Extension, 1857. 70
Figure 5. Detail of Sachse's aerial view of Washington, showing activities along the Potomac Waterfront, 1883-1884. 70
Figure 6. Michler Topographic Plan of Washington, D.C., 1866. 71
Figure 7. Model of McMillan Plan, 1902. 72
Figure 8. Rendering of Aqueduct Along Parkway, 1902. 72
Figure 9. RCPP Commission, Preliminary Design for RCPP, 1916. 73
Figure 10. RCPP Commission, Preliminary Design for Connection with the Lincoln Memorial, January 1919. 74
Figure 11. Undated photograph taken prior to the construction of the parkway. 75

Figure 12. Undated photograph taken prior to the construction of the parkway. 75
Figure 13. Undated photograph taken prior to the construction of the parkway. 76
Figure 14. Undated photograph taken prior to the construction of the parkway. 76
Figure 15. Undated photograph taken prior to the construction of the parkway. 77
Figure 16. Grading near the Gas Plant, 1926. 77
Figure 17. Titanic Memorial under construction, June or July 1930. 78
Figure 18. Unveiling of the William Jennings Bryan statue, April 1934. 79
Figure 19. Planting Plan for Section I of the RCPP, Sheet 1 of 3, 1934-1935. 81
Figure 20. Planting Plan for Section I of the RCPP, Sheet 2 of 3, 1934-1935. 82
Figure 21. Planting Plan for Section I of the RCPP, Sheet 3 of 3, 1934-1935. 83
Figure 22. Detail, south portion of project area, January 1935 85
Figure 23. Detail, aerial view of the project area, August 8, 1935. 85
Figure 24. Aerial view of the project area, circa 1938. 86
Figure 25. View from Virginia Avenue, N.W., facing southwest, circa 1935. 86
Figure 27. Undated view towards the RCPP from the C & O Canal. 87
Figure 26. Aerial view of the project area, 1941. 87
Figure 28. Detail, aerial view facing west, 1963. 88
Figure 29. Intersection of Virginia Avenue, N.W., and RCPP, facing south, October 30, 1963. 88
Figure 30. Sign showing the future location of the Kennedy Center, April 8, 1965. 89
Figure 31. The Belvedere, facing north, 1965. 89
Figure 32. Landscape Planting, Vicinity of Theodore Roosevelt Bridge to H Street, 1966. 91
Figure 33. RCPP and Virginia Avenue, N.W., facing west, 1966. 93
Figure 34. RCPP at the Kennedy Center, after the parkway's realignment and installation of the granite block median, 1969. 93
Figure 35. RCPP at the Kennedy Center, undated. 94
Figure 36. Southern section of the project area after the construction of the Roosevelt Bridge, Kennedy Center, and Watergate Complex, 1970s. 94
Figure 37. Southern section of the RCPP after the construction of the Roosevelt Bridge and the Kennedy Center. 95
Figure 38. Detail, aerial view of the project area, 1971. 95
Figure 39. Bird's-eye view at the intersection of Virginia Avenue, N.W., and the RCPP, looking south, circa 1972. 96
Figure 40. Detail, aerial view of the RCPP project area, 1976. 96

Figure 41. Detail, Fall Daffodil Planting, Sheet 3 of 3, 1967 (Revised 1971). 97
Figure 42. Detail, Fall Daffodil Planting, Sheet 2 of 3, 1967 (Revised 1971). 97
Figure 43. RCPP Planting Plan Detail, 1991-1992. 98
Figure 44. RCPP Planting Plan Detail, 1991-1992. 99
Figure 45. RCPP Planting Plan Detail, 1991-1992. 100
Figure 46. Bird's-eye view at the intersection of Virginia Avenue, N.W., and the RCPP, facing southeast, 1993. 101
Figure 47. View of the RCPP from the Roosevelt Bridge, looking north, 1993. 101
Figure 48. View of the RCPP from the lower terrace of the Kennedy Center, looking south, 1993. 102
Figure 49. View of the RCPP from the lower terrace of the Kennedy Center, looking north, 1993. 102
Figure 50. Potomac River and seawall structure, facing southeast. 115
Figure 51. East bank of Rock Creek, facing southeast, showing deteriorated retaining wall structure. 115
Figure 52. RCPP Roadway from the intersection of the parkway and Virginia Avenue, facing south. 116
Figure 53. RCPP Roadway near the intersection of the parkway and Virginia Avenue, facing south. 116
Figure 54. Roadway bordered by vegetation and lawn, facing southwest. 117
Figure 55. Divided, shared use trail near the northern edge of the project area, facing south. 117
Figure 56. Divided, shared use trail near the northern edge of the project area, facing north. 118
Figure 57. Detail of shared use trail paving. 118
Figure 58. East pedestrian path, facing north. 119
Figure 59. Shared use trail, roadway, and vegetation, facing north. Note the gently falling slope towards the Potomac River and seawall. 119
Figure 60. 1930s-era trees between the Belvedere and Roosevelt Bridge, facing north. 120
Figure 61. 1930s-era trees to the north of the Roosevelt Bridge, facing south. 120
Figure 62. The Belvedere from the Roosevelt Bridge, facing southeast. 121
Figure 63. The Belvedere as it interfaces the Potomac River and seawall structure, facing south. 121
Figure 64. Turf-covered lawn and circle within Belvedere, facing southeast. 122
Figure 65. The Belvedere paving and balustrade, facing south. 122
Figure 66. Roosevelt Bridge abutments, facing west. 123
Figure 67. Kennedy Center promenade, retaining wall, and handrail, facing south. 123

Figure 68. Retaining wall structure and granite block shoulder near promenade, facing north. 124
Figure 69. Detail of retaining wall masonry cladding. 124
Figure 70. Seawall structure, facing southeast. 125
Figure 71. Stone culvert structure beneath east pedestrian path, facing northeast. 125
Figure 72. Handrail and lawn, facing northwest toward Georgetown. 126
Figure 73. Roadway, facing northwest toward Georgetown and the Key Bridge. 126
Figure 74. View from parkway facing south toward Roosevelt Bridge and Roosevelt Island. 127
Figure 75. Twin-globe lamppost at the Belvedere. 127
Figure 76. Interpretive wayside signs adjacent to Rock Creek. 128
Figure 77. Example of typical traffic lights and post, near Kennedy Center. 128
Figure 78. Unused traffic post near the Kennedy Center. 129
Figure 79. Twin-globe lamppost and traffic lights, near the intersection of the parkway and Virginia Avenue. 130
Figure 80. Single-globe lamppost in the north section of the project area, facing south. 131
Figure 81. Cobra-style street lamp near Kennedy Center, to the west of the parkway. 132
Figure 82. Granite block stone median and granite curbs. 133
Figure 83. Detail of aluminum handrail atop the stone seawall near the Kennedy Center. 133
Figure 84. Typical benches on concrete pad. 134
Figure 85. Typical bike racks on concrete pad. 134
Figure 86. Typical trash receptacles mounted on concrete pad. 135

EXECUTIVE SUMMARY

Traversing the Potomac River shoreline between Constitution and Virginia Avenues, N.W., the Waterfront Section of the Rock Creek and Potomac Parkway (RCPP) is bordered to the east by two Modernist architectural icons, the John F. Kennedy Center for the Performing Arts and the Watergate Complex, and to the west by panoramic vistas of Georgetown, Roosevelt Island, and Arlington County, Virginia. Constructed in stages between 1929 and 1936, the RCPP is one of several such scenic parkways developed in the first half of the twentieth century in the National Capital Region, intended to provide and preserve access to the region's scenic and recreational amenities. The Waterfront Section specifically (which opened to traffic in 1935) serves as a transition zone between the refined, Beaux-Arts character of the Washington's Monumental Core and the rustic, naturalistic landscape of Rock Creek Park. Between 1964 and 1971, the development of the Kennedy Center prompted the realignment of the southern portion of the parkway and construction of a new riverfront promenade.

Listed in the National Register of Historic Places in 2005, the RCPP Historic District exhibits significance under National Register Criteria A and C in the areas of community planning and development, engineering, recreation, and landscape architecture. The historic district's period of significance extends from 1828 (the beginning of construction of the Chesapeake and Ohio Canal) to 1951 (the erection of The Arts of Peace sculpture at Lincoln Circle). This cultural landscape report evaluates the unique physical characteristics of the Waterfront Section as they relate to that of the holistic parkway unit. It presents an argument for extending the period of the significance for this section to 1974, reflecting the impacts that the development of the Watergate and Kennedy Center complexes had on the parkway's physical configuration and spatial character.

When considered against this expanded period of significance, the RCPP Waterfront Section cultural landscape retains a moderate level of integrity evoked by the parkway's highly intact setting, feeling, association, and location and its moderately intact design, materials, and workmanship. The dual focus of this cultural landscape report is to aid in the continued stewardship of this resource and to provide a vehicle to manage future change.



Introduction

INTRODUCTION

MANAGEMENT SUMMARY

This Cultural Landscape Report (CLR) for the Potomac Waterfront Section of the Rock Creek and Potomac Parkway (RCPP) will serve several important functions for the landscape management of the RCPP along the Potomac Waterfront between the terminus of Constitution Avenue, N.W., (the Belvedere) and Virginia Avenue, N.W. This report documents the history and significance of the landscape, provides treatment guidelines, and will serve as the primary tool for the long-term management of the site.

HISTORICAL OVERVIEW

The Potomac Waterfront Section is an approximately 0.6-mile segment of the 3.1-mile Rock Creek and Potomac Parkway. Located at the southern end of the parkway, it is composed of an undulating roadway within a designed landscape setting, situated along the eastern bank of Rock Creek and the Potomac River. Originally designed as a formal boulevard that served as a transition between the naturalistic landscape design of the parkway to the north, and the extremely formal design of the parkway and West Potomac Park to the south, this section of the parkway as well as the surrounding area have undergone several changes since its completion in 1936. These changes, however, do not diminish the importance of the Potomac Waterfront Section of the RCPP as an important element of this early American parkway.

The two-and-one-half mile long RCPP, located in northwest quadrant of Washington, D.C., begins at the Lincoln Memorial (in West Potomac Park) and terminates at the tunnel at the southern edge of the National Zoological Park. The parkway runs along the Potomac River waterfront from the Lincoln Memorial to the mouth of Rock Creek, where it extends slightly inland before it curves along the bottom of the Rock Creek Valley to its terminus at the National Zoological Park.

The Rock Creek Valley is a naturally occurring feature that extends from the mouth of Rock Creek at the Potomac River to the District's northwest boundary line. Portions of the Rock Creek Valley had been identified for park use as early as the 1860s, and the earliest plan for this purpose was developed at the

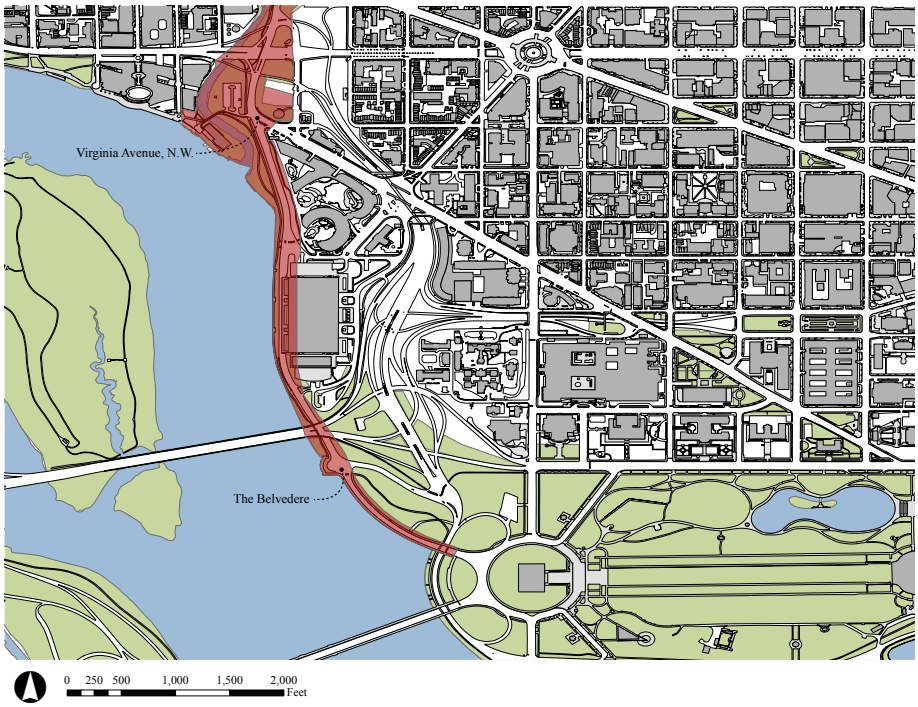


Figure 1. **Project Location Map.**

EHT Traceries, 2018. The RCPP Historic District is highlighted in red.

direction of Congress by Major Nathaniel Michler of the U.S. Corps of Engineers in 1867. In 1889, the Washington Board of Trade, a politically-connected civic organization, were the first group to envision a pleasure drive and recreational parkway linking the then proposed Rock Creek Park to the National Mall and Monument Grounds, and after its establishment in 1897, as a link to Potomac Park. The Senate Park Commission (also known as the McMillan Commission), incorporated this link as an element in their 1902 plan for the entire park system of the District of Columbia.

In 1913, Congress passed the Public Buildings Act, which authorized the creation of the RCPP. Planning, design, and land acquisition of the parkway continued through the 1930s, and the parkway was completed in 1935. Although the parkway was originally conceived as a scenic pleasure drive and recreational parkway, by the time of the parkway's construction in the 1920s to the 1930s, however, the roadway was being touted as a major thoroughfare connecting downtown Washington, D.C., to the District's northern suburbs. In 1933, shortly before the completion of the Potomac Waterfront Section, the RCPP was consolidated into the National Park System. Today, RCPP continues to serve both its original and modified functions, as a recreational parkway and major commuter route for the Washington, D.C., region.

PROJECT BOUNDARIES

The focus of this report is the Potomac Waterfront Section of the RCPP, which is located near the southern end of the RCPP (See Figure 1 on Page 14). The study boundary for this CLR includes the north-south oriented roadway, and extends from the terminus of Constitution Avenue, N.W., (the Belvedere) to Virginia Avenue, N.W., including the parkway lands managed by the National Park Service (NPS) and the John F. Kennedy Center for the Performing Arts (Kennedy Center) frontage to the Potomac River shoreline. The study area boundary measures approximately 3,350 feet from north to south and is of varying widths, from 75 feet to the south of the Kennedy Center to 320 feet near the mouth of Rock Creek.

PROJECT SCOPE AND METHODOLOGY

The project scope for this CLR is to:

- Develop a site history that places the cultural landscape of the site in the context of the development of the RCPP;
- Provide existing conditions and analysis documentation needed to support treatment of cultural landscape characteristics and features in the area including vegetation, circulation, views and vistas, and small-scale features, etc.;
- Provide guiding treatment principles of the overall landscape and for areas within the landscape with input from park staff and interested parties;
- Identify treatment issues and develop recommendations for landscape characteristics and features;
- Prepare illustrative period plans and treatment plans identifying the cultural landscape resources within the study area; and
- Provide documentation that supports park consultation responsibilities of Section 106 of the National Historic Preservation Act.

This report has been developed in accordance with the *Guide to Cultural Landscape Reports: Contents, Process and Techniques* (National Park Service, 1998). The treatment guidelines and tasks provided in this report are consistent with the guidelines established by the *National Park Service Management Policies* (2006), *Director's Order 28: Cultural Resource Management* (1999), and *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (1996). Research for this cultural landscape report has been undertaken at a thorough level of investigation, which includes review of historical resources including both primary and secondary sources.[1]

This report is organized into six chapters. The introduction chapter provides a management summary describing the purpose of the project, a description of the scope of the project, project methodology, and study boundaries, as well as a

summary of the findings presented in this cultural landscape report, including a brief summary of the site history, existing conditions, analysis and evaluation, and treatment. The site history chapter is broken into critical periods of the evolution of the site with period plans. The existing conditions chapter documents the existing (2018) landscape with both narratives and graphics, including an existing conditions map. The analysis and evaluation chapter provides an overview of the historical significance of the landscape, describes the characteristics and features that contribute to the significance of the landscape, and evaluates the integrity of the historic landscape. It also includes a list of contributing and non-contributing features for each landscape characteristic, and provides graphics to illustrate the relationship between the historic and existing landscape and landscape features. The treatment chapter describes the preservation strategy for management of the landscape. The bibliography includes a list of primary and published secondary sources used in documenting and evaluating the project area.

ENDNOTES

1. As defined in the National Park Service *Cultural Resource Management Guidelines* (DO-28, 1998), "thorough" means research in selected published and documentary sources of known or presumed relevance that are readily accessible without extensive travel and promise expeditious extraction of relevant data.



Historic Context and Site History

CHRONOLOGICAL TIMELINE

START YEAR	START ERA	END YEAR	END ERA	MAJOR EVENT	MAJOR EVENT DESCRIPTION
1632	CE	1632	CE	Granted	Property that was to become the future Federal City granted by King Charles I to George Calvert, Lord Baltimore, and his heirs and successors.
1632	CE	1683	CE	Granted	During this period, Calvert's grant was subdivided and patented on a headright system, determined by the number of settlers each brought into the province.
1689	CE	1689	CE	Surveyed	"The Vineyard," the first land patent granted for the portion of land described as "a rim along the Potomac and the Creek [Rock Creek]," surveyed for William Hutchinson. The land at that time lay in Charles County.
1696	CE	1696	CE	Patented	At the creation of Prince George's County in the same year, William Hutchinson received a patent for The Vineyard. The Vineyard encompassed approximately 150 acres and included much of the Potomac Riverfront between Rock and Tiber (Goose) Creeks.
1765	CE	1765	CE	Purchased	Prominent Georgetown merchant Robert Peter purchased much of the riverfront land of The Vineyard from William Hutchinson. Other, more inland, portions of The Vineyard (included the future neighborhood of Foggy Bottom) were also subdivided from Hutchinson's original patent throughout the eighteenth century. In this same year, Peter purchased a plot of 33 acres to the north of The Vineyard, along the Potomac River at the mouth of Rock Creek, known as "The Addition to the Vineyard."
1790	CE	1790	CE	Passed	Congress passed the Residence Act, establishing a site on the Potomac River as the future permanent capital of the United States.
1791	CE	1791	CE	Agreed	The proprietors of land within the future Federal City signed an agreement with President Washington to deed to the public all of their land that the president wished to include in the city.
1796	CE	1796	CE	Patented	Robert Peter received a new patent, known as "Mexico," for his previously surveyed properties along the Potomac River.
1828	CE	1831	CE	Constructed	Georgetown Section of the Chesapeake & Ohio Canal constructed and began operation.
1867	CE	1867	CE	Surveyed Planned	Major Nathaniel Michler of the U.S. Corps of Engineers surveyed the Rock Creek Valley and recommended to Congress that it purchase the valley for the creation of a public park.
1889	CE	1889	CE	Planned	The Washington Board of Trade developed the "open-valley" plan for Rock Creek Park, advocating for the preservation of the natural landscape and establishing a roadway along the creek.
1890	CE	1890	CE	Passed	Congress passed legislation establishing Rock Creek Park and authorizing the purchase of land along the creek valley.
1892	CE	1892	CE	Planned	A group of Georgetown businessmen proposed an alternate, "closed-valley" plan for the development of Lower Rock Creek
1897	CE	1897	CE	Passed	An Act of Congress established Potomac Park (later East and West Potomac Parks), primarily comprised of land reclaimed from the tidal flats along the Potomac River by the U.S. Army Corps of Engineers from 1882 to 1913.

START YEAR	START ERA	END YEAR	END ERA	MAJOR EVENT	MAJOR EVENT DESCRIPTION
1899	CE	1899	CE	Planned	The Washington Board of Trade released a revised plan that advocated for the creation of a connective park drive between Rock Creek and Potomac Parks.
1900	CE	1900	CE	Funded Designed	Congress allocated $4,000 to prepare plans for a connection between Potomac and Zoological Parks. Colonel Bingham of the U.S. Army Chief of Engineers retained Samuel Parsons, Jr., a well-known New York landscape architect, to develop a plan for a connector roadway between Potomac Park and the Zoological Park. Parsons's design for the parkway envisioned an urban boulevard along Twenty-Third Street.
1902	CE	1902	CE	Planned	On January 15, 1902, Senator James McMillan presented the Report of the Senate Committee on the District of Columbia on the Improvement of the Park System of the District of Columbia (popularly known as the McMillan Commission Report). The report proposed a parkway bordering the Potomac River between the National Mall and the mouth of Rock Creek.
1913	CE	1913	CE	Passed Established	Congress passed the Public Buildings Act of 1913, authorizing the creation of the Rock Creek and Potomac Parkway (RCPP) and establishing a commission to oversee its design and construction. No funds were allocated at this time for planning or construction (although $1.3 million was authorized to acquire parkway land).
1915	CE	1915	CE	Passed Funded	Congress passed the Sundry Civil Act, which contained a provision that allowed the RCPP Commission to survey the exact boundaries of the future parkway, and appropriated $5,000 to complete the work. This study resulted in the Report of Rock Creek and Potomac Parkway Commission, released the following year, which formed the blueprint for future parkway development.
1916	CE	1916	CE	Approved Funded	Congress approved the RCPP Commission report and appropriated $50,000 in the 1916 Sundry Civil Act to begin acquiring park land.
1919	CE	1919	CE	Approved	The U.S. Commission of Fine Arts (CFA) gave tentative approval of the design and siting of the Titanic Memorial at the west embankment of the RCPP at New Hampshire Avenue, N.W.
1920	CE	1929	CE	Constructed	Work on the waterfront section of the RCPP continued slowly as land was acquired, graded, and cleared of brush and debris.
1923	CE	1923	CE	Constructed	Bridle path, the first element of the RCPP to be initiated, was constructed.
1930	CE	1931	CE	Constructed	Construction of the Potomac waterfront section of the RCPP primarily took place from 1930 to 1931, largely due in part to the construction of the nearby Arlington Memorial Bridge. Several large elm trees were replanted adjacent to the parkway, and construction of a masonry seawall along the Potomac waterfront created an enlarged continuous shoreline, with the area behind the seawall infilled with 21,000 cubic feet of clay. After the fill had settled, the area was landscaped with trees, shrubs, grass, and flower beds. The roadway was graded, and curbs and gutters were installed by summer 1931, at which time work on the road surface began. The Titanic Memorial and foundations were also erected during this period, as was the Belvedere forming the terminus of Constitution Avenue.

START YEAR	START ERA	END YEAR	END ERA	MAJOR EVENT	MAJOR EVENT DESCRIPTION
1934	CE	1934	CE	Erected	A commemorative statue of William Jennings Bryan was erected in the triangular parcel formed by Constitution Avenue, Twenty-Sixth Street, and the parkway.
1934	CE	1935	CE	Designed	The National Park Service (NPS) designed a planting plan for the parkway.
1960	CE	1964	CE	Constructed	Theodore Roosevelt Memorial Bridge constructed to carry Route 66 from the banks of Virginia, over the Potomac River and the southern end of Theodore Roosevelt Island, to the District at E Street, N.W. Areas of parkland to the south of the bridge and to the east of the parkway, were significantly changed to adapt to new street patterns. The Bryan statue was also removed at this time from its original location to accommodate the bridge's construction.
1964	CE	1964	CE	Designated	Rock Creek and Potomac Parkway Historic District listed in the D.C. Inventory of Historic Sites.
1964	CE	1971	CE	Constructed Transferred	Watergate Complex buildings and grounds developed in stages between 1964 and 1971. Although the construction of the Watergate Complex did not physically impact the parkway, in exchange for the closure of certain streets within the Watergate Complex boundaries, the developers transferred a narrow strip of land along the eastern edge of the RCPP to the NPS in exchange for planning approvals in YEAR.
1965	CE	1971	CE	Planted	During First Lady Johnson's Beautification Campaign for the District of Columbia, several areas of daffodils were planted along the Waterfront Section of the RCPP.
1964	CE	1971	CE	Constructed Modified	The John F. Kennedy Center for the Performing Arts was constructed to the east of the RCPP to the north of the Roosevelt Bridge. In conjunction with the construction of the Kennedy Center, portions of the RCPP were relocated to the west of roadway's original alignment. Several new roadway elements were introduced, including the durex block paved median, curbs, gutters, walkways, a waterfront promenade, and a stone-clad retaining wall. This roadway realignment resulted in the removal or alteration of several parkway features, including that of the Titanic Memorial, which was relocated to a new site in Southwest Washington, D.C.
1968 ca.	CE	1979 ca.	CE	Constructed	Exposed aggregate concrete sidewalk constructed between the roadway and Watergate Complex.
2005	CE	2005	CE	Designated	Rock Creek and Potomac Parkway Historic District listed in the National Register of Historic Places
2013 ca.	CE	Present	CE	Designed Constructed	A major expansion to the Kennedy Center, including an aerial bridge spanning above the roadway to create a pedestrian pathway between the Potomac River and the Kennedy Center, was designed by Steven Holl Architects. Construction began in 2015 and is anticipated to be completed in 2018.

HISTORIC CONTEXT AND SITE HISTORY

HISTORIC CONTEXT

The Rock Creek and Potomac Parkway was conceived during the late nineteenth and early twentieth centuries, at a time when ideas regarding public amenities and urban design were rapidly changing. Large-scale national movements, including the Urban Park Movement and the City Beautiful Movement, shifted the way the American public thought about their cities, and these perceptions greatly influenced the conception, planning, design, and construction of the RCPP. The design of the parkway was also greatly influenced by the evolution of parkway design and the growth of the automobile in the United States beginning in the first quarter of the twentieth century.

The Senate Park Commission (McMillan Commission) included the parkway in their 1902 plan for the federal city, envisioning a "pleasure drive" to connect two, newly created urban parks within the District: Potomac Park (1897) to Rock Creek Park (1890). Before enabling legislation for the parkway was passed, a second government funded study, the Morrow-Markham Plan (1908) was undertaken to further study the viability of several parkway alternatives.

The parkway's enabling legislation was subsequently passed in 1913; however, no funding was provided for planning and design until 1915. Funding for land acquisition did not begin until 1916, and slowly continued through the 1920s. Funds for development of the site did not begin until the mid-1920s. Between this time frame, two additional plans for the parkway were completed, those in 1916 and 1924.

All subsequent plans for the parkway were both inspired and influenced by the McMillan Commission's 1902 plan. The slow progression from conception to completion of the parkway, however, resulted in the fundamental changes to the parkway's design and purpose. Originally, the parkway was intended to be an autonomous pleasure drive serving as an escape from the District's congested street grid. By the time of the parkway's construction in the 1920s and 1930s, however, it came to be viewed as an essential traffic artery for vehicular traffic, connecting the District's expanding northern suburbs to downtown Washington.

EARLY PLANNING: MID-NINETEENTH CENTURY TO THE EARLY TWENTIETH CENTURY

Urban Park Movement and Planning in the United States

Although several small public parks in the United States had been established prior to 1850, the urban public park movement largely began in the mid-nineteenth century. One of the earliest proponents of such parks was Andrew Jackson Downing, the renowned American landscape designer and horticulturist whose books, including *A Treatise on the Theory and Practice of Landscape Gardening* (1841), and *The Architecture of Country Houses* (1850), introduced the Picturesque and Beautiful landscape styles of the romantic movement to the American public.[1] As he had seen on his visit to Germany, Downing admired the "social freedom" afforded by the public park, "the pleasant drawing rooms of the whole population."[2] To Downing, a practitioner of the natural styles of landscape architecture, the natural beauty of these parks would also have a moralizing effect on their visitors:

> By these means, you would soften and humanize the rude, educate and enlighten the ignorant, and give continual enjoyment to the educated…you may take my word for it that they will be better preachers of temperance than temperance societies, better refiners of national manners than dancing-schools, and better promoters of general good feeling than any lectures on the philosophy of happiness ever delivered in the lecture-room.[3]

Washington, D.C., was at the national forefront in its attempt to create a large, naturalistic style urban park. In 1850, President Millard Fillmore invited Downing to design a general plan for the area extending from the Capitol Grounds west to the Washington Monument, and from the Washington Monument north to the White House. Downing's 1851 plan created six distinct zones, using different variations of natural landscape styles including the beautiful and picturesque, which were connected by winding carriage drives. Due in part to Downing's sudden death in 1852, only one section of the park (the Smithsonian Grounds) was ultimately completed, although Downing's influence is also evident in the design of the elm-lined Ellipse and associated network of walks south of the White House.

Central Park in New York City ultimately became the first large-scale public urban park to be fully realized as part of this movement. In 1853, the New York State Legislature set aside 750 acres for the landscaped public park, and in 1858 Frederick Law Olmsted, Sr., and his partner, Calvert Vaux, won the park's design competition with their Greensward plan. Designed in the pastoral and picturesque style, the park was officially completed after the close of the Civil War.

The American-born Olmsted, Sr. came to be known as the preeminent landscape architect of the nineteenth century. Vaux, a London-born architect and landscape architect, originally immigrated to the United States to work with Downing. After Downing's untimely death, Vaux worked both independently and under several partnerships, including with Olmsted. Olmsted and Vaux's collaboration produced several other important works in the United States, including Prospect Park in Brooklyn. Olmsted and Vaux, like their collaborator and predecessor Downing, believed that parks should be accessible to all, and would improve the health and morals of their visitors. They also saw parks as an escape from the rapid urbanization and industrialization that was transforming the urban landscape of the United States during the nineteenth century.[4]

The creation of Central Park was transformative for urban cities throughout the United States. Soon thereafter, cities sought to create urban parks in Central Park's likeness. Philadelphia expanded Fairmont Park (1812) throughout the 1850s and 1860s, amassing a park of 2,648 acres by 1870. New parks included Druid Hill Park (1860) in Baltimore, Maryland, and Prospect Park (1860) in Brooklyn, New York.[5] It was during this period that an initial attempt was made to establish Rock Creek Park in Washington, D.C.

The City Beautiful Movement

Towards the end of the nineteenth century, the City Beautiful Movement began to dominant park design, urban planning, and landscape architecture in the United States. Largely inspired by the World's Columbia Exposition of 1893 held in Chicago, the movement's style was chiefly influenced by the monumental urban planning and neoclassicism of nineteenth century Europe and the design principles of the École des Beaux Arts in Paris.

The design for the Columbian Exposition was orchestrated under the leadership of Daniel Burnham, the renown American architect and urban planner. Some of the most acclaimed designers of the day, including Frederick Law Olmsted, Sr., Charles McKim (partner of the renowned New York City architectural firm McKim, Mead & White, whose Washington, D.C. works include Arlington Memorial Bridge and Roosevelt Hall, National War College) and Richard Morris Hunt (an acclaimed American architect whose works include the Biltmore estate and the pedestal of the Statue of Liberty), among others, devised a comprehensive design scheme for the 633-acre site. Neoclassical style buildings were set within a designed landscape, principally the work of Olmsted, Sr., that was composed of both formal and naturalistic landscape arrangements, with several water features.

The Columbia Exposition served as the catalyst for the modernization of cities throughout the United States using City Beautiful principles. These tenets included the use of the Neoclassical style for major public buildings and monuments, axial planning, and geometric landscape design, as well as park systems that employed naturalistic landscapes to complete the overall Beaux Arts design.[6] Washington, D.C., was the first American city to devise a comprehensive city plan using City Beautiful style principles. In 1901, the Senate Park Commission (commonly known as the McMillan Commission), was authorized by Congress to create a plan for the for the development and improvement of the District of Columbia's park system. The commission's findings, presented in their 1902 report, sought to carry out and improve upon Pierre Charles L'Enfant's original Baroque plan for the Nation's Capital using the City Beautiful style. Soon after, other major cities throughout the United States developed similar plans, including Cleveland (1903), San Francisco (1905), and Chicago (1909).[7]

Parkway Design in the United States

Olmsted and Vaux, designers of New York's Central Park, are credited as the first to refer to a formal landscaped boulevard intended for pleasure traffic as a parkway. Although not very different from earlier urban boulevard designs (a urban roadway lined with an allée of trees), Olmsted and Vaux proposed in their 1868 plan for Brooklyn's Prospect Park a series of boulevards, or "park-ways," to create an interconnected park system in New York City. Around the same time, plans for unified park systems were also being developed for Chicago by Horace Cleveland (1869) and Buffalo by Olmsted and Vaux (1868-1876). For Buffalo, Olmsted and Vaux devised a series of undulating and curvilinear parkways suggestive of later designs for early motor parkways.[8]

By the late nineteenth century, Olmsted Sr.'s parkway design had evolved from a tree-lined urban avenue to a "naturalistic park containing a road as its principle design feature." This was exemplified in his and Charles Eliot's design for Boston's Metropolitan Park System (1880s-1890s), which featured a series of carriage drives, bridle paths, and pedestrian walkways along the banks of the meandering Muddy River and a formal boulevard along Commonwealth Avenue, that connected the existing Common and Public Garden to the proposed Franklin Park. Olmsted Sr. was of the belief that curving roadways, surrounded by naturalistic landscape and irregular topography, offered respite from the harshness of the urban environment of the American city. Muddy River would later become a key influencer in the design of the Rock Creek and Potomac Parkway by the Senate Park Commission.[9]

The advent of the automobile and its growing popularity during the first three decades of the twentieth century lead to marked changes in parkway design. Whereas earlier parkways were designed for the recreational use of pedestrians, horseback riders, and carriages, later parkways had to balance aesthetics with practical considerations, including automobile speeds, its continued recreational use, and its growing use as a thoroughfare. The first parkway to be designed exclusively for automobiles was the Bronx River Parkway (1915-1923) in New York. Elements of the parkway's design and use included: the exclusion of commercial vehicles; the use of overpasses to separate cross-traffic; limited entrance and exit access; and a strategic use of landscaping along the undulating parkway to provide a pleasing visual experience while shielding drivers from "unsightly views."[10] Elements originally employed at the Bronx River Parkway were implemented in many other parkway designs prior to World War II, including the Rock Creek and Potomac Parkway.[11]

Parkways in Washington, D.C.

Parkway planning and design in Washington, D.C. was largely initiated with the McMillan Commission's proposal for a system of drives and park connections throughout Washington, D.C. Eleven years later, in 1913, Congress authorized construction of Rock Creek and Potomac Parkway, the first to receive Congressional approval in the metropolitan region of Washington, D.C.

The evolution in parkway design and construction in Washington, D.C. strongly mirrored national trends. Earlier parkways, including RCPP and the Mount Vernon Memorial Highway (1928-1932), as well as sections of the larger George Washington Memorial Parkway (1930s-1965) were scenic parkways with recreational uses. By the 1940s, however, parkway design began to emphasize efficiency and speed over aesthetics, and combined "parkway principles with freeway efficiency."[12] Later parkways, including the Suitland Parkway (1943-1944), and the Baltimore-Washington Parkway (1942-1954), illustrate this change.

EARLY SITE HISTORY: PREHISTORY TO THE LATE NINETEENTH CENTURY

Prior to the mid-nineteenth century, the project area was defined by marshy coastal flats, spanning the Potomac River shoreline between the mouths of the Goose (or Tiber) Creek and Rock Creek. Prior to European settlement, the Rock Creek Valley and Potomac River shorelines were first utilized by the indigenous peoples that lived throughout the Mid-Atlantic coastal region. Prior to 2000 BCE,

Native Americans appear to have only occasionally visited the environs. Evidence suggests that after 2000 BCE, during the Late Archaic period, archeological remains, including quarry and camping sites, suggest a prolonged Indian presence along Rock Creek. It was also at this time that Native Americans began to establish seasonal encampments along the Potomac River between the mouths of Rock Creek and Tiber Creek.[13]

During the Late Woodland period, and corresponding to the advent of maize horticulture in this region around 1000 BCE, the first permanent Native American settlements were established in areas such as the floodplains of the fertile Potomac River marshlands. Agricultural production, supplemented by hunting, gathering, and fishing, laid the groundwork for the semi-sedentary and permanent hamlets and larger villages encountered by European sailors as they first explored the Potomac River Valley in the sixteenth and seventeenth centuries (although no such settlements were specifically recorded within the project area).[14]

In 1632, King Charles I granted a proprietary charter for the province of Maryland to George Calvert, Lord Baltimore. Loosely defined as the area north of Virginia, south of the fortieth parallel, west of the Atlantic seaboard, and east of the Potomac River, Colonial Maryland was significantly larger than what would eventually become the State of Maryland. Calvert's grant was subdivided and patented on a headright system, determined by the number of settlers each grantee brought into the province. Historical evidence suggests that the settlement was slow within the interior until the first few decades of the eighteenth century.[15]

Within the project area, the first land patent granted for this portion of land—described as "a rim along the Potomac and the Creek [Rock Creek]"—was surveyed on behalf of William Hutchinson in 1689. Hutchinson called his patent "The Vineyard." Several decades later, in 1765, prominent Georgetown merchant Robert Peter purchased much of the riverfront land of The Vineyard from William Hutchinson. That same year, Peter purchased a plot of thirty-three acres to the north of The Vineyard, along the Potomac River at the mouth of Rock Creek, known as "The Addition to the Vineyard." Peter resurveyed these parcels jointly under the moniker "Mexico" (See Figure 3 on Page 69).[16]

In 1790, Congress passed the Residence Act, establishing a site on the Potomac River as the future permanent capital of the United States. Major landholders within the future Federal City (collectively known as the proprietors) signed an agreement with President George Washington to deed to the federal government those portions of property that the president wished to include in the city,

inclusive of streets, major public buildings, and public reservations.[17] In 1791, Peter was one of the fifteen local landowners who were the first to convey a portion of their landholdings to Thomas Beall of George and John M. Gantt, to be used towards the establishment of the District of Columbia. Peter's conveyed landholdings included those along the Potomac River.[18] Several early maps indicate that most, if not all, of the area that now encompasses the project area was either underwater or marshland until the beginning of the nineteenth century. As such, only a small portion of land, if any, would have laid within either Hutchinson's or Peter's parcels.[19]

In the middle half of the nineteenth century, this section of waterfront was developed to serve the region's burgeoning transportation network. L'Enfant's 1791 plan for the City of Washington proposed a canal (formed from the channelized Tiber Creek) to stimulate shipping and commerce into the interior of the city. Completed in 1815, this Washington City Canal extended from the Potomac River, turning at the base of Capitol Hill, and extending south to meet the Anacostia River.[20] Several years later, in 1828, in hopes of realizing a similar dream of forming a commercial waterway extending from Washington to the Maryland interior, the Chesapeake and Ohio Canal (C&O) Company began construction of a canal at the mouth of Rock Creek in Georgetown. To provide a link between the C&O Canal and the Washington City Canal, the C&O Canal Company constructed an extension along the Potomac shoreline. In 1833, this extension was completed, including the erection of a lockkeeper's house at the juncture of the Washington City and C&O Extension canals. (Still extant at the intersection of Seventeenth Street and Constitution Avenue, N.W., in approximately its original location, the lockkeeper's house is the only visible remnant of this piece of Potomac River infrastructure).[21] After the City Canal was converted to a closed sewer and filled in the early 1870s, the C&O Canal Extension was rendered obsolete, although it continued to appear on maps of Washington until the mid-1870s (See Figure 4 on Page 70).

Extending north from the project area, the Rock Creek Valley remained in a relatively natural state through the early part of the nineteenth century, serving as both a natural barrier between Washington City, Washington County, and Georgetown, and as a place for recreation. Along Rock Creek to the south of present-day P Street, N.W., however, industrial uses slowly began to appear at the end of the eighteenth century. To the west, Georgetown had become an important shipping center, and boats regularly navigated Rock Creek to the area that aligns with present-day P Street. The industrial and commercial character of the area was further spurred by the construction of the C&O Canal and its corresponding extension to the City Canal between 1828 and 1833.[22] In 1829, Captain William

Easby opened a shipyard in the area to take advantage of its proximity to the new canal (presumably near the area that later came to be known as Easby's Point). Several years later, the Washington Gaslight Company opened their gasworks at the intersection of Virginia and New Hampshire Avenues, N.W., in 1856 (enlarged between 1887 and 1903).[23]

The Sachse Map of 1883-1884 illustrates the predominantly commercial and industrial nature of the Potomac Waterfront and the mouth of the Rock Creek by the 1880s (See Figure 5 on Page 70). Several industrial and commercial businesses are depicted along the Potomac River waterfront, from just to the south of the mouth of Rock Creek to Easby's Point. Most of these businesses had elements located to the west of Twenty-Seventh Street, N.W., including (from north to south): the "gas works;" J. Maury Dove's Coal and Wood Wharves; John Cumberland Boats; Analostan Boat House; the Barber Asphalt Paving Compworks; and L.A. Littlefield Wharfage Storage and Stevedoring (located at Easby's Point).[24]

EARLY PLANNING, ROCK CREEK PARK: 1860S TO 1890

The upper Rock Creek Valley and portions of the lower Rock Creek Valley (today the area located to the south of the National Zoo) were identified for park purposes as early as the 1860s. In early July 1866, several Washington, D.C., residents, including Montgomery Meigs, Quartermaster General of the U.S. Army, petitioned Congress for the creation of a public park. Imitating the earlier sentiments of Olmsted, Sr., this public park would serve as a place where men could "resort after the labor of the day," and send their wives and children as a reprieve from the "heated and impure air of the city."[25] Shortly thereafter, on July 18, 1866, the Senate passed a resolution that authorized the Secretary of War to undertake preliminary surveys and maps of land in or near the District for the use of a public park and a site for the Presidential mansion. Major Nathaniel Michler of the U.S. Corps of Engineers was charged with this task, submitting his report to Congress on January 29, 1867. In his report, Michler stressed the importance of public parks, whose necessity "has become apparent to every enlightened community." Of Rock Creek and the Rock Creek Valley, Michler lauded its natural suitability as a public park, stating that, "in no place has nature been more bountiful of her charms that in the vicinity of this city…There you can find nature diversified in almost every hue and form, needing but the taste of the artist and the skill of the engineer to enhance its beauty and usefulness."[26]

In the report's accompanying map, Michler identified a broad swath of Rock Creek and its valley for park purposes, extending north from P Street, N.W., to the District boundary, and extending as far as Tennalytown Road (today Wisconsin Avenue, N.W.) to the west and Seventh Street, N.W., to the east (See Figure 6 on Page 71).[27] Michler recommended to the Committee on Public Buildings and Grounds that land purchases begin immediately so that land could be secured at a reasonable price. Recognizing the high cost of his proposal, Michler presented two smaller park boundaries, measuring 1,800 and 2,540 acres, at a cost of $360,000 and $580,000, respectively. Interestingly, the selection of the park's southern boundary was another cost saving measure, as noted by Michler, "It will be noticed that the southern limits, as drawn, of the proposed park do not approach more closely than necessary the city limits, leaving out, where possible, such sites as would greatly enhance the cost."[28] Although Senator Benjamin Brown of Missouri, chairman of the Senate's Committee on Public Buildings and Grounds, introduced a bill for the establishment of park within the Rock Creek Valley based on Michler's report, the bill was tabled and not reintroduced to Senate.[29]

Throughout this period, the conditions of the lower Rock Creek Valley continued to worsen. By the 1880s, sewage from the adjacent industrial development flowed into the creek, and much of its valley had become a dumping ground for trash. The valley also came to be seen as an obstacle barring convenient access between Georgetown and the District.[30] Although public concern regarding the abysmal and unhygienic conditions of the valley were mounting, several legislative attempts through the 1880s to create Rock Creek Park in the upper valley were unsuccessful.

The first successful legislation passed towards the creation of the greater "Rock Creek Park system" was the establishment of the Zoological Park on March 2, 1889.[33] Shortly thereafter, on September 27, 1890, President Benjamin Harrison signed legislation establishing Rock Creek Park, which authorized the purchase of not more than 2,000 acres, to be located on both sides of Rock Creek beginning at Klingle Ford Bridge and running northwardly along the creek, with a width of no less than 600 feet and no more than 1,200 feet, including the creek bed.[31]

INITIAL CONCEPTION AND PLANNING: 1889 TO 1908

Following the Michler report, other plans regarding the treatment of the lower Rock Creek Valley were developed through 1900. In 1889, the Washington Board

of Trade, a politically-connected civic organization who were instrumental in the passage of legislation for Rock Creek Park in 1890, developed one of the earliest plans for the use of the lower Rock Creek Valley. The group envisioned the preservation of the natural valley (also known as an open-valley plan), enhancing the lower Rock Creek Valley with landscape in the natural style and a roadway along the creek. Further, the roadway could connect the then proposed Rock Creek Park to the Mall and National Monument Grounds.[32] In 1892, an alternate plan to the Washington Board of Trade's 1889 plan was introduced by the businessmen of Georgetown, who saw the lower Rock Creek Valley as a "open sewer and dumping ground."[33] Considering the squalid conditions of the valley as an impediment to the financial and economic success of Georgetown, the businessmen suggested a closed-valley scheme, which called for filling the natural valley and constructing an at-grade grand boulevard lined with imposing homes linking Georgetown to developed areas of Washington, D.C. In 1892, a Congressionally authorized study of the closed-valley option was completed by Captain William T. Rossell, the Engineer Commissioner of the District of Columbia, which supported use of the closed-valley option.[34]

In 1899, the Board of Trade released a second plan, nearly identical to the first regarding the treatment of the lower Rock Creek Valley. Whereas the earlier plan called for a connection to the Mall and Washington Monument Grounds, this plan called for the "establishment of communication, by way of a park drive, between the Zoo and Rock Creek parks and the newly reclaimed Potomac Park." Potomac Park (later known as East and West Potomac Parks) was established by an Act of Congress passed on March 3, 1897, and is primarily composed of land sculpted from tidal flats by the U.S. Army Corps of Engineers from 1882 to 1913.[35] Ultimately, Potomac Park would extend from Constitution Avenue, N.W., to Hains Point, and from the shoreline of the Potomac River as far east as Seventeenth Street. To connect the two parks, it was recommended that the proposed drive along Rock Creek connect with Potomac Park by way of Twenty-Seventh Street, N.W. [36]

As part of the Sundry Civil Act of June 6, 1900, Congress allocated $4,000 to prepare plans for a connection between Potomac and Zoological Parks.[37] Colonel Bingham of the U.S. Army Chief of Engineers retained Samuel Parsons, Jr., a well-known New York landscape architect, to develop a plan for a connector roadway between Potomac Park and the Zoological Park. Parsons's plan completely avoided the Potomac waterfront and Rock Creek below O Street, N.W., rather, he suggested a landscaped boulevard at Twenty-Third Street, N.W., extending north from Potomac Park to O Street, N.W., to then connect with an open-valley design within the Rock Creek Valley.[38]

SENATE PARK COMMISSION: 1901 TO 1902

On March 8, 1901, the United States Senate approved a resolution submitted by Senator James McMillan of Michigan, chairman of the Senate Committee on the District of Columbia, charging the said Committee to "consider the subject and report to the Senate plans for the development and improvement of the entire park system of the District of Columbia. For the purpose of preparing such plans the committee. . .may secure the services of such experts as may be necessary for a proper consideration of the subject."[39]

Soon thereafter, at a meeting between the subcommittee of the Senate Committee on the District of Columbia and the American Institute of Architects (AIA) was held on March 19, 1901. At the suggestion of the AIA, both parties agreed to appoint Chicago architect Daniel H. Burnham, and Brookline, Massachusetts landscape architect Frederick Law Olmsted, Jr. as experts to the committee.[40] Olmsted Jr., the son of Frederick Law Olmsted Sr., was an accomplished landscape architect in his own right, and was a founding member of the American Society of Landscape Architects in 1899.[41] Subsequently, New York City architect Charles F. McKim and New York based sculptor Augustus Saint-Gaudens were also enlisted to assist with the plan.[42] In addition, McMillan enlisted Charles Moore, his political secretary and clerk for the Senate Committee on the District of Columbia, to advise the panel.

The members of the Senate Park Commission (popularly known as the McMillan Commission) were renowned experts in their chosen fields and pioneers of the City Beautiful Movement in the United States. Each of these men (including the significantly younger Olmsted, Jr., who spent a summer working in Burnham's office) had been involved in the planning, design, and execution of the 1893 Columbia Exposition in Chicago, which is widely credited with the popularization of the City Beautiful movement in the United States. These men dedicated nearly a year of their lives, without compensation, to the planning and development of the District's comprehensive plan.

On January 15, 1902, Senator McMillan presented the *Report of the Senate Committee on the District of Columbia on the Improvement of the Park System of the District of Columbia*, a comprehensive plan for the development of the District, including the District's entire park system. The object of the report was to develop a plan to "enable future development to proceed along the lines originally planned—namely, the treatment of the city as a work of civic art—and to develop the outlying parks as portions of a single well-considered system."[43]

The report pragmatically identified the advancing rate of development within the District, and implored the acquisition of additional parkland to create the "modern park system" which the commissioners envisioned (See Figure 7 on Page 72). The report suggested the selection and acquisition of lands that would connect existing and proposed parks, preserve areas of "exceptional beauty" including the "chain of abandon forts encircling the District," preserve land to expand park land at the same rate of growth as city streets, and "bring into use for please purposes the wild and picturesque banks of the Potomac."[44]

As part of this comprehensive plan, the commission proposed a parkway to begin at the Lincoln Memorial to extend north to the Zoological Park and Rock Creek Park. For the southern end of the parkway, the plan proposed the creation of a raised drive to extend north from Potomac Park to the Pennsylvania Avenue bridge at Rock Creek. At the time, this area along the Potomac waterfront, as well as much of the Georgetown waterfront, was completely industrialized. Below Pennsylvania Avenue, Rock Creek was considered part of the Chesapeake and Ohio Canal, and was "as much a part of the commercial waterfront as the Potomac itself."[45] Facilities in this area included a large Washington Gas Light Company station to the east of the mouth of Rock Creek, as well as several other works, factories, small industries, old houses, and wharves, many of which served nearby industries. The plan embraced the area's industrial character, claiming that the "activity of the water front would really add to the interest of the parkway and give a character to it possessed by no other in this country," citing several European cities including Paris, Vienna, and Budapest, where similar arrangements had been deemed as quite successful.[47]

To create a more accessible waterfront, the plan recommended the replacement of the existing "jetting piers" with the construction of a broad, paved quay. The quay would extend from the existing shoreline to the deep main channel of the Potomac, have a continuous stone wall along the riverbank, and be at grade with the adjacent land. The parkway and promenade were to be on a raised platform located between the quay and the industrial zone to the east, and were elevated to avoid any potential "actual conflict" between the pleasure travel above and industrial activity below. The quay would feature "frequent arched openings" to primarily allow for the transfer of goods between the quay and nearby industries (See Figure 8 on Page 72).[48]

The report provided a single rendering of the "typical treatment of the Potomac Quay." The quay, which is situated along the waterfront, is depicted a bustling seaport, with horse-drawn carriages utilizing the arched openings to move goods

to and from the waterfront and nearby industries. The elevated parkway appears to have a center lane flanked with two rows of mature trees on either side.[49]

From Pennsylvania Avenue, N.W., the proposed parkway was to extend north to Massachusetts Avenue, N.W. Due to the area's natural valley conditions, two different treatment options were proposed. The first suggested culverting Rock Creek and infilling the surrounding valley to the surrounding grade, constructing a boulevard on the new fill, and subdividing and selling adjacent lands. The second, and preferred alternative (based on grounds of "economy, convenience, and beauty") was known as the open-valley plan. The latter called for the improvement of the existing creek channel, its banks, and the valley, and construction of a "broad main drive" with accompanying paths situated slightly above the creek.[50] Set within a landscaped, naturalistic park setting, the change in grade from the surrounding area of the District would seclude the parkway from the adjacent "shabby, sordid, and disagreeable" areas of the District.[51] Border roads intended for "business traffic and for building frontage" were proposed along the top of the valley on either side, to be constructed at grade with the existing street grid.[52] This separation in grade would also allow for busy city traffic to cross over the parkway without interfering with or disrupting "pleasure travel" along the drive and its associated paths.[53] The plan called for a similar treatment of the section of the parkway extending north from Massachusetts Avenue, N.W., to the Zoological Park.[54]

MORROW-MARKHAM PLAN: 1908

Due in part to continued disagreement between the closed and open-valley plans for the area to the north of the Potomac Waterfront Section, even after the Senate Park Commission's 1902 report, Congress allocated $4,000 in the District Appropriation Act of 1908 to fund a study of several proposed alternatives for the parkway between the mouth of Rock Creek and Massachusetts Avenue, N.W. The report, completed by Engineer Commissioner of the District of Columbia Major Jay J. Morrow and his assistant, Captain E.M. Markham, was submitted to Congress in the spring of 1908.[55]

Three of the studied alternatives were closed valley-options, and one was for an open-valley plan.[56] Similar to the McMillan Plan, each of the four alternatives incorporated an elevated parkway viaduct situated along the creek and the river to begin to the south of L Street, N.W., and terminate at Potomac Park.[57]

The study's findings, which considered various elements of the proposed alternatives as well as cost, completion time, and the "character of results to be anticipated" recommended the open-valley option.[58] Regarding the merits of

the open-valley plan, Markham wrote, "It would unquestionably afford the most desirable kind of connection between the Potomac Park and the upper Zoological and Rock Creek parks, which connection in the future development of the park system of Washington is greatly to be desired."[59]

The open-valley alternative provided for a main road between Massachusetts Avenue, N.W., and the Potomac River with a main path that, in general, ran parallel to the main road. The area to the north of L Street, N.W., was to be developed as a city park, while the area to the south of L Street, N.W., including the Potomac Waterfront Section, was to be treated as a formal parkway and park connection.[60]

Like the McMillan Plan, Morrow and Markham's plan called for the parkway's road and path to be carried on an elevated concrete and steel viaduct nearly a half-mile in length, allowing commercial activities along the waterfront to continue as usual. Further, the viaduct had been situated in a way that would not interfere with the operations of the Chesapeake and Ohio Canal and the Washington Gas Light Company's plant.[61] A new seawall was to extend south to Potomac Park from the mouth of Rock Creek, the shoreline of which was to be enlarged with landfill. Along the waterfront, the granite-paved quay was to be 150'-0" in width, which included the area of land beneath the viaduct.[62] Interestingly, the report's drawing that depicts the treatment of the area under the open-valley plan does not show any plantings incorporated along viaduct.[63]

Morrow and Markham were in agreement with the McMillan Commission regarding the industrial character of the Potomac waterfront, and were of the feeling it would "afford much pleasure to the public using the elevated park-way [sic]."[64] Considering the view from the viaduct beyond the industrial waterfront, it was felt that it would be a "very interesting one, and the park effect will be found more beautiful in this section than in the upper section because of the view of the river and the shore and hills of Virginia."[65]

Like the McMillan Commission, Morrow and Markham urged the timely development of the area situated between Massachusetts Avenue and L Street, N.W., at the upper section of the study area. This was due to the poor state of the area, as well as rising costs, and the ability to properly execute the plans. Completion of the lower section of the study area, including those areas along the waterfront, however, could be postponed until "the actual demand for a park connection between the Zoological and Potomac parks" arose. Additionally, it was felt this would not add substantial costs to the project as most of the land to the south of H Street, N.W., besides a small strip of land owned by the Washington Gas Light Company, was U.S. Government land.[66]

ESTABLISHMENT, PLANNING, AND CONSTRUCTION: 1913 TO 1936

PUBLIC BUILDINGS ACT OF 1913

Support for the creation of a parkway between Potomac Park and the Zoological Park and Rock Creek Park steadily increased through the early twentieth century. Several earlier attempts to pass enabling legislation for the parkway, however, had been thwarted mainly due to disagreements between the House of Representatives and Senate related to funding. After both Houses of Congress agreed to a comprise that included the elimination of moving the Botanic Garden to the parkway and a significant reduction in funding, the legislation allowing for the creation of the RCPP was passed on March 4, 1913 as part of the Public Buildings Act.[67] Section 22 of the act authorized the creation of "a commission, to be composed of the Secretary of the Treasury, the Secretary of War, and the Secretary of Agriculture...to acquire, by purchase, condemnation, or otherwise, such land and premises as are not now the property of the United States between the Zoological Park and Potomac Park; and the sum of $1,300,000 is hereby authorized to be expended toward the requirement of such land."[68]

Although this legislation allowed for the creation of the RCPP and established the Rock Creek and Potomac Parkway Commission (RCPP Commission), no funding was appropriated. Soon thereafter, the RCPP Commission was formed, whose members included Secretary of the Treasury W.G. McAdoo, Secretary of War *ad interim* H.L. Scott, and Secretary of Agriculture D.F. Houston. Colonel William W. Harts, the officer in Charge of Public Buildings and Grounds with the U.S. Army Corps of Engineers, served as the RCPP Commission's executive officer. Similar to other parks in the District, however, the parkway soon became the responsibility of the Office of Public Buildings and Grounds, then located under the Chief of Engineers, United States Army.[69]

By November 10, 1913, the surveyor of the District of Columbia had completed a study of the proposed connection between the Zoological and Potomac Parks.[70] In a letter sent to Treasury Secretary McAdoo, Chairman of the RCPP Commission, the Board of Commissioners of the District of Columbia enclosed this survey, and made several suggestions regarding changes to the park's design and boundaries. The letter acknowledged that the existing 1913 law would not permit these changes, but asked that they be considered if new legislation for the park were passed.[71] Under direction of President Taft, the Board of Commissioners' recommendations were sent to the Commission of Fine Arts (CFA) for review. In a letter dated November 24, 1913, CFA concurred with the Board of Commissioners' recommendations and suggested that a revised plan for

the parkway considering these recommendations be developed.[72] Funding for such a plan was not appropriated until the passage of the Sundry Civil Act of 1915.

REPORT OF THE ROCK CREEK AND POTOMAC PARKWAY COMMISSION: 1916

On March 3, 1915, Congress passed the Sundry Civil Act, which contained a provision that allowed the RCPP Commission to survey the exact boundaries of the parkway between Potomac Park and the Zoological Park and to submit a map to Congress indicating proposed changes to the parks boundaries from those depicted on the May 17, 1911 map, with an appropriation of $5,000 to complete the work. Survey work began in July 1915 under the direction of Colonel Harts, assisted by landscape architect James G. Langdon. This study resulted in the *Report of Rock Creek and Potomac Parkway Commission, 1916*. Prior to the report's submittal to Congress, the CFA, including Frederick Law Olmsted, Jr., reviewed, commented on, and ultimately approved the RCPP Commission's preliminary plans for their presentation to Congress.[73]

The report noted that the "portion of Rock Creek Valley under consideration will form, when improved, a very important link of a continuous parkway through the very heart of the city of Washington from the Mall to the District line."[74] By 1915, Beach Drive, a six-mile-long park drive from the Calvert Street, N.W., entrance of the Zoological Park, through Rock Creek Park and to the District line, was already extant. Once the two-and-one-half mile section of parkway between Easby's Point and the Zoological Park was constructed, a fourteen-and-one-half-mile continuous parkway, including the extant drives of Potomac Park, would be created.[75] This shift in emphasis from general park improvements, to a designated "parkway drive" was reflective of the new popularity of automobiles and the subsequent development of motor parkways at that time in the United States, including the Bronx River Parkway in New York and the Muddy River project in Boston, cited as an example of parkway design in Harts's report.[76]

The plan was significantly more economical than its earlier iteration, and reduced the park's total land area to approximately 1.8 million square feet, forty-two percent of which was already owned by the United States Government. As in earlier plans, the commissioners urged for immediate funding, in this case to make available the $1.3 million authorized in the 1913 legislation.[77]

The 1916 study most notably departed from both the McMillan Commission and the Morrow-Markham plans by eliminating the quay and viaduct in favor of a surface boulevard at grade, calling this new option less expensive, more convenient, and "the only plan which appears feasible for this section."[78] The primary catalyst for this change was the significant decrease of commercial activity

along the waterfront, so much so that the added expense for the elevated roadway was deemed inappropriate. Further, the plan recommended that no commercial enterprises, save the Washington Gas Light Company and boating concessions, be permitted to "cross the parkway or occupy the river frontage bordering it." Public boating privileges should be permitted, however, it was recommended they "be installed and maintained under proper supervision."[79]

The 1916 preliminary plan for the RCPP detailed the proposed roadway from Potomac Park to Calvert Road, N.W. The plan was prepared under the direction of Colonel Harts by Langdon. Prior to his employment by the federal government, Langdon was employed by the Olmsted firm. As a chief designer under Olmsted, Sr., Langdon worked the Riverway project as well as Boston park system projects. Historic correspondence appears to indicate that Olmsted, Jr. may have assisted Langdon in his preparation of the 1916 plan.[80]

The Potomac Waterfront Section was depicted as a tree-lined drive extending north from Lower Water Street, N.W., (no longer extant) to just below Virginia Avenue, N.W. Here, the undulating parkway crossed over Rock Creek and continued north along its west bank. At this location, the plan also called for the separation of the mouth of Rock Creek and the entrance to the Chesapeake & Ohio Canal, to the benefit of both the canal company and the United States government. To the east of the RCPP, from Lower Water Street, N.W., to just below H Street, N.W., a median planted with trees separated the RCPP from Twenty-Seventh Street, N.W. At the Potomac Waterfront Section, the west side of the parkway was composed of a park area with pedestrian and bridle trails, as well as what appear to be two memorial sites at E and F Streets, N.W. The triangular section of land to the west of the mouth of Rock Creek at the Potomac River (proposed as part of the land swap between the U.S. Government and the Washington Gaslight Company) did not receive landscaping treatment. Lastly, driving circles were incorporated into the road design at E Street, N.W., and Virginia Avenue, N.W. (See Figure 9 on Page 73).[81]

To the north of Virginia Avenue, N.W., the RCPP continued alongside the west bank of the Rock Creek. A naturalistic planting plan was proposed for both sides of the valley, and border roads with formal allees were to be situated atop the most of the valley's east and west crests to Calvert Street, N.W.. At Lyons Mill Road, the RCPP crossed over and continued along the east side of creek until Edgevale Terrace, N.W., where it returned to the west side of the creek. Several access roads connected the RCPP to District roadways, and a number of District roadways were to be carried over the RCPP and the valley, including M Street,

Pennsylvania Avenue, Twenty-Fifth Street, P Street, Q Street, Massachusetts Avenue, Connecticut Avenue, and Calvert Street, N.W.[82]

At the Potomac Waterfront Section, the biggest obstacle the commission faced was the land holdings of the Washington Gas Light Company. The company's expansive land holdings extended from the mouth of Rock Creek eastward to Twenty-Fourth Street and from Virginia Avenue south to F Street, N.W. The 1916 report explored the idea of relocating the Washington Gas Light Company's operations, but decided against this because the company constituted a "public-service corporation which may at some future time be operated and controlled by the Government." Instead, the report recommended a mutually beneficial land exchange between the company and the U.S. Government. The proposed land swap would allow the company to continue operations in their existing location and would transfer a portion of the company's property to the U.S. Government, which would allow for construction of the at-grade roadway. [83] An agreement for the exchange was completed by January 1917.[84]

Congress approved the report and appropriated $50,000 in the Sundry Civil Act of July 1, 1916 to begin acquiring park land. This was the first of several appropriations made to allow the Office of Public Buildings and Grounds to acquire land and complete sections of the parkway. On February 26, 1925, Congress passed an act that consolidated the Office of Buildings and Grounds and the Office of the Superintendent of the State, War, and Navy Department Buildings into a single agency, the Office of Public Buildings and Public Parks of the National Capital.[85]

FINAL DESIGN AND CONSTRUCTION: 1910S TO 1930S

Final Design

From the late 1910s to the early 1930s, final construction documents and planting plans for the RCPP were developed by the Army Corps of Engineers, the Office Public Buildings and Grounds, and later the Office of Public Buildings and Public Parks of the National Capital.[86] During this period, the parkway's design was further developed and refined.

In March 1919, CFA gave tentative approval of the design and siting of the Titanic Memorial at the west embankment of the RCPP at New Hampshire Avenue, N.W. The memorial, conceived to commemorate the men who sacrificed themselves during the sinking of the Titanic so that women and children could live, had originally been accepted by the CFA in January 1914.[87] The proposed memorial, sculpted by Gertrude Vanderbilt Whitney, was composed of a figure of a partially shrouded man standing with outstretched arms, positioned at the center of an

exedra, designed by Henry Bacon, architect of the Lincoln Memorial (See Figure 17 on Page 78).[88]

In District of Columbia Appropriations Act of 1924 committed $4,000 to the "preparation of designs and estimates for development" of the parkway.[89] In 1924, an updated drawing set was completed by landscape architect Irving W. Payne and Thomas C. Jeffers, his assistant, both of the Office of Engineers. Prior to working for the federal government, Jeffers had worked at the Olmsted firm for six years, from 1911 to 1917. Payne had studied landscape architecture at Harvard University while Olmsted, Jr. taught there.[90]

Lieutenant Colonel C.O. Sherrill, Colonel Hart's successor as the officer in Charge of Public Buildings, subsequently approved these plans. The 1924 plans diverged from the 1916 plan in several ways, including the elimination of the proposed separation of the Rock Creek and the C & O Canal near the Potomac River and the crossing of the drive to the west bank of Rock Creek near Virginia Drive, N.W., as well as the elimination of several border roads. Because the plan notably departed in several ways from the 1916 plan, Sherrill submitted the design to CFA for review.[91]

Through the CFA review process, plans for the parkway were further refined into the early 1930s. The growth of automobile use also impacted the parkway's final design, which incorporated modifications throughout the parkway to better accommodate vehicular traffic including wider, straighter roads, the elimination of border roads in favor of the preservation of scenery, the separation of north and south bound lanes between Q Street and Massachusetts Avenue, N.W., and the location and alignment of access roads to the parkway. In the Potomac Waterfront Section, several additional features were eliminated from the plan, including: the waterfront feature at F Street, N.W.; the Twenty-Seventh Street border road below E Street, N.W.; the circle at the intersection of Virginia Avenue, N.W., and the parkway; and the elimination of direct access to the parkway from D, F, and G Streets, N.W.[92]

On July 16, 1932, CFA selected the location for the proposed William Jennings Bryan statue. In September 1925, the Bryan Memorial Association was established for the purpose of erecting a monument to Bryan in the nation's capital.[93] William Jennings Bryan (1860-1925) a lawyer and politician, served in the House of Representatives for Illinois (1890-1895), was a three-time Democratic candidate for president (1896, 1900, and 1908), and served as Secretary of State (1913-1915).[94] On June 19, 1930, President Herbert Hoover signed a bill authorizing the erection of said statue.[95] On July 16, 1932, CFA selected the location for

the proposed William Jennings Bryan Monument, on triangular piece of land "approximately 150 feet north of Constitution avenue" situated between RCPP to the west, "the old road in the line of Twenty-sixth street," to the east, and Square 22 to the north. The proposed bronze statue of Bryan was to sit atop a marble pedestal (See Figure 18 on Page 79).[96]

Construction

Due to a lack of appropriations and the continuously sluggish pace of land acquisition, construction of the RCPP continued slowly through the late 1910s and early 1920s. According to G.E. Clark in *Estimates on the Development of Rock Creek and Potomac Parkway* (1929), the earliest appropriation for the development of the parkway was allotted in the District of Columbia Appropriations Act for 1927, with total appropriations for the development of the parkway reaching $335, 185 by the report's publication in July 1929.[97]

It appears, however, that some small scale work was being undertaken prior to the government's appropriation for the 1927 fiscal year. In 1923, construction of the bridle path, the first element of the RCPP to be initiated, began. Contemporary newspaper accounts described the path as "extending from the path in Potomac Park near the foot of New Hampshire avenue to the path through Rock Creek Park beginning at P street bridge." The lower portion of the path was to start at the west end of Potomac Park, "it will follow a line of the left (east) bank of the creek to a point just above where the Chesapeake and Ohio canal enters that stream." By September 1923, the portion of the bridle path between M and P Streets, N.W., had been completed, with the rest of the path to be completed in a few weeks. [98]

Work on the parkway proceeded sluggishly, with only minimal tasks having been completed by 1925, included preliminary grading, brush clearing, and construction of the bridle path, with discontinuous areas of roadway being constructed by the mid-1920s.[99] Below Virginia Avenue, areas of land adjacent to the Washington Gas Light Company were improved by the removal of debris in 1926. This area was also improved with plantings, the erection of rail fences, and seeding vast areas of lawn. The area, however, continued to be imposed upon by the existing tanks and other machinery of the Washington Gas Light Company located on either side of the bridle path.[100]

Construction of the Potomac Waterfront Section of the RCPP began to progress after government funding began in 1927. According to Grant, by July 1929 $135,000 of the appropriation had been used towards construction the seawall in Section I of the parkway, which extended from Water Street to Pennsylvania

Avenue, N.W.[101] Completion of the masonry seawall along the Potomac waterfront (which occurred sometime after July 1930) created an enlarged continuous shoreline, with the area behind the seawall infilled with 21,000 cubic feet of clay.[102]

Parkway development primarily occurred between 1930 and 1931, largely due in part to the construction of the nearby Arlington Memorial Bridge. In 1929, several large elm trees had been removed from the east-bridge abutment area of the Arlington Memorial Bridge and replanted adjacent to the north of the Belvedere to line the future parkway.[103] The foundation for the Titanic Memorial was constructed in March 1930 and the statue was erected one month later. After the fill had settled, the area was landscaped with trees, shrubs, grass, and flower beds. The roadway was graded, and curbs and gutters were installed by summer 1931, at which time work on the road surface began. By October, the roadway was completed from West Potomac Park to K Street, N.W.[104]

It was also during this time that the terminus of Constitution Avenue, N.W., now known as the Belvedere, was constructed. In 1913, Congress authorized the creation of a commission to investigate and report to Congress regarding a suitable design for a bridge to connect the District to Arlington, Virginia, and in 1922, Congress appropriated funding for the completion of the project.[105] One year later, the New York architectural firm of McKim, Mead, and White was selected to design the Arlington Memorial Bridge and its related features, including the Belvedere. Completed in 1931, the Belvedere, a granite exedra, served as both the terminus of Constitution Avenue, N.W., and the balustraded seawall extending north from the Arlington Memorial Bridge.[106] Shortly thereafter, the Bryan Statue was erected in 1934, in the location previously approved by CFA.

Just prior to the parkway's completion, President Franklin Delano Roosevelt signed Executive Order 6166 in 1933. This executive order consolidated the National Capital Parks system in Washington, D.C., including the RCPP, into the National Park System. The National Park Service was established with the passage of the Organic Act on August 25, 1916. This order also abolished the Office of Public Buildings and Public Parks of the National Capital, as well as the RCPP Commission.[107] Two years later, the last section of parkway to be completed, the area between K and P Streets, N.W., opened to traffic in October 1935.[108]

PLANTING PLAN, SECTION I OF THE ROCK CREEK AND POTOMAC PARKWAY: 1934-1935

From November 1934 to March 1935, the National Park Service Eastern Division Branch of Plans and Design developed a planting plan for Section I of the RCPP,

which extended from north of the Belvedere to south of K Street, N.W. In this drawing set, Section I was divided into three sub-sections: 1) Constitution Avenue, N.W., to New Hampshire Avenue, N.W.; 2) New Hampshire Avenue, N.W., to just south of Virginia Avenue, N.W.; and 3) from just south of Virginia Avenue, N.W., to K Street, N.W. On May 23, 1935, CFA approved the plan, and on June 7, 1935, the planting plan was approved by Arthur E. Demaray, Acting Director of the National Park Service.[109] Sub-sections 1 and 2 and a portion of sub-section 3 correspond with the Potomac Waterfront Section of the RCPP (See Figure 19 on Page 81).

The planting plan depicted several existing features within Section I of the parkway to the south of Virginia Avenue, N.W., that were intended to be retained as final elements of the RCPP. These elements included: the 40'-0" wide roadway extending south to Constitution Avenue; the seawall; an undulating bridle path adjacent to the seawall; the Bryan Memorial, the Titanic Memorial, and the Belvedere. The plan only depicted the north half of the Belvedere, which included a grass lawn adjacent and to the east of the Belvedere, with a single elm near the lawn's north edge. A traffic circle was situated at the western edge of the intersection of the parkway, Twenty-Seventh Street, N.W., and Constitution Avenue, N.W., located due east from the Belvedere.

Several additional features were proposed for the area of the RCPP to the south of Virginia Avenue, mainly two, 8'-0" wide pedestrian paths adjacent to and following the alignment of the roadway itself. The path to the west of the roadway was to extend through all of Section I, to be separated from the roadway by a 17'-0" wide greensward within which an allée of trees was to be planted. The path to the east of the roadway was to extend from Constitution Avenue, N.W., to New Hampshire Avenue, N.W., to be separated from the roadway and treated in a manner similar to the west path. A third path of the same width was also planned alongside Twenty-Sixth Street. The plan proposed the removal of only one existing feature, a bridle path to the east of the parkway located within the triangular area of land to the north of Constitution Avenue, N.W.

The plan also portrayed several existing non-parkway features located either within or adjacent to the parkway, including: the Riverside Riding Academy (located at the northeast corner of the parkway and New Hampshire Avenue, N.W.); the Washington Gas Light Co.'s tanks, filters, and buildings (located to the east and west of the parkway between F Street, N.W., and Virginia Avenue, N.W.); a pump house (located along the Potomac River at G Street, N.W.); and Higgins Service Station (a gas station located at the southeast corner of the intersection of the parkway and Virginia Avenue, N.W.). Unlike the other buildings and

structures located in close proximity to the RCPP, the Higgins Service Station (ca. 1932) was designed in a domestic style, using rustic materials, to complement the nearby RCPP.[110]

An allée of *Plantus orientalis* (oriental plane tree) was to line the parkway, with the trees to be planted approximately 60'-0" on center within the greensward on either side of the roadway. This allée, as well as the symmetrical plantings proposed for the area adjacent to the Titanic Memorial, were the only formal, classically inspired landscape elements proposed in the planting plan. Areas to the east and west of the allée were to receive a naturalistic landscape treatment, to include asymmetrical clearings and plantings. It appears that heavy areas of clustered plantings were also designed in an attempt to somewhat shield the RCPP from its industrial and commercial surroundings, including those: around the Washington Gas Light Co.'s tank to the west of the parkway; to the east of the parkway between Higgins Gas Station and slightly south of G Street, N.W.; and at the north edge of the triangular section of land to the north of Constitution Avenue, bound by the RCPP to the west, Twenty-Sixth Street to the east, and Square 22 to the north. Numerous new plants were proposed for Section I of the RCPP, as detailed in Table 1.

Table 1. Plants proposed for Section 1 of the RCPP, 1934-1935

SCIENTIFIC NAME	COMMON NAME	TYPE OF PLANT
Acer rubrum	Red maple	Tree
Ampelopsis quinquefolia	American ivy	Shrubby vine
Ampelopsis tricuspidata	Boston ivy	Woody vine
Carpinus caroliniana	American hornbeam	Tree
Cornus florida	Flowering dogwood	Tree
Cornus stolonifera	Red osier dogwood	Shrub
Corylus Americana	American hazelnut	Tree
Crataegus cordata	Washington hawthorn	Tree
Crataegus crus-galli	Cockspur thorn	Tree
Eleagnus angustifolia	Russian olive	Tree
Eleagnus longipes	Goumi	Shrub
Fagus Americana	American beech	Tree
Ligustrum ovalifolium	Privet, California privet	Shrub
Ligustrum regelianum	Regal's border privet	Shrub
Liquidambar styraciflua	American sweetgum	Tree
Liriodendron tulipifera	Tulip tree, tulip poplar	Tree
Lonicera morrowii	Morrow's honeysuckle	Shrub
Lonicera tatarica	Tatarian honeysuckle	Shrub
Lonicera xylosteum	Fly honeysuckle	Shrub
Nyssa sylvatica	Black tupelo	Tree

Pinus strobus	Eastern white pine	Tree
Pinus sylvestris	Scots pine	Tree
Platanus orientalis	Oriental plane	Tree
Pyracantha coccinea lalandi	Scarlet firethorn	Shrub
Quercus phellos	Willow oak	Shrub
Rhamnus cathartica	Common buckthorn	Shrub/Tree
Salix alba	White willow	Tree
Ulmas Americana	American elm	Tree
Viburnum dentatum	Arrowwood viburnum	Shrub
Viburnum dilatatum	Linden viburnum	Shrub
Viburnum lentago	Nannyberry viburnum	Shrub
Viburnum molle	Kentucky viburnum	Shrub

The plan called for the use of several plants allotted from the Botanic Garden Nursery, which included *Ligustrum ovalifolium*, *Ligustrum regelianum*, *Lonicera tatarica*, and *Cornus stolonifera*, to be primarily located along the roadway's east boundary. Of the existing plants within Section I, several were to remain, while others were to be removed and used elsewhere, still others were to be cut or replaced at some time in the future.[111]

Historic maps and aerial imagery appear to indicate that much of the 1934-1935 planting plan for Section I of the RCPP to the south of Virginia Avenue, was implemented. There were, however, several significant deviations from the proposed plan, including: the location of the bridle path; the omission of the paths to the east of the parkway below E Street and along Twenth-Sixth Street; and the existence of a large, circular drive to the north of the existing pump station. The bridle path as extant in the mid-1930s was not located along the waterfront, but rather ran parallel to the pedestrian path to the west of the RCPP until slightly south of G Street. Here, the bridle path crossed over to the east side of the RCPP, and continued south to the south end of Square 22, then running southeast to Twenty-Sixth Street.

The Potomac Waterfront Section, at the time of its completion circa 1936, was intended to act as a transitional zone between the Rock Creek valley section of the parkway, set within a picturesque, natural landscape, and the formal, Neoclassical design of the parkway and monumental core extending south from Constitution Avenue.[112] This transitional nature of this area of the parkway was reflected in its landscape design, which was composed of a blending of classical and naturalistic landscape elements, as well as the incorporation of small, commemorative memorials and Neoclassical features, including the Titanic Memorial, the Bryan Statue, and the Belvedere (See Figure 22 on Page 85).

The Potomac Waterfront Section was characterized by the tree-lined drive and naturalistic landscape elements employed on both sides of the parkway, as well as views and vistas of the Potomac River, Theodore Roosevelt Memorial Island, the Virginia shoreline, and the Monumental Core. The Potomac Waterfront Section was also physically and visually connected to the District. Several District streets intersected with the parkway, including Twenty-Seventh, G, and F Streets, as well as Virginia and New Hampshire Avenues; and the low scale of the buildings and industries adjacent to the east of the parkway afforded views both to and from the site (See Figure 23 on Page 85).

LATER ALTERATIONS: 1960S TO 1990S

After construction of Section I of the RCPP was completed in 1935, it appears that no major construction projects were undertaken in or near this section of the parkway until NPS's construction of the Water Sports Center(Thompson Boat Center) in 1960.

WATER SPORTS CENTER (THOMPSON BOAT CENTER): 1960

A 1960 planting plan was developed for the parking area situated to the north of Virginia Avenue, N.W., in conjunction with the NPS's development of the Water Sports Center located to the west of Rock Creek, along the Potomac River. Although the majority of this plan was located outside of the Potomac Waterfront Section boundary, the north boundary of the Potomac Waterfront Section abutted the entrance drive from the intersection of Virginia Avenue, N.W., and the RCPP. As such, the plan incorporated the northernmost area of the Potomac Waterfront Section, and proposed the addition of two *Nyssa sylvatia* (blackgum) shade trees at the southwest corner of the intersection of the RCPP and Virginia Avenue, N.W., and twelve *Cornus florida* (flowering dogwood), to be "staked out in the field by the landscape arch[itect]," along the walkway to the south the entrance drive and parking area.[113]

THEODORE ROOSEVELT MEMORIAL BRIDGE: 1960-1964

Constructed between 1960 and 1964, the Theodore Roosevelt Memorial Bridge (Roosevelt Bridge) carried Route 66 from the banks of Virginia, over the Potomac River and the southern end of Theodore Roosevelt Island, to the District at E Street, N.W. Originally known as the E Street Bridge, it was part of a larger infrastructure program outlined in the 1952 Regional Highway Commission's report, which was readily adopted by the District Highway Department soon after the report's release. Although several elements of the plan were constructed, including the E Street Bridge, the plan lost momentum in the late 1950s and early 1960s after more comprehensive planning reports concluded that extensive

expressway construction would neither keep up with projected population growth nor solve the District's transportation-related problems.[114]

Specifically, the portion of the Potomac Waterfront Section that was affected by the construction of the Theodore Roosevelt Bridge was the area located between Square 22 to the north, and Constitution Avenue, to the south, extending from the shoreline to Twenty-Sixth Street. Although aerial imagery indicates that the parkway was not realigned to accommodate the construction of the bridge, its completion impacted this area of the parkway in several ways. Parkland to the east, west, north, and south of the bridge was lost due to the construction of the bridge's abutments, the primary roadway, and on/off ramps. Areas of parkland that remained, most notably the area to the south of the bridge and to the east of the parkway, was significantly changed to adapt to new street patterns. The pedestrian path to the west of the parkway was realigned to allow for its passage under the bridge. The former intersection of Twenty-Seventh Street, the parkway, and Constitution Avenue, was modified, and Constitution Avenue, was completely removed between the Belvedere and Twenty-Third Street.[115] In addition, the Bryan Statue was removed from its original location (the triangular parcel bound by the parkway to the west and Twenty-Sixth Street) to the east, in 1960 to accommodate the bridge's construction. After the statue's removal in 1960, it was relocated to Bryan's birthplace: Salem, Illinois. [116]

Construction of the Roosevelt Bridge also significantly affected the parkway's previously unobstructed views of the Memorial Bridge, the Potomac River, the Virginia shoreline, and the National Mall.

THE WATERGATE COMPLEX: 1960-1971

The Watergate Complex is composed of six interconnected buildings designed by the Modernist Italian architect Luigi Moretti with assistance from the Washington, D.C. based architectural firm Corning, Moore, Elmore & Fischer. The complex's landscape design was developed by the Washington, D.C., based landscape architect Boris Timchenko. Constructed from 1964 to 1971, the Watergate Complex was erected on the former site of the Washington Gas Light Company's property, located to the east of the RCPP at the southeast corner of the parkway's intersection with Virginia Avenue (See Figure 33 on Page 93).[117]

Construction of the Watergate Complex was made possible by two changes to the D.C. Zoning Code in 1958: 1) The introduction of Planned Urban Developments (PUD), large-scale, mixed-use urban developments intended to encourage city over suburban living; and 2) Rezoning of the formerly industrial area of Foggy Bottom (adjacent to the RCPP) for high density development. In light of these

changes, as well as the area's proximity to Downtown D.C., Foggy Bottom quickly became attractive to developers.[118] In 1960, the Washington Gas Light Company property (previously sold by the company in 1952) was purchased by the Italian development company Societa General Immobiliare.[119]

The Watergate Complex's design evolved between its original proposal in 1962 and final design proposal in 1969, and was significantly influenced by the CFA and National Capital Planning Commission (NCPC). Both agencies considered the impacts construction of the complex would have on the RCPP, as well as the Kennedy Center and the Monumental Core, which resulted in changes to the site plan and landscaping, as well as building heights and locations in the complex's final design.[120]

Construction of the Watergate Complex directly impacted the RCPP in that a narrow strip of land along the east boundary of the parkway was given to NPS by the developer in exchange for NCPC and NPS's permission to the developers to close the section of H Street, N.W., previously utilized by Washington Gas Light Company, as well as two other adjacent streets.[121]

The site was also visually impacted by the complex. With the construction of the Watergate Complex, in conjunction with the construction of the earlier Theodore Roosevelt Memorial Bridge and the contemporaneous Kennedy Center, the parkway was transformed from "an open vista of expansive lawns and graceful rows of trees stretching from the Lincoln Memorial to the mouth of Rock Creek into a progression of concrete edifices and soaring highway ramps" (See Figure 39 on Page 96).[122]

JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS: 1955-1974

The Kennedy Center is located to the east of the parkway, between F Street, N.W., and the Roosevelt Bridge (See Figure 35 on Page 94). Planning for the Kennedy Center, originally known as the National Cultural Center, began in 1955. In 1958, Congress passed Public Law 85-874, authorizing the selection of a site and construction of a building to house the National Cultural Center.[123] The following year, the American architect Edward Durell Stone was selected to design the center, which was constructed between 1964 and 1971. In 1964, following Kennedy's assassination, Congress passed a joint resolution to rededicate the center as a living memorial to the late president.[124]

In conjunction with the construction of the Kennedy Center, portions of the parkway roadway were relocated to the west of their original alignment. The limits of the project area for the parkway construction extended from just to the

south of Virginia Avenue, N.W., to the northern edge of the Belvedere, measuring approximately 2,700 feet in length. On October 28, 1965, the contract for the parkway's relocation was awarded to Harris and Brooks, Inc., of Riverdale, Maryland. The cost of the project was to be financed by the Kennedy Center's trustees.[125]

The section of the parkway that was realigned was situated just to the west of the Kennedy Center, measuring approximately 2,100 feet in length. Several new roadway elements were introduced, including the granite block paved median, curbs, gutters, walkways, a waterfront promenade, and a stone-clad retaining wall. Several of these elements were introduced throughout the whole project area. Around this time, the area of the parkway to the north of the project area between H Street and Virginia Avenue received similar treatments, including repaving, curb and gutter replacement, and installation of the granite block paved median. Specified as "Improvement of Rock Creek & Potomac Parkway from Vicinity of Virginia Avenue to H Street," the latter project was designed by architecture and engineering firm Hayes, Seay, Mattern & Mattern in the fall of 1966.[126]

In addition to the roadway realignment, the Kennedy Center project introduced a major cantilever overhang accommodating the exterior landscaped terrace above. At the roadway grade, the northbound traffic lane faced a concrete retaining wall and partial overhang above. This overhang significantly altered the character of the parkway in this location, creating a tunnel-like atmosphere for motorists traveling northbound.

The new waterfront promenade was situated at the Potomac River waterfront at the Kennedy Center, to the west of the RCPP. A small grass-covered area separated the promenade and parkway, with a falling slope towards the promenade. The promenade was composed of rectangular bituminous blocks laid in a variant of a running bond pattern within a 9'-0" square. The squares were separated from one another and surrounded by a 1'-0" concrete divider. To the west the promenade was bordered by the extant seawall and a new metal railing, and to the east by a continuous seat wall with a bush hammer concrete base and wood-slat seating. Four recessed seating areas were incorporated into the seat wall design.

A slightly curved retaining wall was erected between the south boundary of the promenade and the Roosevelt Bridge. The portion of the wall facing the Potomac River was clad with coursed fieldstone to mimic the adjacent seawall's finish. Granite, similar to the stone used at the Roosevelt Bridge, was used to clad the

retaining walls other elevations and capstone. A granite block paved shoulder with concrete curb was situated between the retaining wall and the parkway.

At this time, various elements of the parkway's original design within the project area were removed or altered. The intersection of New Hampshire Avenue, E Street, Twenty-Seventh Street, and the parkway, which also featured the Titanic Memorial, was completely removed.[127] Turfed areas to the east and west of the parkway were either severely diminished in size or completely removed, as were many original landscaping elements and plantings, including existing paths. The existing street lighting standards were also removed (See Figure 36 on Page 94).

Landscape Plans and Plantings, RCPP and Kennedy Center: 1966-1974

1966: Landscape Planting, Vicinity of Theodore Roosevelt Bridge to H Street

In 1966, a landscape plan was developed for the area of the RCPP to the west of the relocated roadway, extending from just north of F Street, N.W., south to the Roosevelt Bridge.[128] According to the title block, the drawing was prepared by Stone & Associates, specifically by a drafter named Gustavon, for the National Park Service. This landscaping plan was most probably developed contemporaneously with or shortly after early designs for the Kennedy Center grounds by Stone & Associates with consulting landscape architects Sasaki, Walker, & Associates were developed circa 1965. Species proposed in the 1966 planting plan are listed in Table 2.

Table 2. RCPP Planting Plan along Kennedy Center Frontage, 1966

SCIENTIFIC NAME	COMMON NAME	TYPE OF PLANT
Acer rubrum	Red maple	Tree
Cornus florida	Flowering dogwood	Tree
Euonymus fortunei vegetus	Big leaf evergreen bittersweet	Vine/Shrub
Malus floribunda	Japanese flowering crab apple	Tree
Malus floribunda	Japanese flowering crab apple	Tree
Quercus borealis (alternate for Quercus coccinea)	Red oak	Tree
Quercus coccinea	Scarlet oak	Tree
Rhododendron obtusum	Karume azalea var. "Pink Pearl"	Shrub
Salix babylonica	Babylon weeping willow	Tree

The design called for the realigned section of the roadway to be lined by twenty-two *Quercus coccinea*. Twelve *Salix babylonica* and five *Acer rubrum* were to be randomly placed throughout the project area, as well as small clusters of *Malus floribunda* and *Cornus florida* numbering thirty-three and thirty-four, respectively. 681 *Rhododendron* were to spread out among four planting beds, flanking the

north and south entrances of the promenade. The planting bed located along the west side of the new retaining wall was also be planted with twenty-four *Euonymus fortunei vegetus*, with climbing vine.

Two later landscape plans, drafted in 1976 and 1984, indicate that the 1966 plan was primarily implemented as designed (The 1976 plan focused on the river side of the parkway south of the Kennedy Center and recommended the removal of a number of the dogwood trees and euonymus shrubs planted previously. The 1984 plan addressed the rehabilitation of planting within the Kennedy Center site. It documented the existing vegetation within the project area but proposed no changes to it).[129]

This report notes that the while the 1966, 1976, and 1984 plans identify the trees lining the parkway as *Quercus coccinea* (scarlet oak), the later Historic American Buildings Survey (HABS) and the 2018 existing conditions plans both identify these trees as *Quercus palustris* (pin oak).

Flowering Crabapple Donation: 1969

On April 28, 1969, the Minneapolis Chamber of Commerce presented the first twelve of a proposed 100 Minnesota flowering crabapple trees to the Kennedy Center. The variety of crabapple tree, known as the "Sparkler," was developed by Minnesota scientists and was introduced nationally at this ceremony, held on the grounds to the west of the planned Kennedy Center.[130]

According to a March 1969 drawing (with "De Haven" listed as the preparator), the twelve Minnesota crabapple trees were planted to the north of F Street in the median between the planned Kennedy Center driveway and the RCPP, and to the east of the northbound parkway entrance ramp, at the southwest corner of the Watergate Complex. The eighty-eight other crabapple trees were to be planted in areas adjacent to the original twelve trees, however, it is unclear as to whether any additional crabapple trees were donated and planted by the Minneapolis Chamber of Commerce.[131]

Planting Plan, John F. Kennedy Center for Performing Arts: 1974

The final planting plan for the Kennedy Center grounds was approved in 1974. Although the contract set identified Edward Durell Stone, Jr., as the sole designer, nearly identical plans revised in 1971 and 1972 also identified Sasaki, Walker, & Associates, Inc., as landscape consultants for the project.[132] An earlier memo, dated April 21, 1971, identified landscape architect Lester Collins as the designer of the landscape plan for the "interior and podium areas of the building," which at that time were under installation. The memo also suggested at that time there was

a "strong possibility" that Stone's plans may be replaced by plans for the grounds by Lester Collins. All known later plans for the grounds, however, including final 1974 plan, identified Stone as the landscape architect.[133]

By 1974 it appears the planting of the lower terrace (not an element of Stone, Jr.'s plan) primarily with *Salix niobe* (weeping willow) had already been completed. Stone's plan for the Kennedy Center's grounds called for medium to heavy plantings to the east, west, and north of the building with a variety of shade trees, broadleaf evergreens, conifers and pines, flowering and ornamental trees, hedges, and ground cover.

DAFFODIL PLANTINGS: 1965-1971

Initiated by First Lady Lady Bird Johnson, the Beautification Program of the Johnson administration was in existence from 1964 to 1968. Within Washington, D.C., the First Lady sought to improve diverse areas of the city, from national monuments to primarily African American, inner-city neighborhoods with landscape plantings, clean-up projects, highway beautification, and new and rehabilitated playgrounds.[134] The program, was responsible for numerous improvements throughout the District, including several on NPS lands.

Several federal agencies participated in the First Lady's Beautification Program, including the NPS. In National Capital Parks, the NPS established a Beautification Task Force where staff landscape architects designed beautification improvements to be implemented within their parks.[135] Examples of NPS contributions to the Beautification Program in the District included thousands of cherry trees at Hains Point and the Washington Monument Grounds, and the planting of over one million daffodils throughout the District, including those at the George Washington Memorial Parkway, the National Mall, Rock Creek Park, and the RCPP.[136]

Several beds of daffodils were planted in the project area as part of the First Lady's Beautification Program. The 1967 planting plan (revised 1971) showed the location of several beds of daffodils, including species, in this section of the parkway. Plantings were located to the north and south of the recently realigned section of the parkway, and included beds to the north and south of the Roosevelt Bridge, at the Belvedere, a bed to the east of the parkway between the roadway and the Watergate Complex, and three beds to the west of the parkway near Rock Creek. For unknown reasons, the bed to the east of the parkway, adjacent to the Watergate Complex, was eliminated from the plan in 1971, and the variety specified for the bed near the mouth of the Rock Creek was to be replaced. [137]

WATERGATE PEDESTRIAN WALK: 1977-1979

As early as 1969, a planting plan had been developed for the turfed area to the east of the parkway at the Watergate Complex. The first known plan for the area to include a pedestrian path, however, was not completed until September 1977 (The plan was drafted by "De Haven," who was earlier credited with designing the crabapple planting plan in 1969).[138] The resulting path deviated slightly from the 1977 plan, suggesting a later redesign. Aerial imagery indicates that the extant exposed aggregate pedestrian path with a small, stone-clad culvert was constructed between circa 1977 to 1979.

F STREET RAMP AT THE KENNEDY CENTER: 1986

In 1986, a ramp was constructed at the foot of F Street to connect the Kennedy Center's lower level parking garage to the parkway. A portion of this project was the installation of a new intersection with streetlights and directional signals at F Street, N.W. This allowed for southbound traffic to enter the parkway. Prior to the ramp's construction, all traffic merged northbound from F Street, N.W.[139] This project resulted in the alignment of the ramp through a turfed area of the Kennedy Center grounds which had abutted the parkway, as well as the removal of a section of the granite block median and the installation of a pedestrian crosswalk.

HABS/HAER SURVEY DOCUMENTATION: 1991-1992

From 1991 to 1992, the Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER) (a combined division of the NPS) undertook a joint effort to document the RCPP as a "pilot project to help to establish standards and guidelines for recording the structures and landscape features of park roads and parkway."[140] HABS documented the existing conditions and plantings within this section of the RCPP (See Figure 45 on Page 100). The corresponding planting list is detailed in Table 3.

Table 3. HABS/HAER Extant Plant List, 1991-1992

SCIENTIFIC NAME	COMMON NAMES	TYPE OF PLANT
Acer negundo	Box elder	Tree
Acer rubrum	Red maple	Tree
Aesculus octandra	Yellow buckeye	Tree
Cornus florida	Flowering dogwood	Tree
Crataegus species	Hawthorn	Shrub
Ilex opaca	American holly	Tree
Ligustrum species	Privet	Shrub
Liquidambar styraciflua	Sweet gum	Tree
Lonicera species	Honeysuckle	Shrub
Magnolia grandiflora	Southern magnolia	Tree
Malus sp.	Crabapple	Tree

Msp Morus species	Mulberry	Tree
Nyssa sylvatica	Black gum	Tree
Pinus nigra	Austrian pine	Tree
Pinus strobus	White pine	Tree
Pinus sylvestris	Scotch pine	Tree
Platanus occidentalis	Sycamore	Tree
Prunus species	Flowering cherry	Tree
Quercus palustris	Pin oak	Tree
Quercus phellos	Willow oak	Tree
Rhamnus cathartica	Common buckthorn	Shrub
Robinia pseudoacacia	Black locust	Tree
Ulmus americana	American elm	Tree
Viburnum dilatum	Linden viburnum	Shrub
Viburnum dilatum	Linden viburnum	Shrub

A comparison of the HABS documentation of the landscaping with the 1966 landscaping plan for those areas adjacent to the realigned section of roadway indicate that by 1992 roughly half of the trees represented in the 1966 plan were no longer extant.

RECENT DEVELOPMENT: 2000S TO 2010S

KENNEDY CENTER GARAGE EXPANSION: 2005

In conjunction with the Kennedy Center's garage expansion and site improvement project, a second intersection was created to allow for traffic from the Kennedy Center to enter the parkway's southbound lanes.[141] This project resulted in alterations to the granite block median, as well as the installation of streetlights.

GEORGETOWN WATERFRONT PARK, PHASE III: 2005-2010

Georgetown Waterfront Park, situated along the Potomac River waterfront between Francis Scott Key Bridge and Washington Harbor, was established in 1984 as part of the Park System of the Nation's Capital by NCPC. Although planning for development of the park had begun in the 1980s, NPS did not move forward with development of the site until 2005.[142]

Phase III of the Georgetown Waterfront Park extended into the RCPP and consisted of improvements to the parkway from the Thompson Boat Center parking lot to the Watergate Complex frontage, in the area located to the west of the parkway. Elements of the plan included separating the existing trail into separate bicycle and pedestrian paths (constructed along the approximate paths of the

existing asphalt trail and a nearby social trail), as well as street lights, benches, trash receptacles, and bicycle racks, as well as tree planting, primarily between the separated paths.[143] Phase III documented the existing trees within the project area, which at that time included *Quercus palustris, Quercus phellos, Platanus orientalis,* and *Platanus x acerifolia*.[144] The project was completed in 2010.

KENNEDY CENTER EXPANSION CONNECTION PROJECT: 2013-ONGOING

The Kennedy Center Expansion Connection Project is a component of the larger Kennedy Center expansion. The Kennedy Center expansion, located to the east of the parkway and to the south of the existing Kennedy Center building, will add approximately 72,000 square feet of space to the existing building and grounds. The Kennedy Center Expansion Connection Project entails the construction of a pedestrian and bicycle connection between the Kennedy Center (in particular the center's new expansion located to the south of the existing Kennedy Center building) to the existing Rock Creek pedestrian trial situated between the Potomac River shoreline and the RCPP.

The Kennedy Center Expansion Project was originally approved by NCPC in July 2015, with the understanding that the Kennedy Center would submit a later proposal for a connection to the Potomac River waterfront. The Kennedy Center, NPS, and NCPC completed an Environmental Assessment for the Kennedy Center Expansion Connection Project in June 2016.

The preferred alternative proposed to connect the Kennedy Center and the Rock Creek pedestrian trail with a bridge spanning the northbound and southbound lanes of the RCPP. A section of the trail will be rerouted to accommodate the ramp and two sets of stairs that will connect the trail to the bridge. Small-scale features, including a bench and bicycle rack, will be added along the trail near the bridge. One tree will be removed for the ramp's construction, and a replacement tree will be planted near the location of the original tree.[145] The design, created by Steven Holl Architects, was approved by CFA and NCPC in 2016.[146] Completion of the project is scheduled for 2018.

ENDNOTES

1. Charles A. Birnbaum and Robin Karson, eds., *Pioneers of American Landscape Design* (New York, NY: McGraw-Hill, 2000), 96.
2. Andrew Jackson Downing, "Landscape Gardening, VII. A Talk About Public Parks and Gardens," in *Rural Essays by A.J. Downing*, eds. George William Curtis and Frederika Bremer (New York: Leavitt & Allen, 1858), 141–142.
3. Andrew Jackson Downing, "VII. A Talk About Public Parks and Gardens," in *Rural Essays by A.J. Downing*, eds. George William Curtis and Frederika Bremer (New York: Leavitt & Allen, 1858), 142 & 146.
4. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 20.
5. David Schuyler, "Parks in Urban America," Oxford Research Encyclopedia of American History, November 2015, accessed July 21, 2017, http://americanhistory.oxfordre.com/view/10.1093/acrefore/9780199329175.001.0001/acrefore-9780199329175-e-58#acrefore-9780199329175-e-58-note-3.
6. Elizabeth Barlow Rogers, *Landscape Design: A Cultural and Architectural History* (New York, NY: Abrams, 2001), 370.
7. Elizabeth Barlow Rogers, *Landscape Design: A Cultural and Architectural History* (New York, NY: Abrams, 2001), 368.
8. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 29–30.
9. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 30–31.
10. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 31–35; National Register of Historic Places, Rock Creek and Potomac Parkway Historic District, Washington, District of Columbia, National Register #05000367, 8: 13.
11. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 35.
12. National Register of Historic Places, Parkways of the National Capital Region, 1913-1965, Washington, District of Columbia, E: 17.
13. Louis Berger Group, Inc., prepared for the National Capital Region, National Park Service, *"Bold, Rocky, and Picturesque" Archaeological Identification and Evaluation Study of Rock Creek Park, Volume I* (Washington, D.C.: 2008), 3; Charles LeeDecker et al, *Phase I Archaeological Investigation for the National Museum of African American History and Culture* (Washington, D.C.: Smithsonian Institution, 2007), 25–27.

14. Charles LeeDecker et al, *Phase I Archaeological Investigation for the National Museum of African American History and Culture* (Washington, D.C.: Smithsonian Institution, 2007), 25–27.

15. Robert J. Brugger, *Maryland, A Middle Temperment, 1634–1980* (Baltimore, MD: The John Hopkins University Press, 1988), 1–19.

16. Priscilla W. McNeil, "Rock Creek Hundred, Land Conveyed for the Federal City," *Washington History, Magazine of The Historical Society of Washington, D.C.* Vol. 3, No. 1 (1991): 41–51.

17. Priscilla W. McNeil, "Rock Creek Hundred, Land Conveyed for the Federal City," *Washington History, Magazine of The Historical Society of Washington, D.C.* Vol. 3, No. 1 (1991): 39.

18. Louis Dow Scisco, "A Site for the 'Federal City': The Original Proprietors and Their Negotiations with Washington," *Records of the Columbia Historical Society, Washington, D.C.* 57/59 (1957/1959): 138–139.

19. W.O. Owen, *View of the city of Washington in 1792: superimposed on a map of 1914* (Washington, D.C.: 1914?), Library of Congress, Geography and Maps Division, Washington, D.C.

20. John W. Reps, *Monumental Washington* (Princeton, NJ: Princeton University Press, 1967), 29–59.

21. National Register of Historic Places, Lockkeeper's House, C&O Canal Extension, Washington, District of Columbia, National Register #73000218, 8:1.

22. National Register of Historic Places, Rock Creek and Potomac Parkway Historic District, Washington, District of Columbia, National Register # 05000367, 8:2–3.

23. Suzanne Sherwood Unger, "Foggy Bottom, Blue-Collar Neighborhood in a White-Collar Town," in *Washington at Home: An Illustrated History of Neighborhoods in the Nation's Capital*, Kathryn Schneider Smith, ed. (Windsor Publications Inc.: 1988), 58.

24. Adolph Sachse, *The national capital, Washington, D.C. Sketched from nature by Adolph Sachse, 1883-1884* (Baltimore, MD: A. Sachse & Co., 1883–1884), Library of Congress, Geography and Maps Division, Washington, D.C.

25. Pamela Scott, *Capital Engineers: The U.S. Army Corps of Engineers in the Development of Washington, D.C. 1790–2004* (Alexandria, VA: Office of History, U.S. Army Corps of Engineers, 2005), 160.

26. "Communication of N. Michler, major of engineers, to the chairman of the Committee of Public Buildings and Grounds relative to a suitable site for a public park and Presidential mansion, submitted to accompany the bill (S. 549) for the establishment and maintenance of a public park in the District of Columbia, Thirty-Ninth Congress, Second Session, 1867, Senate Mis. Doc. No. 21," in *Park*

Improvement Papers (Washington, D.C.: Government Printing Office, 1902), Appendix A, 123–124.

27. Nathaniel Michler, *Topographical Sketch of the Environs of Washington, D.C.* (Map) (February 20, 1867); "Communication of N. Michler, major of engineers, to the chairman of the Committee of Public Buildings and Grounds relative to a suitable site for a public park and Presidential mansion, submitted to accompany the bill (S. 549) for the establishment and maintenance of a public park in the District of Columbia, Thirty-Ninth Congress, Second Session, 1867, Senate Mis. Doc. No. 21," in *Park Improvement Papers* (Washington, D.C.: Government Printing Office, 1902), Appendix A, 124.
28. "Communication of N. Michler, major of engineers, to the chairman of the Committee of Public Buildings and Grounds relative to a suitable site for a public park and Presidential mansion, submitted to accompany the bill (S. 549) for the establishment and maintenance of a public park in the District of Columbia, Thirty-Ninth Congress, Second Session, 1867, Senate Mis. Doc. No. 21," in *Park Improvement Papers* (Washington, D.C.: Government Printing Office, 1902), Appendix A, 124–125.
29. Pamela Scott, *Capital Engineers: The U.S. Army Corps of Engineers in the Development of Washington, D.C. 1790–2004* (Alexandria, VA: Office of History, U.S. Army Corps of Engineers, 2005), 161.
30. "An Administrative History-Rock Creek and Potomac Parkway, Parkway and Other Additions," National Park Service, accessed August 25, 2017, https://www.nps.gov/rocr/learn/historyculture/adhi3.htm.
31. *An act authorizing the establishment of a public park in the District of Columbia*, Public Law 1001, *U.S. Statutes at Large* 51 (1890): 492.
32. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 8; National Register of Historic Places, Rock Creek and Potomac Parkway Historic District, Washington, District of Columbia, National Register # 05000367, 8:7 & 14.
33. National Register of Historic Places, Rock Creek and Potomac Parkway Historic District, Washington, District of Columbia, National Register # 05000367, 8:15.
34. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991 – 1992), 50.
35. National Register of Historic Places, East and West Potomac Parks Historic District, Washington, District of Columbia (Revised Nomination 1998), National Register #73000217, 8:62; National Register of Historic Places, East and West Potomac Parks, Washington, District of Columbia (1972), National Register #73000217, 7:1–5.

36. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 8; National Register of Historic Places, Rock Creek and Potomac Parkway Historic District, Washington, District of Columbia, National Register # 05000367, 8:14.

37. *An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and one, and for other purposes*, Public Law 791, *U.S. Statutes at Large* 56 (1900): 622.

38. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 52.

39. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 7.

40. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 7; Jon A. Peterson, "The Senate Park Commission Plan for Washington, D.C.: A New Vision for the Capital and the Nation," in *Designing the Nation's Capital, The 1901 Plan for Washington, D.C.*, ed. Sue Kohler and Pamela Scott (Washington, D.C.: U.S. Commission of Fine Arts, 2006), 14.

41. Charles A. Birnbaum and Robin Karson, eds., *Pioneers of American Landscape Design* (New York: McGraw Hill, 2000), 273.

42. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 7; Jon A. Peterson, "The Senate Park Commission Plan for Washington, D.C.: A New Vision for the Capital and the Nation," in *Designing the Nation's Capital, The 1901 Plan for Washington, D.C.*, ed. Sue Kohler and Pamela Scott (Washington, D.C.: U.S. Commission of Fine Arts, 2006), 14.

43. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 12.

44. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 24 & 75.

45. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 84.

46. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 83–89.

47. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 83; Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991 – 1992), 47.
48. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 83–84.
49. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 83.
50. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 84–86, 140.
51. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 86.
52. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 140.
53. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 140.
54. Charles Moore, ed., *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* (Washington, D.C.: Government Printing Office, 1902), 84–86.
55. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 58–59.
56. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 2.
57. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 2 & 20.
58. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 5–6.
59. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 5.
60. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to*

Mouth of the Creek (Washington, D.C.: Government Printing Office, 1908), 2–3.

61. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 29 & 80.

62. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 79–80.

63. "Treatment of Rock Creek from Mass Ave to River, Open Valley Plan" (Plan), in *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908).

64. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 20.

65. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 79–80.

66. *Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek* (Washington, D.C.: Government Printing Office, 1908), 20.

67. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 66–67.

68. *An Act To increase the limit of cost of certain public buildings...*, Public Law 432, *U.S. Statutes at Large* 62 (1913): 885.

69. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 68.

70. This survey was "made in accordance with an understanding" that took place at the first meeting of the Rock Creek and Potomac Park Commission, at which the Engineer of the District of Columbia was in attendance. Board of Commissioners of the District of Columbia to The Secretary of the Treasury, November 10, 1913, in *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), Appendix B, 21.

71. Board of Commissioners of the District of Columbia to The Secretary of the Treasury, November 10, 1913, in *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), Appendix B, 21.

72. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 9.

73. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 5

74. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 7.

75. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 10.
76. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 70–71.
77. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 6.
78. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 11.
79. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 11.
80. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 72.
81. Commission Authorized by Congress [The Rock Creek and Potomac Parkway Commission], *Preliminary Design for Rock Creek and Potomac Parkway* (Plan) (Washington, D.C.: 1916).
82. Commission Authorized by Congress [The Rock Creek and Potomac Parkway Commission], *Preliminary Design for Rock Creek and Potomac Parkway* (Plan) (Washington, D.C.: 1916).
83. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 5 & 15–17.
84. "New Year Plans for the Beautifying of Washington," *The Sunday Star*, January 7, 1917, 1, NewsBank.
85. *An Act To consolidate the office of Public Buildings and Grounds under the Chief of Engineers...*, Public Law 478, *U.S. Statutes at Large* 68 (1925): 983.
86. National Register of Historic Places, Rock Creek and Potomac Parkway Historic District, Washington, District of Columbia, National Register #05000367, 8:22.
87. "Titanic Memorial is Her's," *The Washington Post*, January 8, 1914, 4, ProQuest Historical Newspapers.
88. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 95.
89. *An Act Making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of such District for the fiscal year ending June 30, 1923, and for other purposes*, Public Law 457, *U.S. Statutes at Large* 42 (1923): 1366.
90. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 80.
91. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS*

No. DC-697 (Washington, D.C.: National Park Service, 1991–1992), 80; Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697, Documentation Project* (Drawings) (Washington, D.C.: National Park Service, 1991–1992).

92. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697, Documentation Project* (Drawings Set) (Washington, D.C.: National Park Service, 1991 – 1992).

93. "Memorial Committee Will Ask Small Donations From 'Common People'," *The Evening Star*, September 12, 1925, 16, NewsBank.

94. "Biographies of the Secretaries of State: William Jennings Bryan (1860-1925)," Department of State, Office of the Historian, accessed August 25, 2017, https://history.state.gov/departmenthistory/people/bryan-william-jennings.

95. "Hoover Signs Measure," *The Evening Star*, June 19, 1930, 34, NewsBank.

96. "Location is Chosen for Bryan Statue," *The Sunday Star*, July 17, 1932, B-8, NewsBank.

97. G.E. Clark, *Rock Creek and Potomac Parkway Revised 1928 Estimates and Designs for the Development of the Parkway* (July 1, 1929), 19, National Park Service, National Capital Region, Museum Resource Center, Rock Creek Park (ROCR) Resource Management Records, XIII: Records Relating to Parkways and Trails, Box 64.

98. "New Bridle Path Soon to be Ready," *The Evening Star*, September 14, 1923, 55. NewsBank.

99. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 77; "An Administrative History-Rock Creek and Potomac Parkway and Other Additions," National Park Service, accessed June 29, 2017, https://www.nps.gov/rocr/learn/historyculture/adhi3.htm.

100. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 95.

101. G.E. Clark, *Rock Creek and Potomac Parkway Revised 1928 Estimates and Designs for the Development of the Parkway* (July 1, 1929), 19–21. National Park Service, National Capital Region, Museum Resource Center, Rock Creek Park (ROCR) Resource Management Records, XIII: Records Relating to Parkways and Trails, Box 64.

102. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 95–98; Harris & Ewing, [*Construction of Titanic Memorial, Washington, D.C.*] (June or July 1930), Library of Congress, Prints and Photographs Division, Harris & Ewing Photo-

graph Collection, Image No. LC-H2-B-4127.

103. Office of Public Buildings and Public Parks of the National Capital. *Rock Creek & Potomac Parkway, Section I - Titanic Memorial, Grading Plan* (1930), National Park Service, ETIC and NRC Database, Document No. 844_80111.

104. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 95–98.

105. *An Act To increase the limit of cost of certain public buildings...*, Public Law 432, *U.S. Statutes at Large* 62 (1913): 885; National Register of Historic Places, Arlington Memorial Bridge, Washington, District of Columbia, 8:1.

106. National Register of Historic Places, East and West Potomac Parks Historic District, Washington, District of Columbia (Revised Nomination 1998), National Register #73000217, 7:18.

107. *Executive Order 6166 of June 10, 1933, Organization of Executive Agencies*, Federal Register, Codification of Presidential Proclamations, and Executive Order, accessed June 29, 2017, https://www.archives.gov/federal-register/codification/executive-order/06166.html; "Expansion of the National Park Service in the 1930s: Administrative History," National Park Service, accessed June 29, 2017, https://www.nps.gov/parkhistory/online_books/unrau-williss/adhic.htm.

108. "An Administrative History-Rock Creek and Potomac Parkway, Parkway and Other Additions" National Park Service, accessed June 29, 2017, https://www.nps.gov/rocr/learn/historyculture/adhi3.htm.

109. United States Department of the Interior, National Park Service, National Capital Parks, Eastern Division, Branch of Plans and Design, *Rock Creek and Potomac Parkway, Section 1 – Planting Plan* (March 25, 1935), National Park Service, ETIC and NCR Database, Document No. 844-80141.

110. Historic American Building Survey, *Higgins Service Station (Watergate Exxon) (HABS No. DC-665)* (Washington, D.C.: 1992), 1.

111. United States Department of the Interior, National Park Service, National Capital Parks, Eastern Division, Branch of Plans and Design, *Rock Creek and Potomac Parkway, Section 1 – Planting Plan* (March 25, 1935), National Park Service, National Capital Region, Museum Resource Center.

112. Historic American Building Survey, *Higgins Service Station (Watergate Exxon) (HABS No. DC-665)* (Washington, D.C.: 1992), 13.

113. United States Department of the Interior, National Park Service, National Capital Parks, Division of Design and Construction, *Planting Plan, Water Sports Center, 'The Mole' – Rock Cr. & Pot. Parkway, Res. 360*, Sheet 1 of 2 (March 11, 1960), National Park Service, National Capital Region, Museum Resource Center.

114. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No.*

DC-697 (Washington, D.C.: National Park Service, 1991–1992), 119–127.

115. Aerial Maps (1949, 1951, 1963, 1964, and 1979), Historic Aerials by NETROnline, accessed June 29, 2017, www.historicaerials.com/viewer.

116. On March 31, 1975, a quitclaim deed with rights, title, and interest to the statue was given to the City of Salem by Congressman Paul Simon, an Illinois Representative. Historic American Buildings Survey, *Rock Creek and Potomac Parkway, HABS No. DC-697* (Washington, D.C.: National Park Service, 1991–1992), 99; "William Jennings Bryan," Salem, Illinois, accessed June 12, 2017, http://www.salemil.us/Pages/SalemIL_About/S008FEDDB?Close=-1.

117. Historic American Building Survey, *Rock Creek and Potomac Parkway (HABS-DC697)* (Washington, D.C.: 1991–1992), 140; National Register of Historic Places, Watergate, Washington, District of Columbia, National Register # 05000540, 7:6. Many of the Washington Gas Light Company's buildings remained on their property until their demolition sometime between 1949 and 1951, Aerial maps from 1949 and 1951, Historic Aerials, accessed July 24, 2017, www.historicaerials.com/viewer.

118. National Register of Historic Places, Watergate, Washington, District of Columbia, National Register # 05000540, 8:16–19.

119. Historic American Building Survey, *Rock Creek and Potomac Parkway (HABS-DC697)* (Washington, D.C.: 1991–1992), 140.

120. Historic American Building Survey, *Rock Creek and Potomac Parkway (HABS-DC697)* (Washington, D.C.: 1991–1992), 141; National Register of Historic Places, Watergate, Washington, District of Columbia, National Register # 05000540, 8:21–24.

121. Historic American Building Survey, *Rock Creek and Potomac Parkway (HABS-DC697)* (Washington, D.C.: 1991–1992), 141.

122. Historic American Building Survey, *Rock Creek and Potomac Parkway (HABS-DC697)* (Washington, D.C.: 1991–1992), 137.

123. *An Act to provide for a National Cultural Center...*, Public Law 85-874 (1958).

124. *Joint Resolution providing for renaming the National Cultural Center as the John F. Kennedy Center for the Performing Arts...*, Public Law 88-260 (1964).

125. "Roadway Job at Kennedy Center Is Let," *The Evening Star*, October 29, 1965, C-1, Newsbank.

126. United States Department of the Interior, National Park Service Design and Construction, National Capital Office, *Improvement of Rock Creek and Potomac Parkway, From Vicinity of Virginia Avenue to H Street* (September 1966), National Park Service, ETIC and NCR Database, No. 844_80407.

127. At this time, the Titanic Memorial's statue, pedestal, benches, stone, and other cut stone work were removed off-site. The memorial was briefly stored at Fort Washington, Maryland, before it was re-erected in Washington Channel Park, one block west of Fourth and P Streets, S.W. James M. Goode, *Washington Sculpture: A Cultural History of Outdoor Sculpture in the Nation's Capital* (Baltimore, MD: The John Hopkins University Press, 2008), 562.

128. United States Department of the Interior, National Park Service, Design and Construction, National Capital Office, *Landscape Planting, Vicinity of Theodore Roosevelt Bridge to H Street* (July 20, 1966), National Park Service, Darwina Neal Files.

129. United States Department of the Interior, National Park Service, National Capital Parks, Office of Professional Services, *Landscape Planting - Along the East Bank of the Georgetown Channel at the Kennedy Center, Washington, D.C.* (May 28, 1976), National Park Service, ETIC and NRC Database, Document No. 844_80014; United States Department of the Interior, National Park Service, National Capital Region, *Rehabilitation of Planting New Hampshire at Rock Creek and Potomac Parkway, John F. Kennedy Center* (July 1984), National Park Service, Darwina Neal Files.

130. "Sparkling Beauty," *The Minneapolis Tribune*, May 15, 1969, 1, Newspapers.com.

131. *Report of the Rock Creek and Potomac Parkway Commission: 1916* (Washington, D.C.: Government Printing Office, 1916), 10–17.

132. E.D. Stone, Jr. for the U.S. Department of the Interior, National Park Service, National Capital Parks, *Planting Plan, J.F. Kennedy Center for Performing Arts* (February 22, 1974), National Park Service, ETIC and NCR Database, No. 844_80444B; Edward Durell Stone, Jr., Sasaki, Walker, & Associates for the General Servies Administation, *John F. Kennedy Center for the Performing Arts, Planting Plan* (Revised 1965, 1970, 1971, and 1972), National Park Service, ETIC and NCR Database, No. 844_80444A.

133. "Status of Landscape Plantings, Kennedy Center," April 21, 1971, National Park Service, Darwina Neal Files.

134. National Park Service, *Cultural Landscape Inventory, Lady Bird Johnson Park, George Washington Memorial Parkway - Lady Bird Johnson Park* (2005), 48–49.

135. National Park Service, *Cultural Landscape Inventory, Lady Bird Johnson Park, George Washington Memorial Parkway - Lady Bird Johnson Park* (2005), 48.

136. Meryle Secrest, "Mrs. Johnson: A Beautification Campaign but Will It Last," *The Washington Post*, November 16, 1968, C1, ProQuest Historical Newspapers.

137. United States Department of the Interior, National Park Service, Washington Planning and Services Center, *Fall Daffodil Planting – 1967, Rock Creek and Po-*

tomac Parkway, North National Capital Parks, Sheet 3 of 3 (September 27, 1967, Revised July 12, 1971), National Park Service, ETIC and NCR Database, No. 844_80414A; United States Department of the Interior, National Park Service, Washington Planning and Services Center, *Fall Daffodil Planting – 1967, Rock Creek and Potomac Parkway, Central National Capital Parks*, Sheet 2 of 3 (September 27, 1967, Revised July 12, 1971), National Park Service, ETIC and NCR Database, No. 844_80414A.

138. United States Department of the Interior, National Park Service, National Capital Region, National Capital Office, *Paved Walk & Retaining Wall, Rock Creek Pot. Pkway Vir. Ave to Kennedy Ctr.* (October 1969), National Park Service, ETIC and NCR Database, No. 844_80433; United States Department of the Interior, National Park Service, National Capital Region, National Capital Office, *Paved Walk & Retaining Wall, Rock Creek Pot. Pkway Vir. Ave to Kennedy Ctr.* (September 1977), National Park Service, ETIC and NCR Database, No. 844_80017.

139. U.S. Department of the Interior, National Park Service, "News Release, Work Begins on New Exit Ramp at Kennedy Center," October 6, 1986, National Park Service, National Capital Region, Museum Resource Center, Accession 898, OMD, Box 13 of 26.

140. Historic American Building Survey, *Rock Creek and Potomac Parkway (HABS-DC697)* (Washington, D.C.: 1991–1992, 2 & 5.

141. Aerial imagery, 2003 to 2005, Google Earth, accessed January 27, 2018.

142. National Park Service, *Georgetown Waterfront Park Compliance Summary* (2005), 1–3, National Park Service.

143. National Capital Planning Commission, *Draft Staff Recommendation, Georgetown Waterfront Park, Phase 3, Development of Bikeway and Promenade from Thompson's Boathouse to the Kennedy Center* (April 27, 2006), 1-5, National Park Service; "Section 106 Consultation Letter," David Maloney to Margaret G. O'Dell, December 15, 2008, National Park Service.

144. National Park Service, U.S. Department of the Interior, National Mall and Memorial Parks, *Georgetown Waterfront Phase III* (Presentation) (February 3, 2011), 9, National Park Service

145. National Park Service, *Finding of No Significant Impact: The John F. Kennedy Center for the Performing Arts Expansion Connection Project National Mall and Memorial Parks* (June 17, 2016), 1–3.

146. National Capital Planning Commission, *Executive Director's Recommendations, Kennedy Center Expansion Connection Project* (July 7, 2016), 1–2.

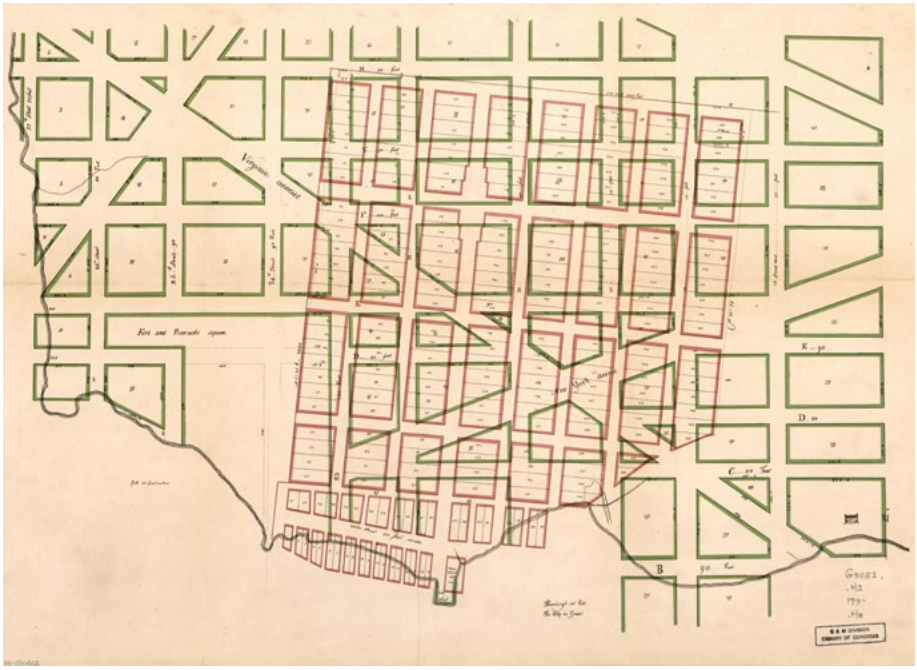


Figure 2. **Superimposed plan of "Hamburgh" plat (red) over the L'Enfant Plan (green), circa 1800.**

Partial cadastral map showing the Washington, D.C., street system superimposed on the earlier Hamburgh street plan. The shown map was created circa 1800, and is a copy of the earlier 1790s map, which, due to age, is of poorer quality than the later rendition. Most of the Potomac's shoreline lies to the east of Twenty-Seventh Street. Library of Congress, Geography and Maps Division.

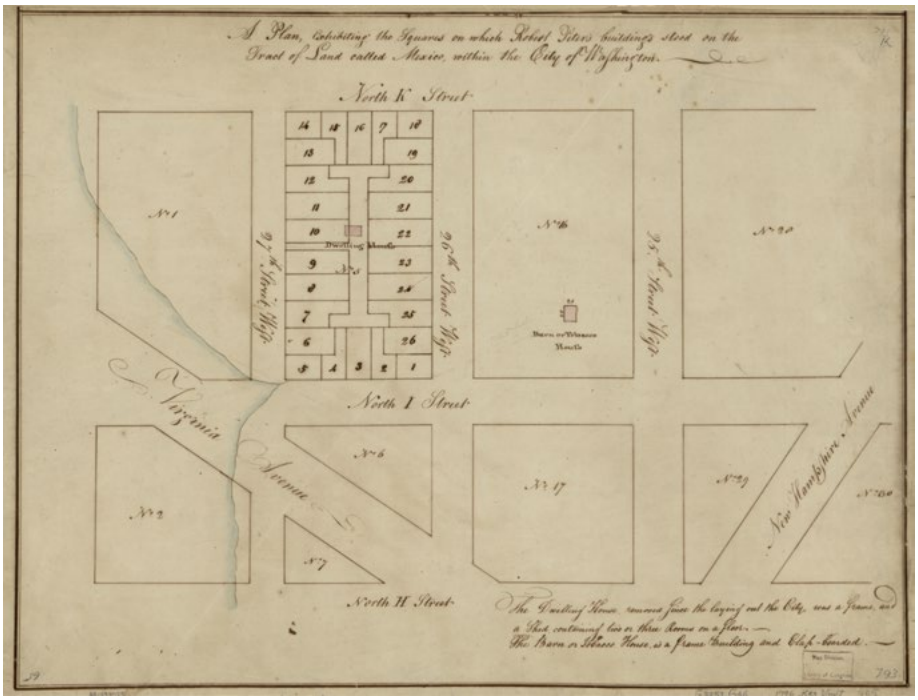


Figure 3. **Plan exhibiting the squares on which Robert Peter's buildings stood on the tract of land called Mexico, within the city of Washington, 1796.**

Shows the Potomac River shoreline extending as far as the northeast corner of the intersection of Virginia Avenue, N.W., and Twenty-Seventh Street, N.W. Library of Congress, Geography and Maps Division.



Figure 4. Detail of Boschke map, showing the location of the C&O Canal Extension, 1857.

A. Boschke. *Map of Washington City*. Library of Congress, Geography and Maps Division.



Figure 5. Detail of Sachse's aerial view of Washington, showing activities along the Potomac Waterfront, 1883-1884.

Adolph Sachse, *The National Capital...* Library of Congress, Geography and Maps Division.



Figure 6. **Michler Topographic Plan of Washington, D.C., 1866.**

Nathaniel Michler, Topographical Sketch of the Environs of Washington, D.C., To accompany Report of N. Michler, Major of Engrs, Bvt:Brig:Gen1. U.S.A. Made in compliance with Senate Resolution of 18th July 1866. (Survey of Locality for Public Park & Site for a Presidential Mansion) Approved by Committee of Public Buildings & Grounds of the Senate, 20th Feby.1867. Library of Congress, Geography and Map Division.

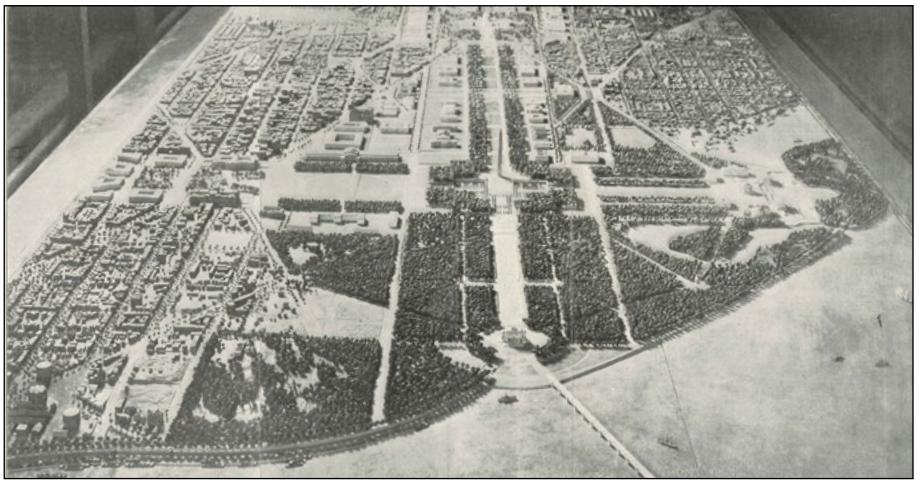


Figure 7. Model of McMillan Plan, 1902.

Charles Moore, ed., *The Improvement of the Park System of the District of Columbia*, Fifty-Seventh Congress, First Session, Senate Report No. 166 (Washington, D.C.: Government Printing Office, 1902).

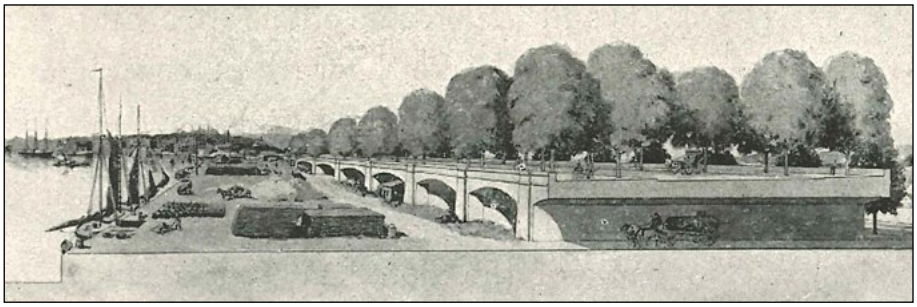


Figure 8. Rendering of Aqueduct Along Parkway, 1902.

Charles Moore, ed., *The Improvement of the Park System of the District of Columbia*, Fifty-Seventh Congress, First Session, Senate Report No. 166 (Washington, D.C.: Government Printing Office, 1902).

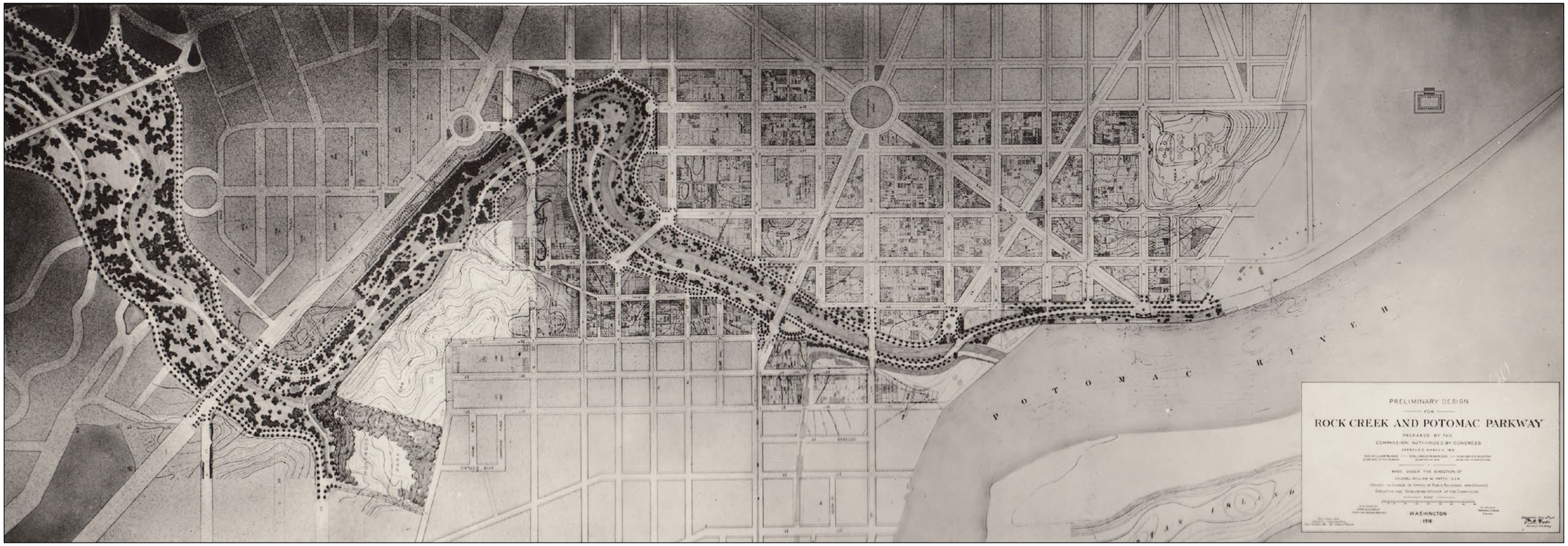


Figure 9. RCPP Commission, Preliminary Design for RCPP, 1916.

Commission of Fine Arts Archives.

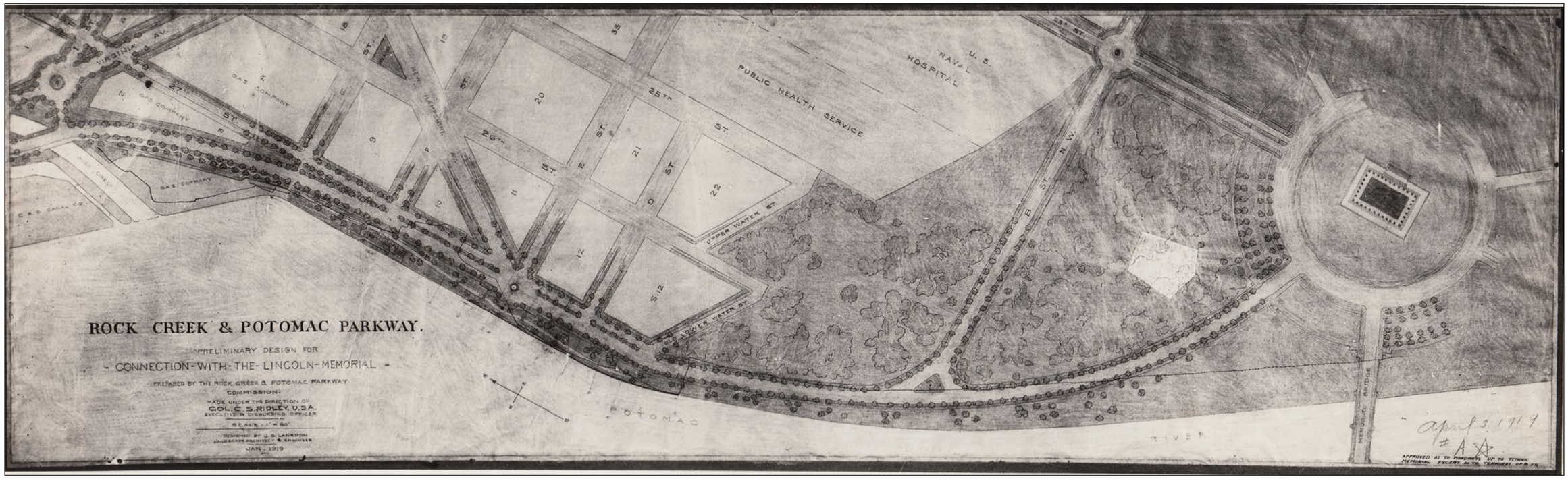


Figure 10. RCPP Commission, Preliminary Design for Connection with the Lincoln Memorial, January 1919.

Commission of Fine Arts Archives.

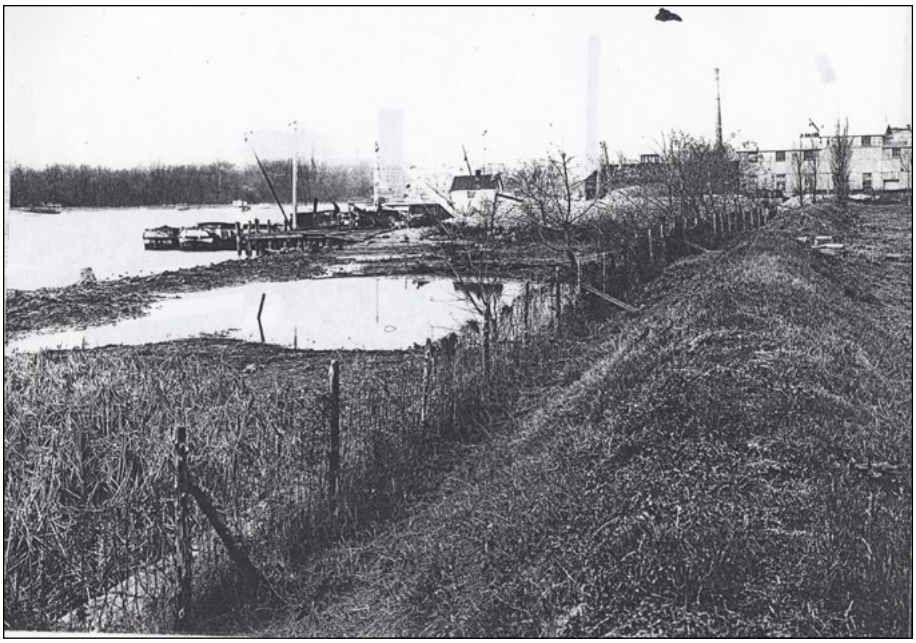


Figure 11. Undated photograph taken prior to the construction of the parkway.

Original caption reads: "Easby's Point, looking northward. This is where the Rock Creek and Potomac Parkway begins. The new bulkhead will be parallel to the old one seen in the foreground and will be about where the outer canal boat lies." Photographs, Rock Creek Parkway. Present Condition. Commission of Fine Arts Archives.

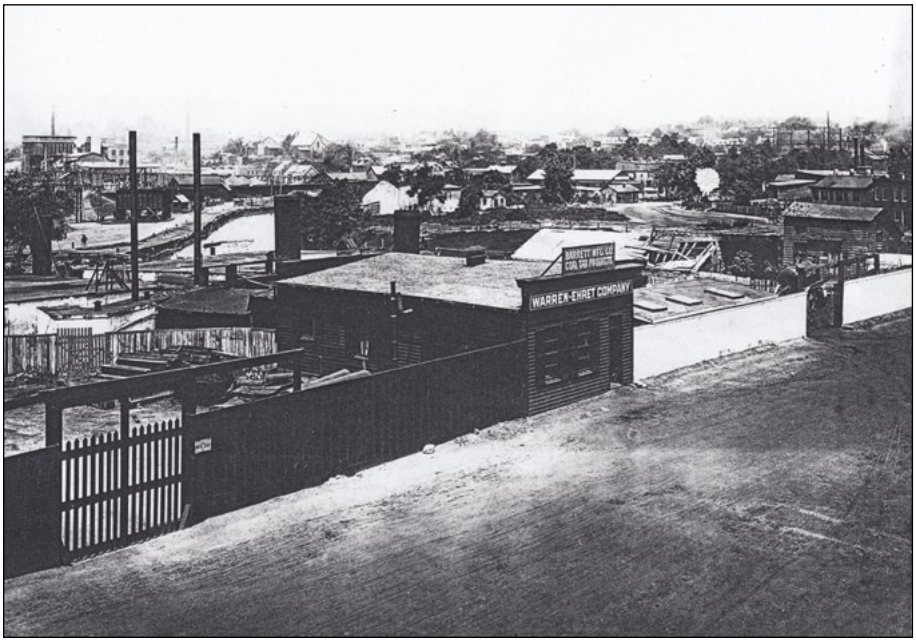


Figure 12. Undated photograph taken prior to the construction of the parkway.

Original caption reads: "Looking northwesterly from the gas company's elevated tracks over the tar works. All of these works are to be removed and a greate [sic] chance in appearance will be effected in this region; well kept roads and rows of trees will take the place of these buildings." Photographs, Rock Creek Parkway. Present Condition. Commission of Fine Arts Archives.

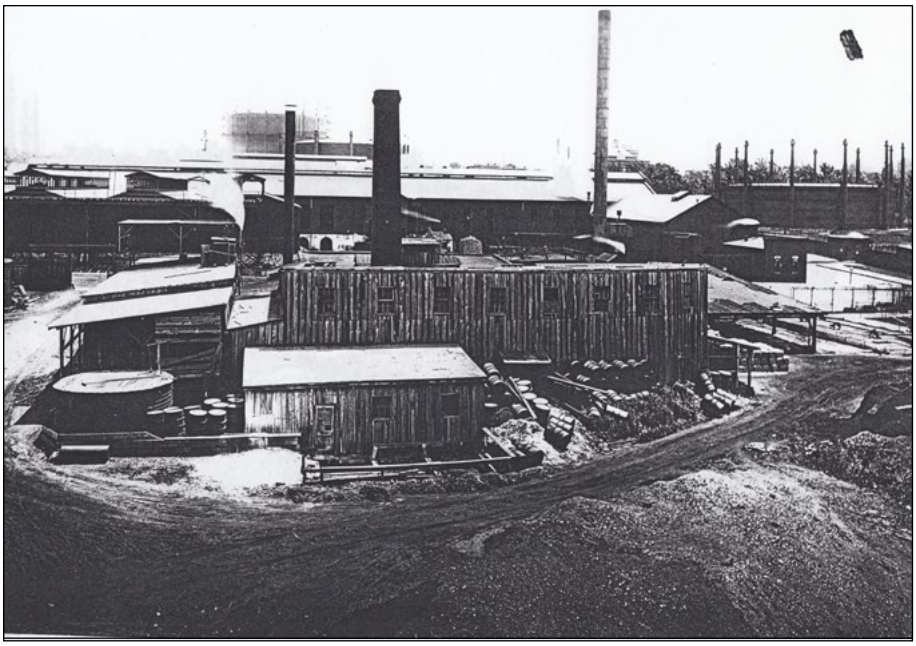


Figure 13. Undated photograph taken prior to the construction of the parkway.

Original caption reads: "The ammonia works on square 3, looking east. These will be wiped out to make room for the parkway which crosses at the brick chimney. Rows of properly located street trees will obscure much of the view of the gas works shown here. View from gas company's coal hoist." Photographs, Rock Creek Parkway. Present Condition. Commission of Fine Arts Archives.



Figure 14. Undated photograph taken prior to the construction of the parkway.

Original caption reads: "View from gas company's elevated tracks looking south along 27th street. The new river wall is indicated by a line on the water. All the structures at the right and ahead come away to make room for the parkway thus entirely changing the appearance along the river." Photographs, Rock Creek Parkway. Present Condition. Commission of Fine Arts Archives.

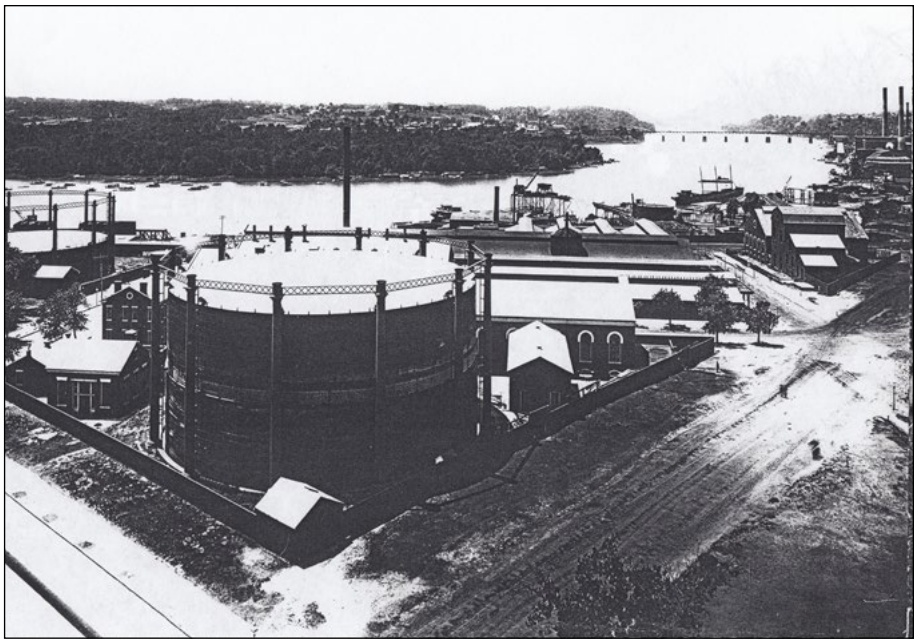


Figure 15. Undated photograph taken prior to the construction of the parkway.

Original caption reads: "Westerly from the top of the large gas holder at the corner of New Hampshire and New York avenues…" Photographs, Rock Creek Parkway. Present Condition. Commission of Fine Arts Archives.

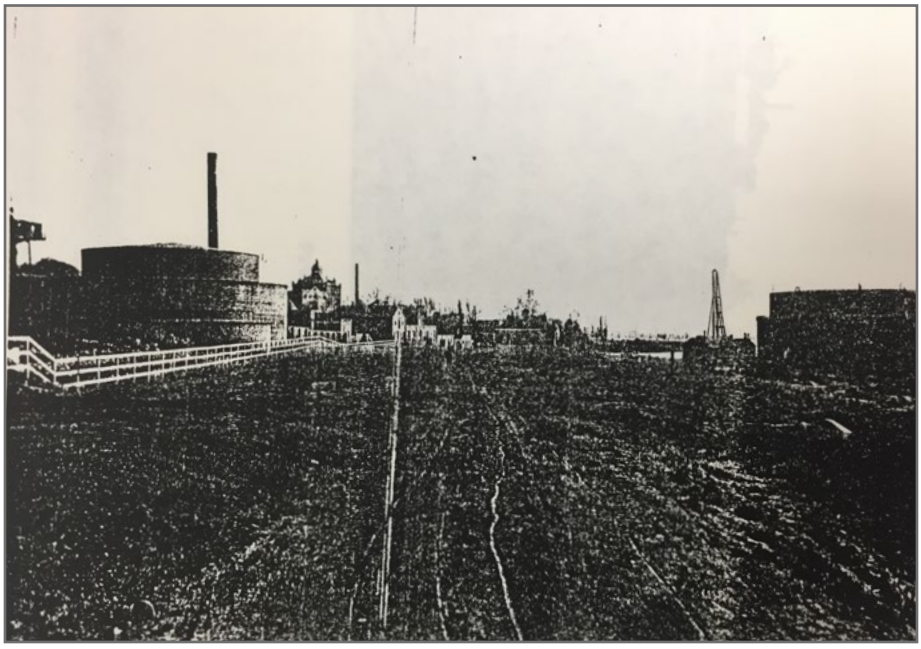


Figure 16. Grading near the Gas Plant, 1926.

G.E. Clark, *Estimates on the Development of Rock Creek and Potomac Parkway* (July 1, 1929). NPS, MRCE, ROCR Resource Management Records, Series XIII, Box 64.

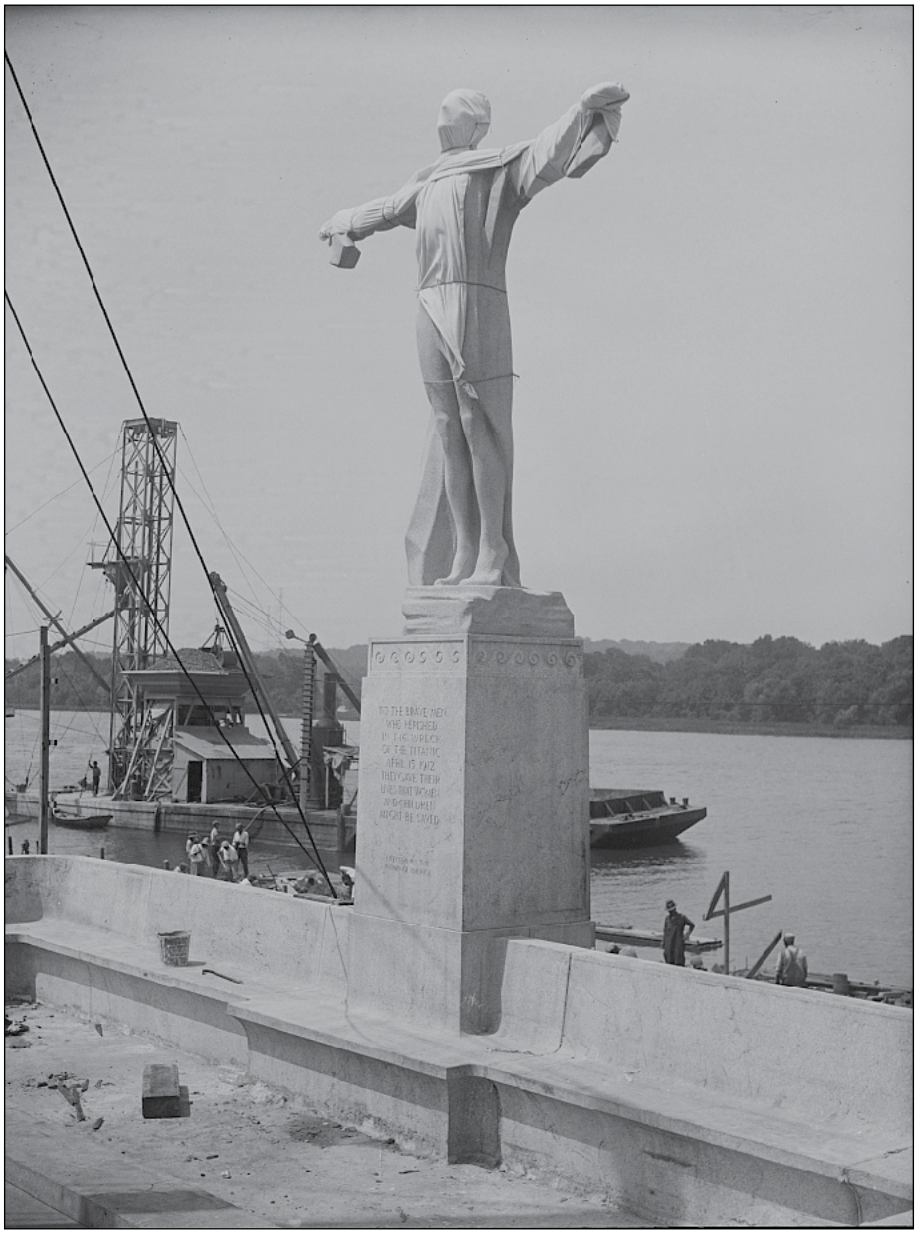


Figure 17. Titanic Memorial under construction, June or July 1930.

Note construction of the seawall in the background. Library of Congress, Prints and Photographs Division, Harris and Ewing Collection, Image No. LC-H2-B-4127.

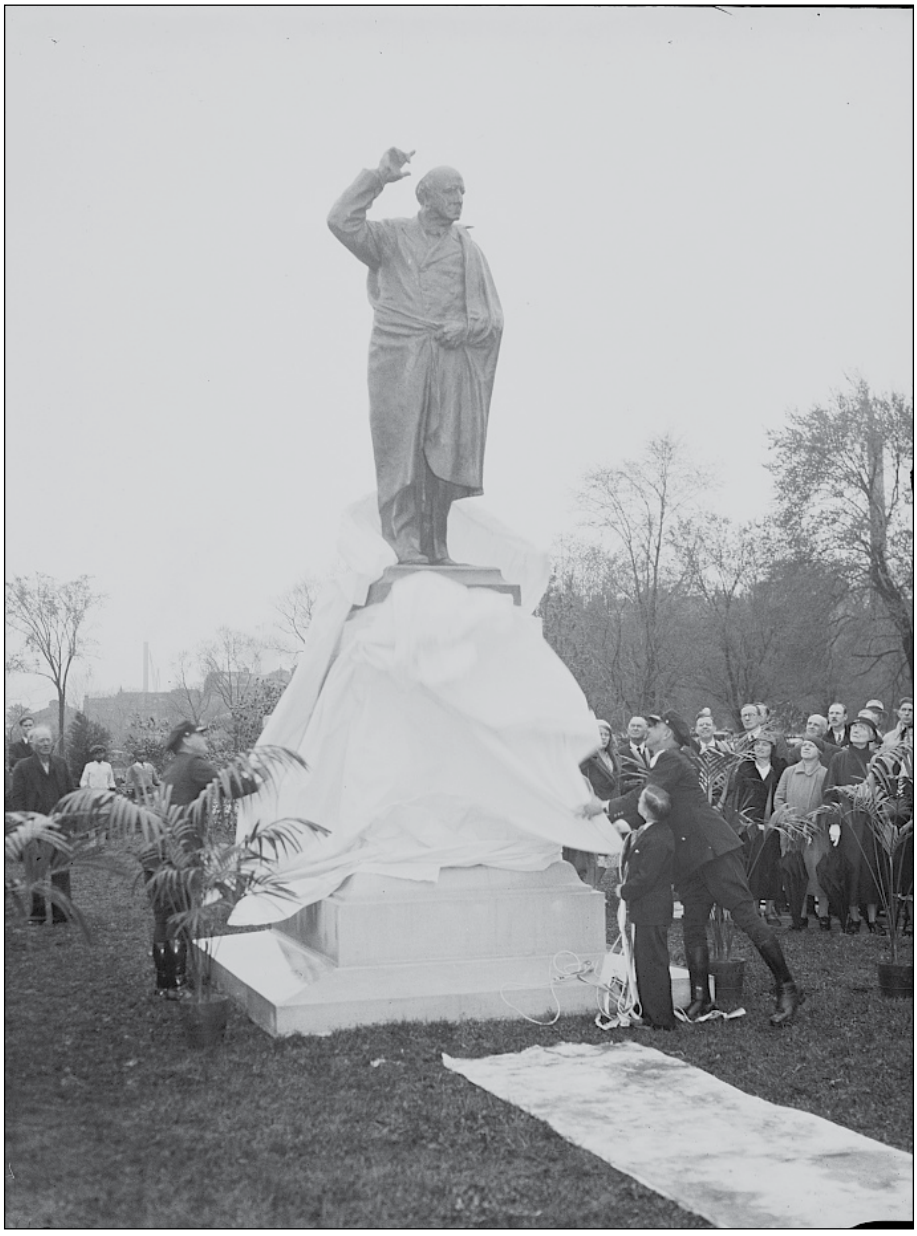


Figure 18. Unveiling of the William Jennings Bryan statue, April 1934.

Library of Congress, Prints and Photographs Division, Harris and Ewing Collection, Image No. LC-H2-B-6123.

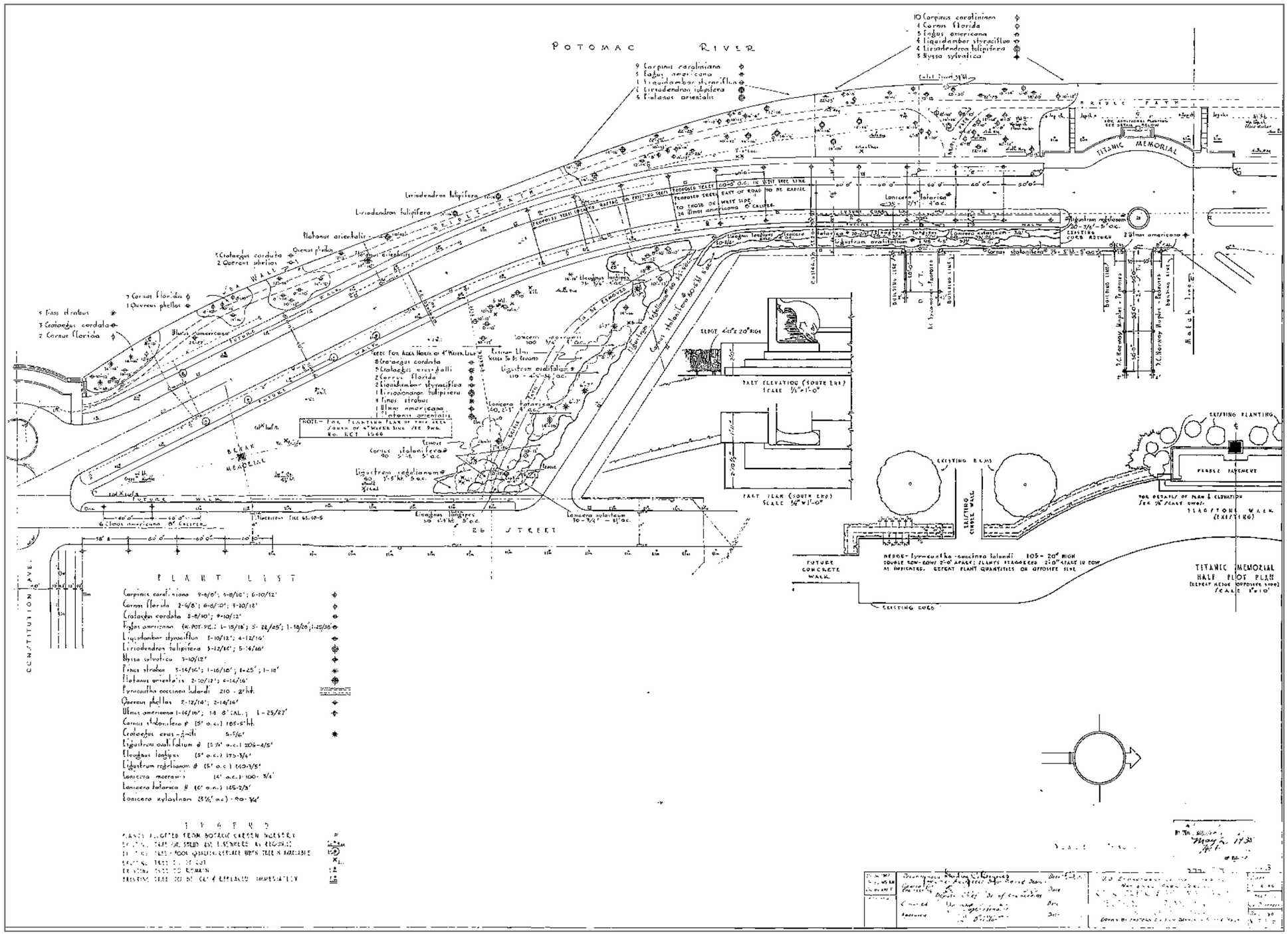


Figure 19. Planting Plan for Section I of the RCPP, Sheet 1 of 3, 1934-1935.

NPS, ETIC and NCR Database, Document No. 844_80141.

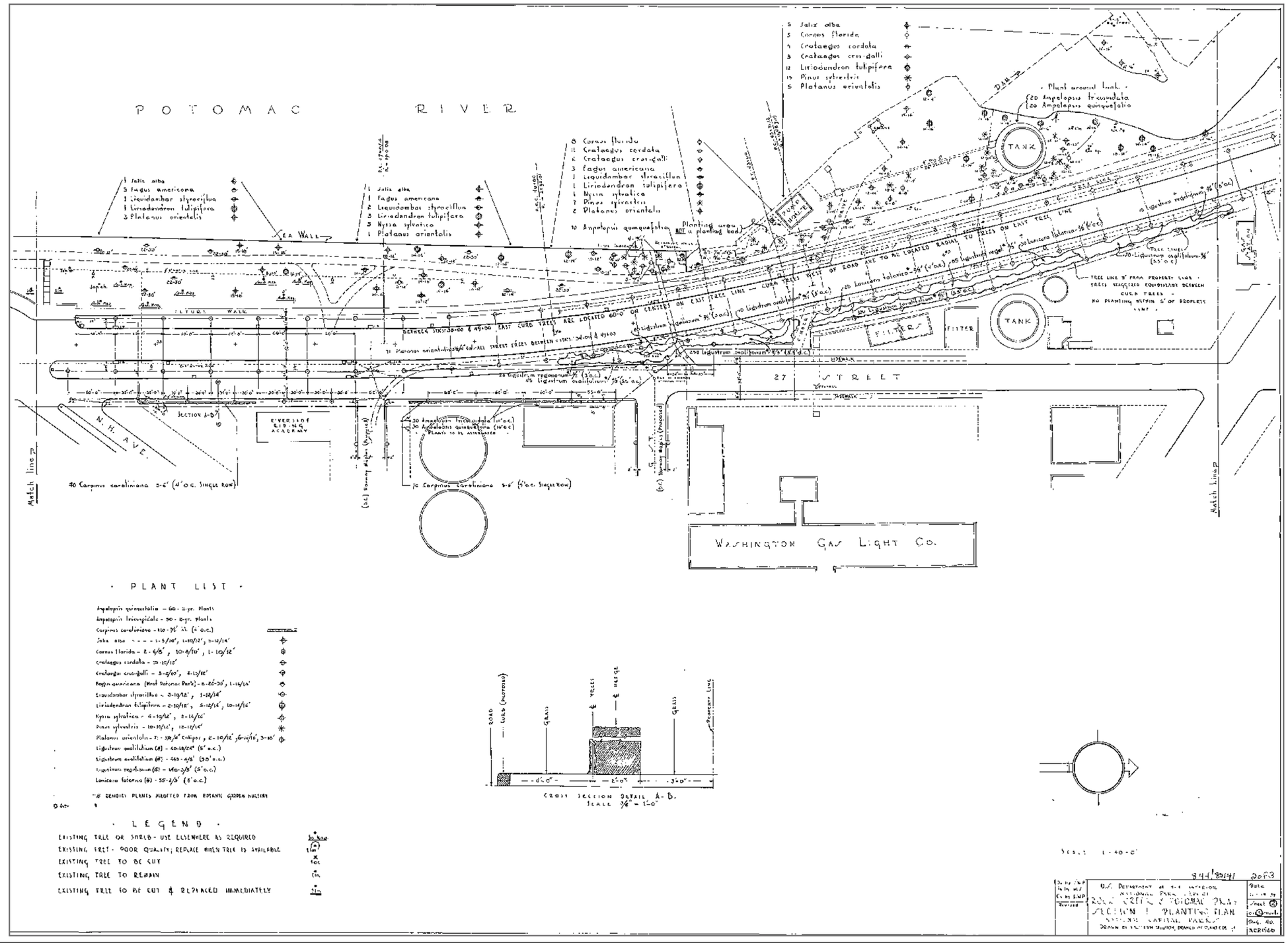


Figure 20. Planting Plan for Section I of the RCPP, Sheet 2 of 3, 1934-1935.

NPS, ETIC and NCR Database, Document No. 844_80141.

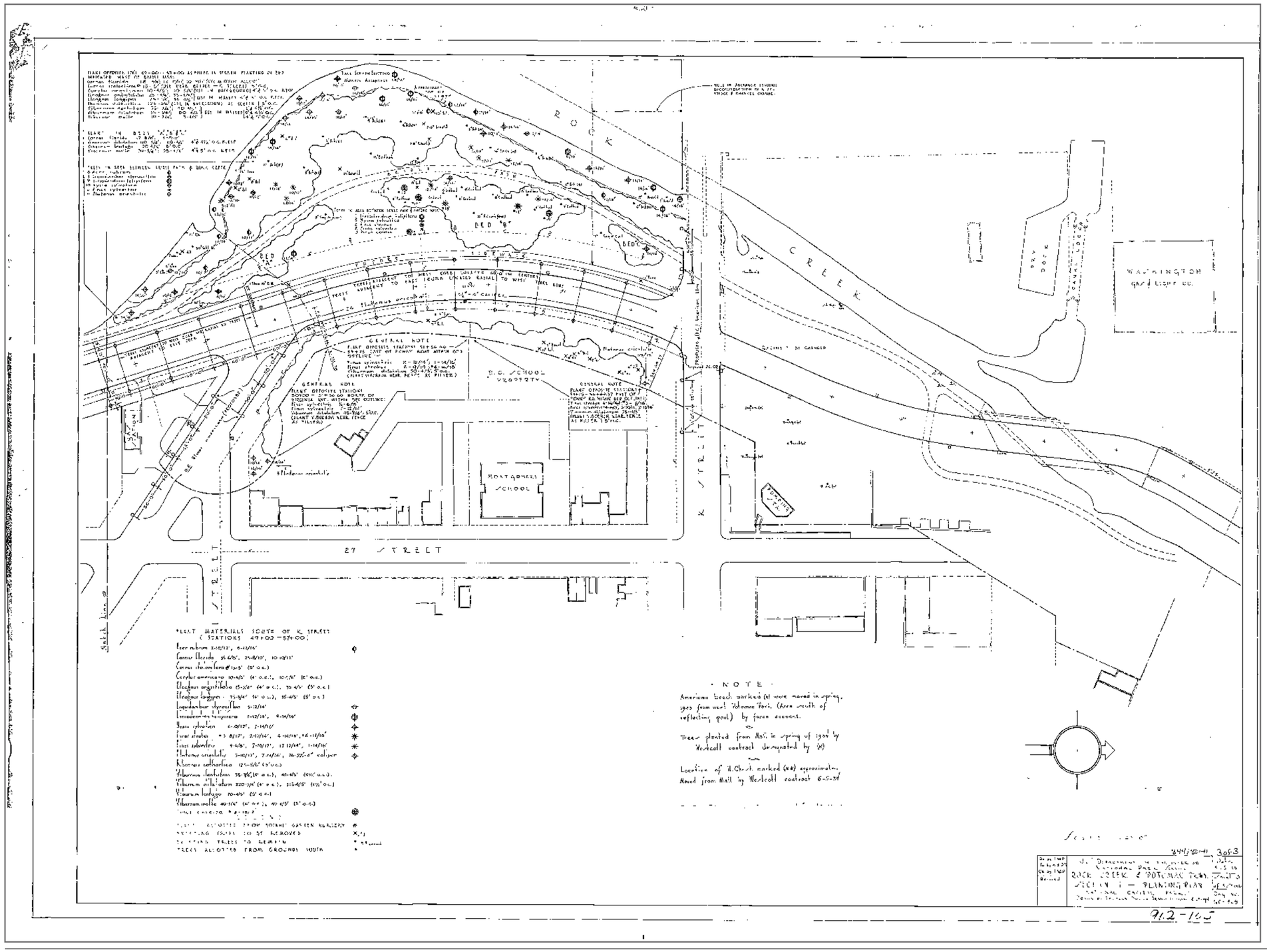


Figure 21. Planting Plan for Section I of the RCPP, Sheet 3 of 3, 1934-1935.

NPS, ETIC and NCR Database, Document No. 844_80141.

This page intentionally left blank to facilitate double-sided printing.



Figure 22. Detail, south portion of project area, January 1935

Note the early configuration of the Belvedere (Constitution Avenue, N.W.), January 1935. Library of Congress, Prints and Photographs Division, Harris and Ewing Collection, Image No. LC-H2-B-6823.



Figure 23. Detail, aerial view of the project area, August 8, 1935.

Library of Congress, Prints and Photographs Division, Harris and Ewing Collection, Image No. LC-H2-B-8038.



Figure 24. Aerial view of the project area, circa 1938.

Composite image composed of two aerial images. National Park Service, Museum Resource Center, National Capital Region, Rock Creek Park Resource Management Records, Series XX, Subseries B, Box 107.



Figure 25. View from Virginia Avenue, N.W., facing southwest, circa 1935.

The Higgins Gas Station (c. 1932) was designed to complement the adjacent parkway. Note the early configuration of the southeast corner of the intersection of Virginia Avenue, N.W., and Rock Creek and Potomac Parkway, post-1935. Library of Congress, Historic American Building Survey Collection, Image No. HABS DC, WASH, 607—5.

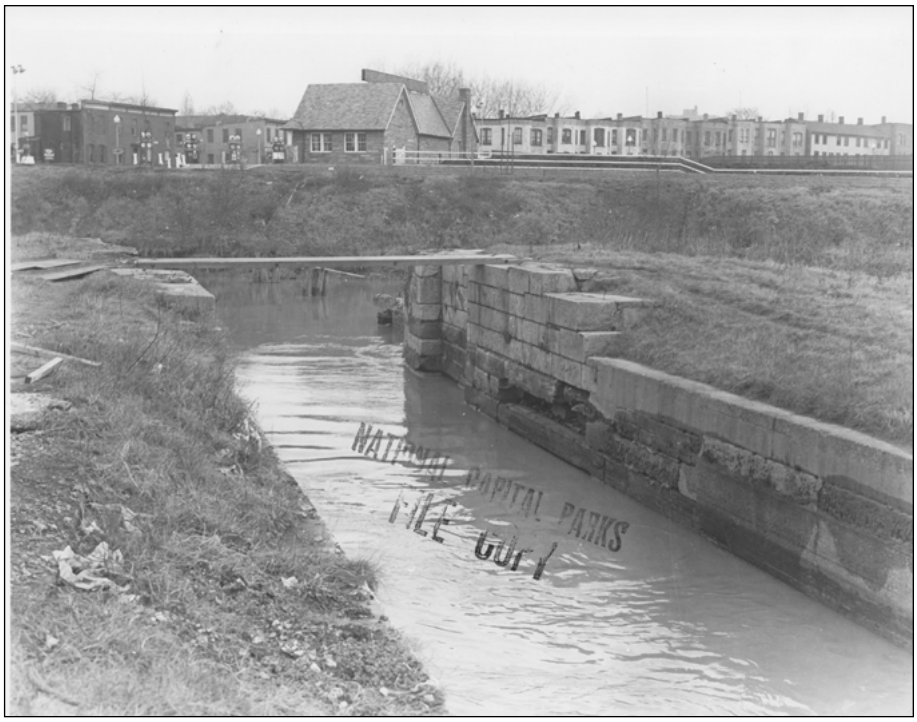


Figure 27. Undated view towards the RCPP from the C & O Canal.

National Park Service, Museum Resource Center, National Capital Region, Rock Creek Park Resource Management Records, Series XX, Subseries B, Box 107.



Figure 26. Aerial view of the project area, 1941.

Note the early vegetation along the parkway. Fairchild Aerial Surveys, Inc., 1941. National Park Service, Museum Resource Center, National Capital Region, Rock Creek Park Resource Management Records, Series XX, Subseries B, Box 107.

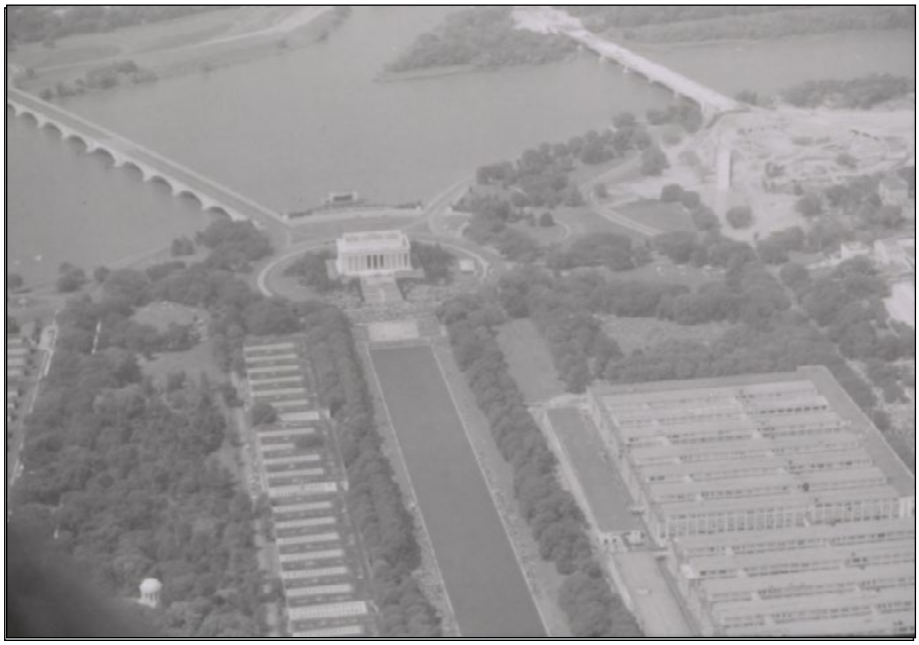


Figure 28. Detail, aerial view facing west, 1963.

Note the roadway leading to the Theodore Roosevelt Memorial Bridge is still under construction, August 28, 1963. Library of Congress, Prints and Photographs Division, Image No. USN&WR COLL – Job no. 10351.



Figure 29. Intersection of Virginia Avenue, N.W., and RCPP, facing south, October 30, 1963.

Commission of Fine Arts Archive.



Figure 30. Sign showing the future location of the Kennedy Center, April 8, 1965.

Library of Congress, Prints and Photographs Division, Image No. LC-U9-13676-8.



Figure 31. The Belvedere, facing north, 1965.

Note plantings in the circle, street lighting, and recently constructed Roosevelt Bridge in the background, November 5, 1965. National Park Service, Museum Resource Center, National Capital Region, Rock Creek Park Resource Management Records, Series XX, Subseries B, Box 107, Image No. 9060-8W.

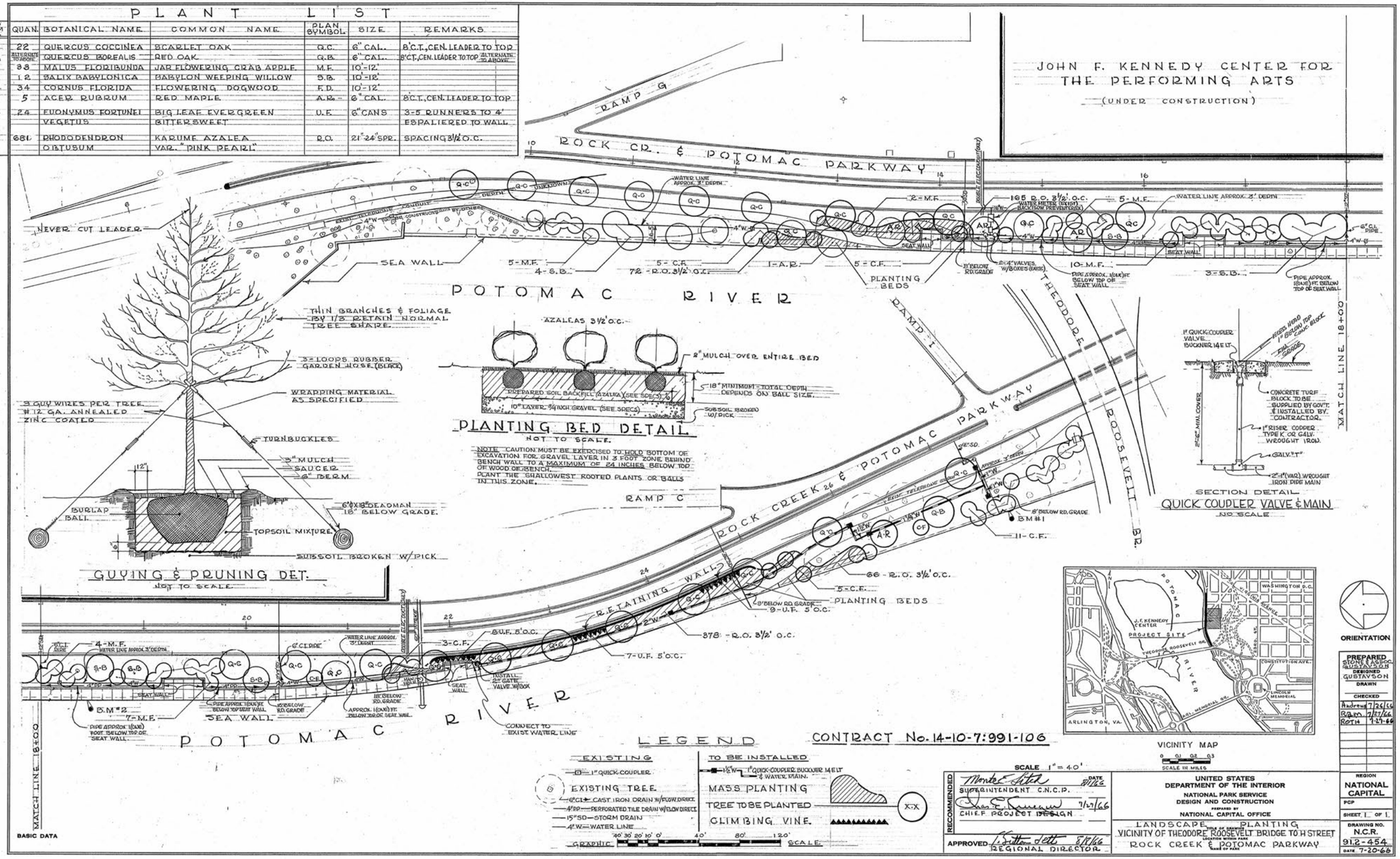


Figure 32. Landscape Planting, Vicinity of Theodore Roosevelt Bridge to H Street, 1966.

National Park Service, Darwina Neal Files.

This page intentionally left blank to facilitate double-sided printing.



Figure 33. RCPP and Virginia Avenue, N.W., facing west, 1966.

Note the entrance to the Harry T. Thompson Boat Center parking lot, and the boat center in the background, March 1, 1966. National Park Service, Museum Resource Center, National Capital Region, Rock Creek Park Resource Management Records, Series XX, Subseries B, Box 107.



Figure 34. RCPP at the Kennedy Center, after the parkway's realignment and installation of the granite block median, 1969.

Note the heavy plantings to the west of the parkway, August 11, 1969. National Park Service, Museum Resource Center, National Capital Region, National Capital Region Photograph Collection, Series 1, Box 96, Image No. 12046-E.

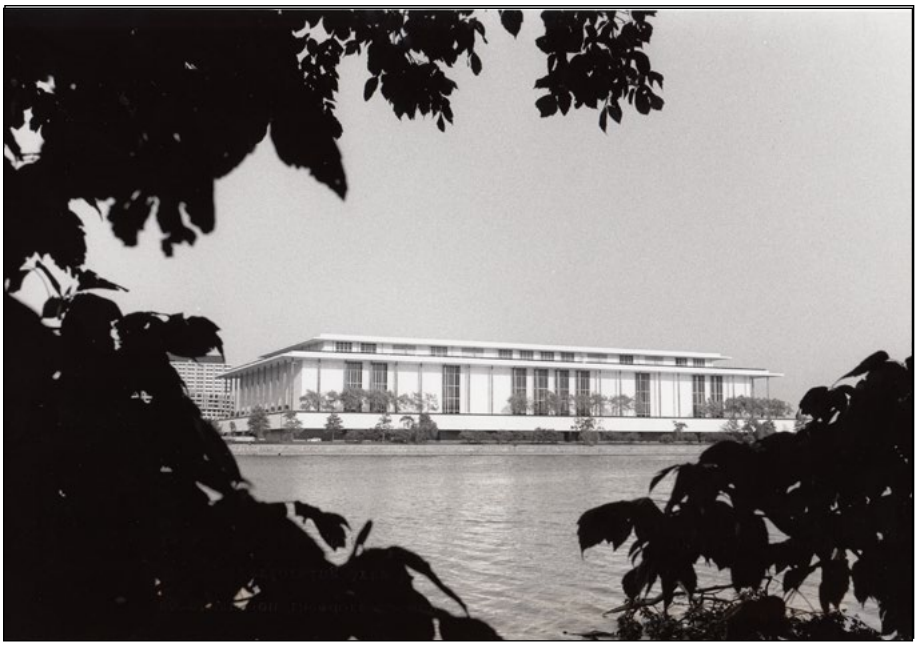


Figure 35. RCPP at the Kennedy Center, undated.

Note the vegetation along the waterfront. Commission of Fine Arts Archives, Image No. 10015-7T.



Figure 36. Southern section of the project area after the construction of the Roosevelt Bridge, Kennedy Center, and Watergate Complex, 1970s.

Commission of Fine Arts Archives.



Figure 37. Southern section of the RCPP after the construction of the Roosevelt Bridge and the Kennedy Center.

Note the planted area adjacent to the bridge, undated. Commission of Fine Arts Archives.

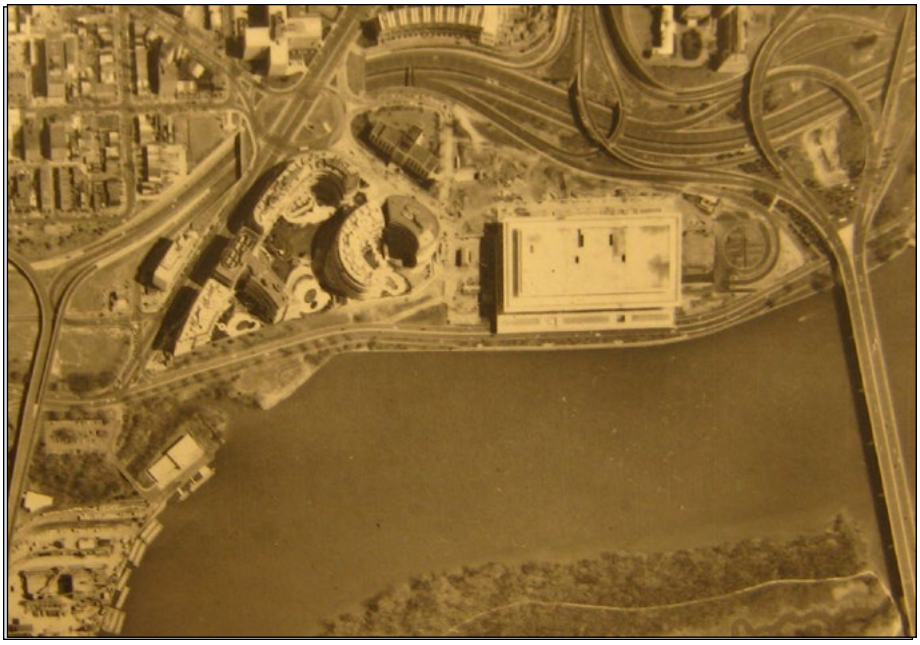


Figure 38. Detail, aerial view of the project area, 1971.

NCPC, Aerial Survey, 1971. National Archives and Records Administration, Records of the National Capital Planning Commission (Record Group 328), Image No. 7-62.



Figure 39. Bird's-eye view at the intersection of Virginia Avenue, N.W., and the RCPP, looking south, circa 1972.

National Archives and Records Administration, Records of the District Courts of the United States (Record Group 21), Image No. 304965.



Figure 40. Detail, aerial view of the RCPP project area, 1976.

Air Survey Corporation, October 23, 1976. National Park Service, Museum Resource Center, National Capital Region, Rock Creek Park Resource Management Records, Series, XX, Subseries B, Box 107.

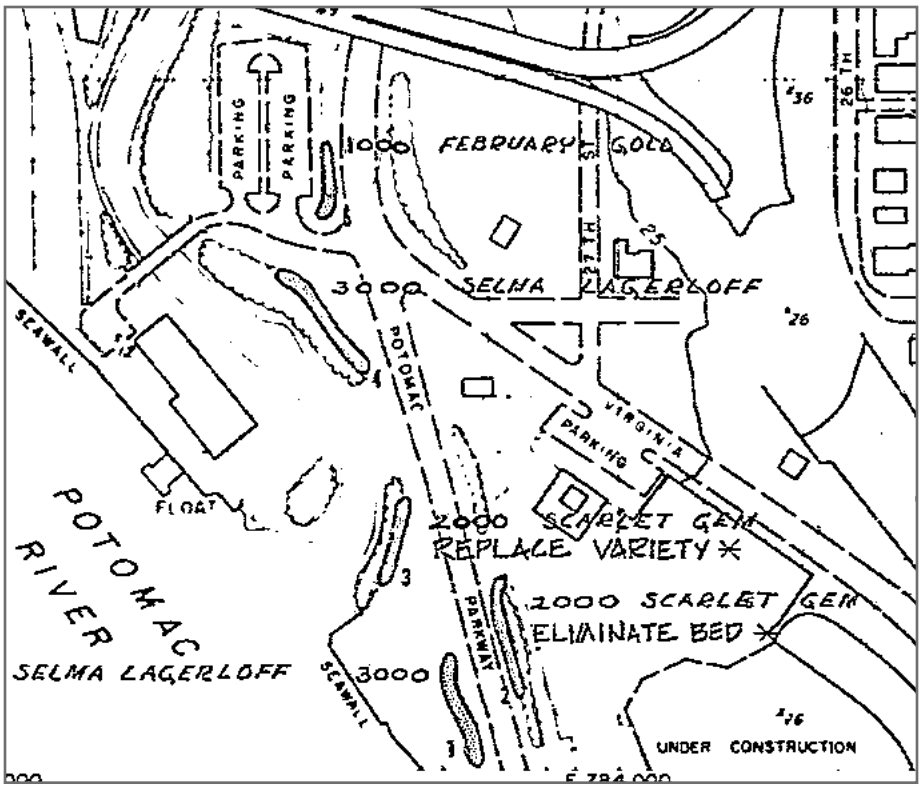


Figure 41. Detail, Fall Daffodil Planting, Sheet 3 of 3, 1967 (Revised 1971).

National Park Service, ETIC and NCR Database, Document No. 844_80414A.

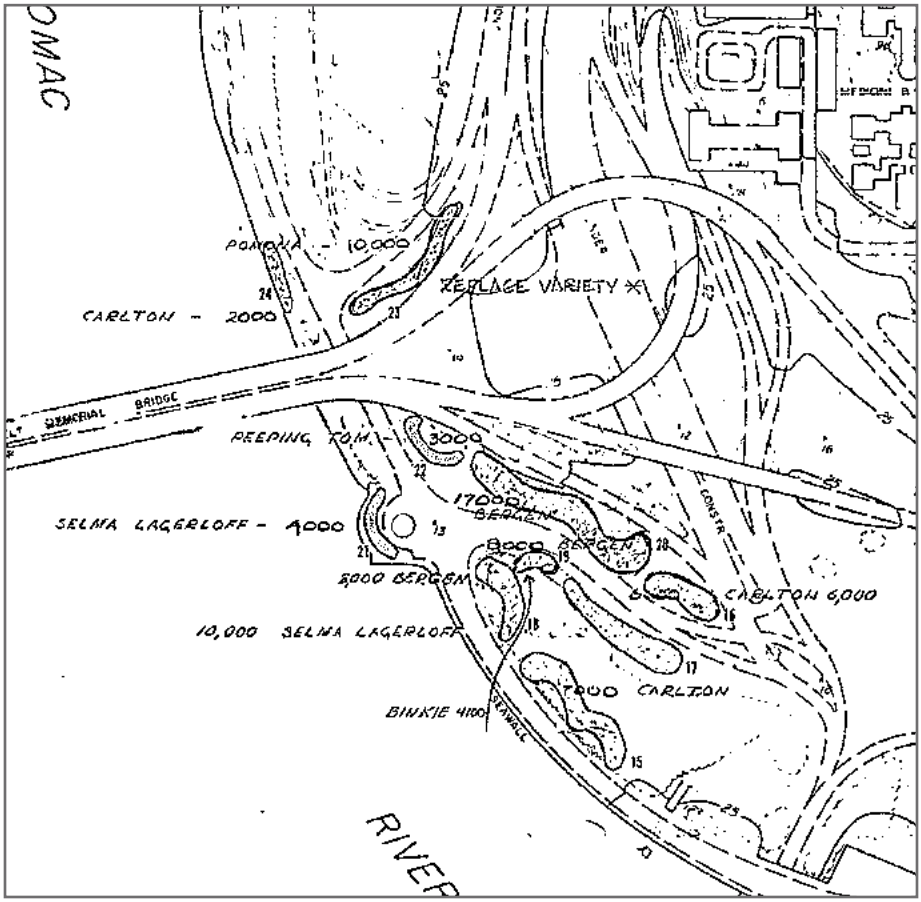


Figure 42. Detail, Fall Daffodil Planting, Sheet 2 of 3, 1967 (Revised 1971).

National Park Service, ETIC and NCR Database, Document No. 844_80414A.

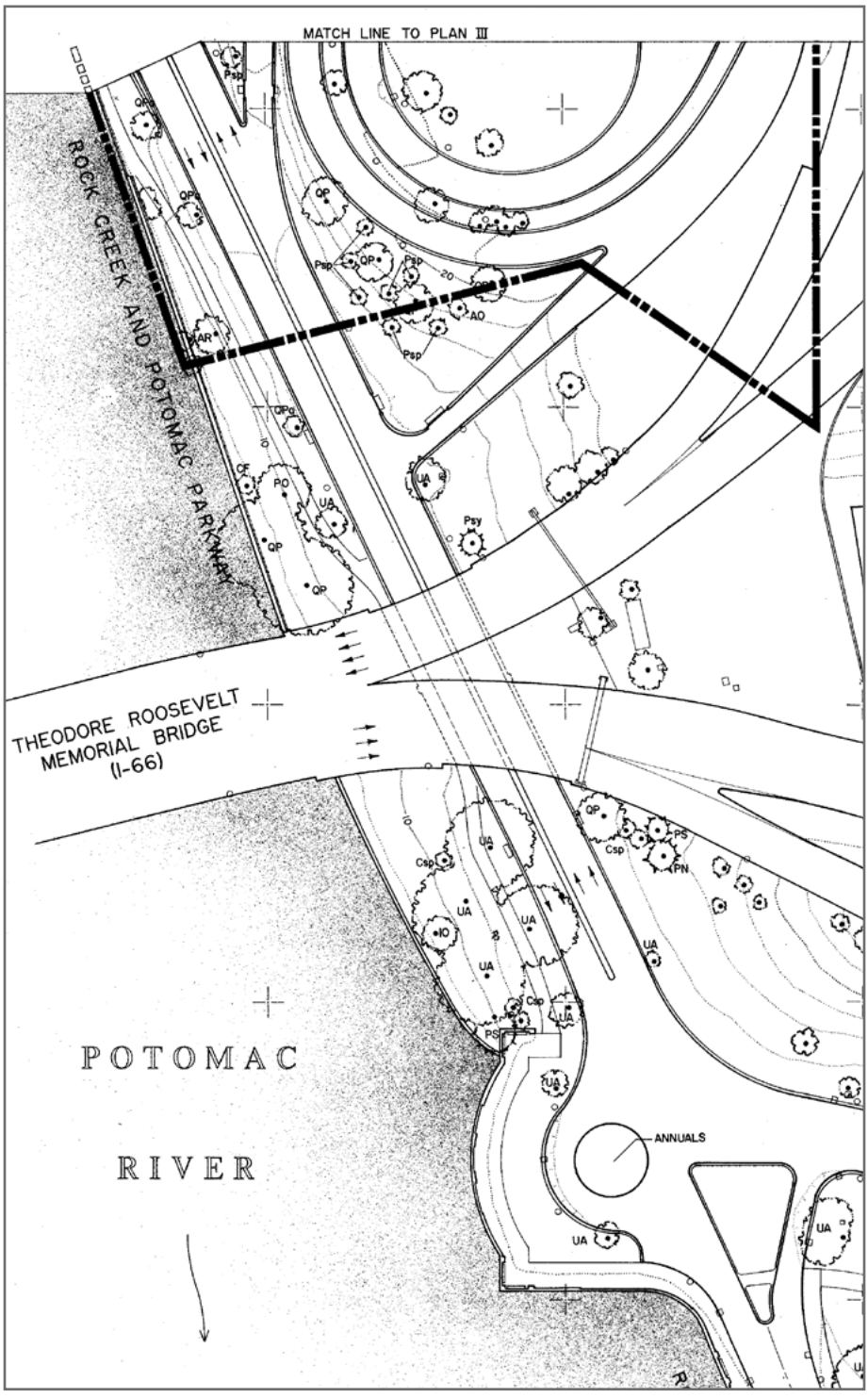


Figure 43. RCPP Planting Plan Detail, 1991-1992.

Library of Congress, Historic American Buildings Survey.

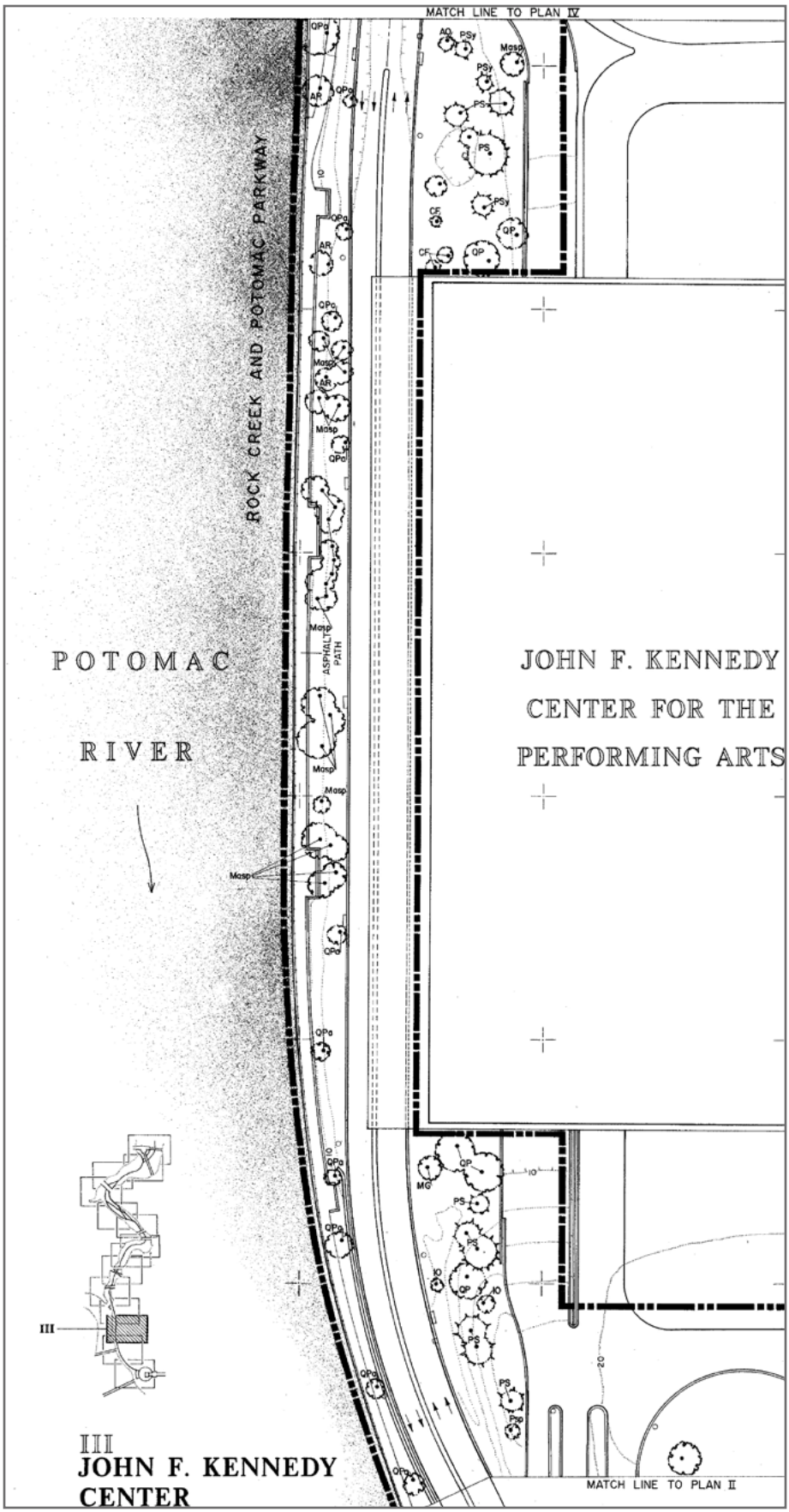


Figure 44. RCPP Planting Plan Detail, 1991-1992.

Library of Congress, Historic American Buildings Survey.

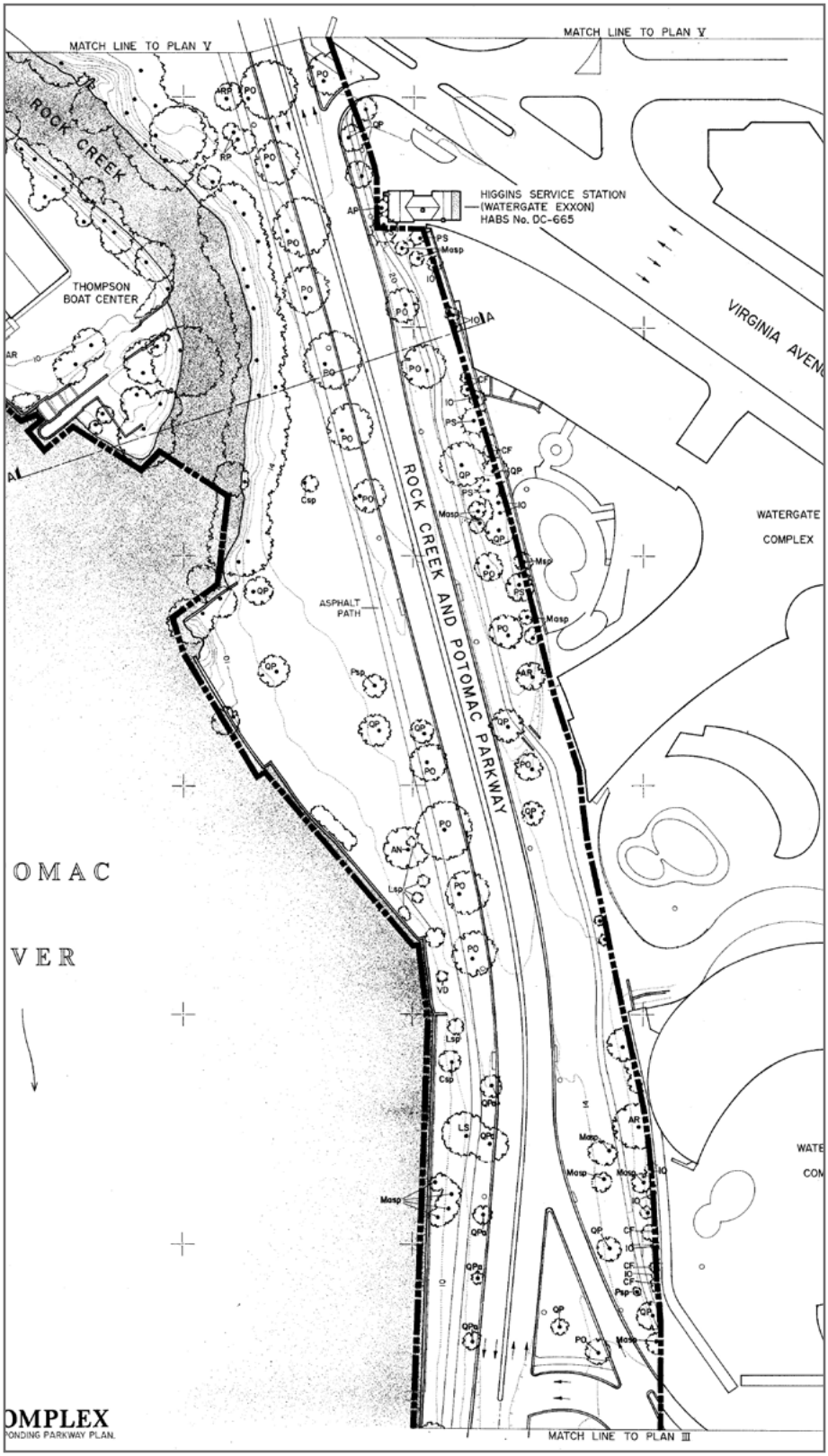


Figure 45. RCPP Planting Plan Detail, 1991-1992.

Library of Congress, Historic American Buildings Survey.



Figure 46. Bird's-eye view at the intersection of Virginia Avenue, N.W., and the RCPP, facing southeast, 1993.

Library of Congress, Historic American Buildings Survey, Image No. HABS DC,WASH,686-1.



Figure 47. View of the RCPP from the Roosevelt Bridge, looking north, 1993.

Library of Congress, Historic American Buildings Survey, Image No. HABS,DC,WASH,686-38.



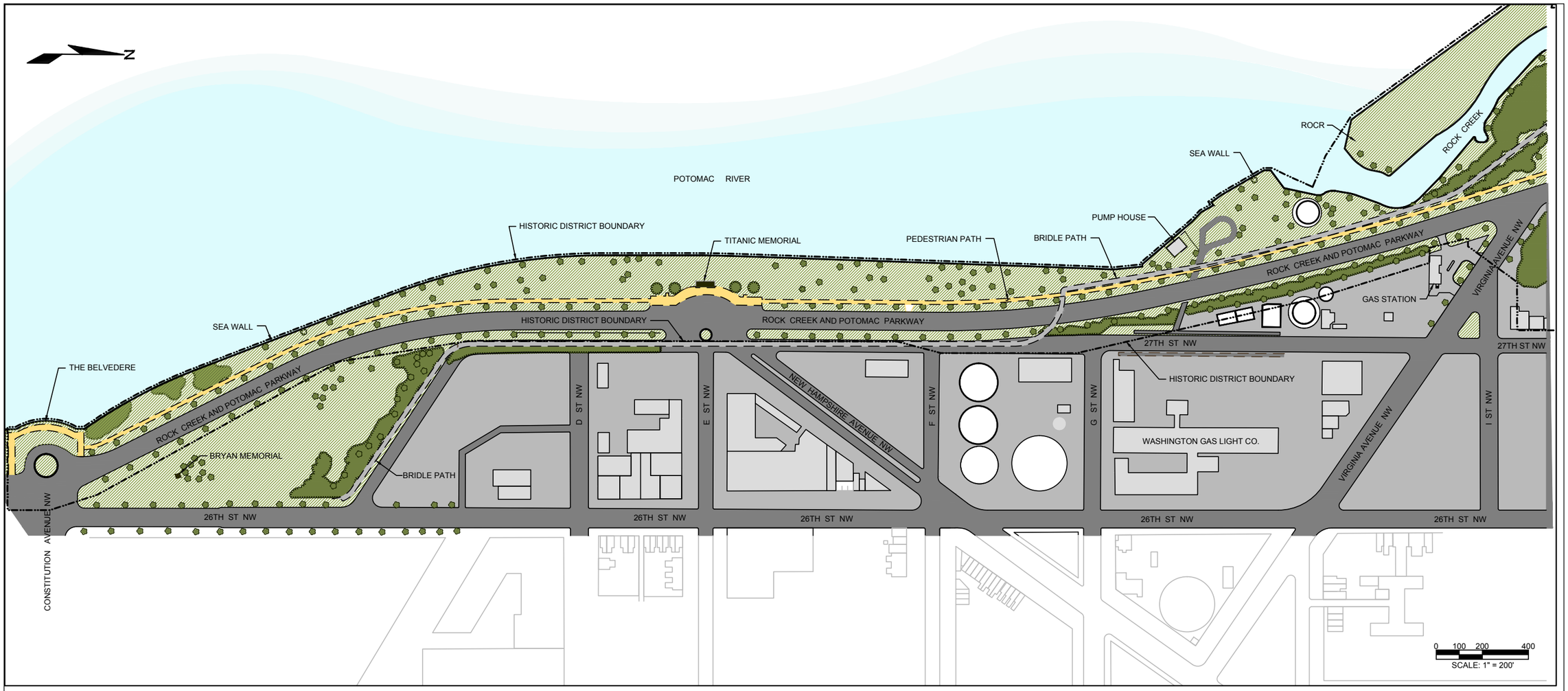
Figure 48. View of the RCPP from the lower terrace of the Kennedy Center, looking south, 1993.

Library of Congress, Historic American Buildings Survey, Image No. HABS,DC,WASH-686-39.



Figure 49. View of the RCPP from the lower terrace of the Kennedy Center, looking north, 1993.

Library of Congress, Historic American Buildings Survey, Image No. HABS,DC,WASH,686-40.



NATIONAL PARK SERVICE

SOURCES

1. "AERIAL IMAGES." UNDATED (CIRCA 1934 - PRE-1941). NATIONAL PARK SERVICE, MUSEUM RESOURCE CENTER, ROCR RESOURCE MANAGEMENT RECORDS, SERIES XX, SUBSERIES B, BOX 107.
2. BAIST, G.W. AND SONS. *BAIST'S REAL ESTATE ATLAS OF SURVEYS OF WASHINGTON, DISTRICT OF COLUMBIA, VOLUME ONE*. PHILADELPHIA, PA: W.E. & H.V. BAIST, 1932. PLANS 3 & 4.
3. BAIST, G.W. AND SONS. *BAIST'S REAL ESTATE ATLAS OF SURVEYS OF WASHINGTON, DISTRICT OF COLUMBIA, VOLUME ONE*. PHILADELPHIA, PA: W.E. & H.V. BAIST, 1939. PLANS 3 & 4.
4. FAIRCHILD AERIAL SURVEYS, INC. "AIRVIEW - ALONG THE RIVERSIDE DRIVE." 1941. NATIONAL PARK SERVICE, MUSEUM RESOURCE CENTER, ROCR RESOURCE MANAGEMENT RECORDS, SERIES XX, SUBSERIES B, BOX 107.
5. U.S. DEPARTMENT OF THE INTERIOR, NATIONAL CAPITAL PARKS, EASTERN DIVISION, BRANCH OF PLANS AND DESIGN. *ROCK CREEK & POTOMAC PKWY. SECTION I - PLANTING PLAN*. 1934 - 1935. 3 SHEETS. NATIONAL PARK SERVICE, ETIC AND NRC DATABASE, NO. 844-80141.

DRAWN BY

1. BRANDON HAYES, AUTOCAD 2018

PLANT LIST

* THE COMPREHENSIVE PLANTING LIST CAN BE FOUND IN THE BODY OF THE REPORT.

LEGEND

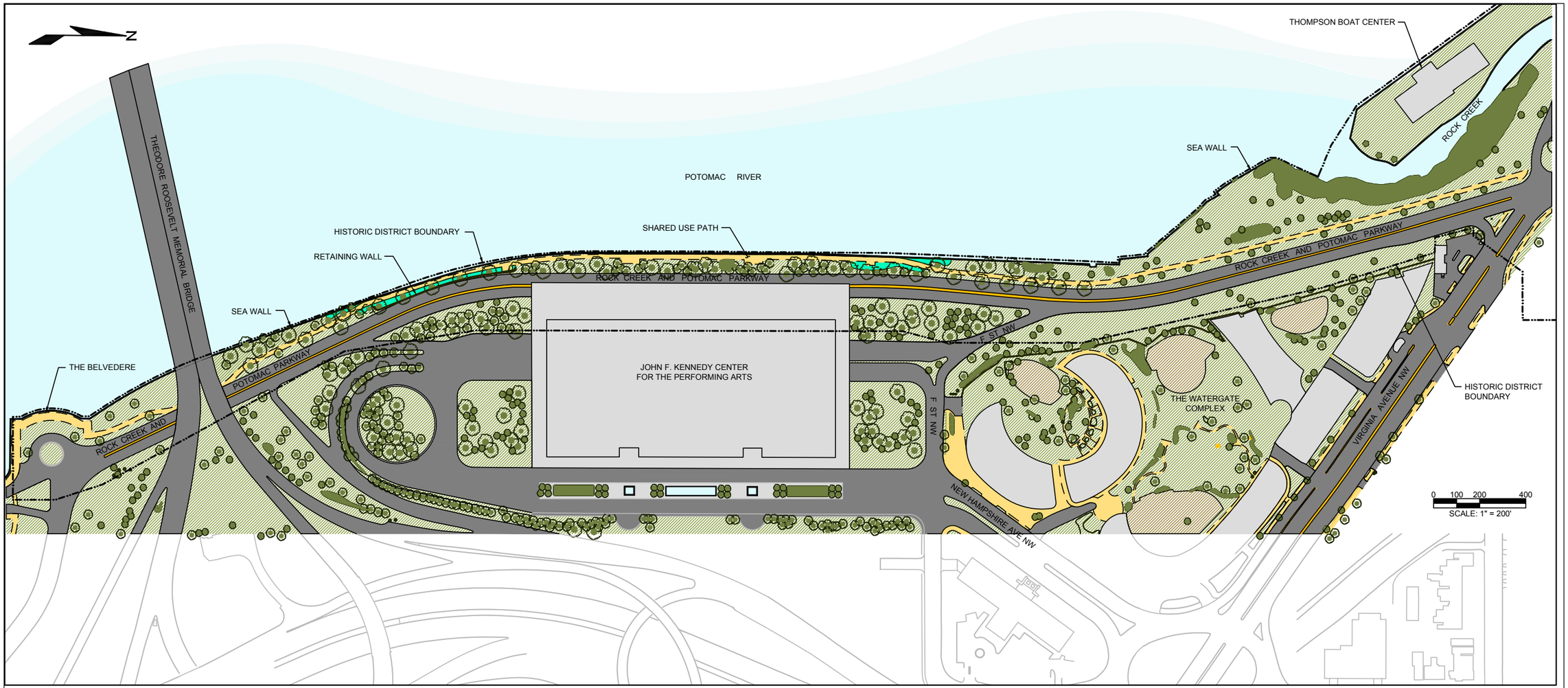
- SIDEWALKS
- BRIDLE PATH
- PEDESTRIAN PATHS
- ROADWAYS
- BUILDINGS
- TANKS / FILTERS
- GREEN SPACE
- TREE CANOPY
- LIMIT OF STUDY
- TREES

ROCK CREEK AND POTOMAC PARKWAY
POTOMAC WATERFRONT SECTION
CULTURAL LANDSCAPE REPORT

PERIOD PLAN, 1936

Drawing 1. Period Plan, 1936

This page intentionally left blank to facilitate double-sided printing.



SOURCES

1. AIR SURVEY CORPORATION. "AERIAL IMAGES." OCTOBER 23, 1976. NATIONAL PARK SERVICE, MUSEUM RESOURCE CENTER, ROCR RESOURCE MANAGEMENT RECORDS, SERIES XX, SUBSERIES B, BOX 107.
2. DISTRICT OF COLUMBIA DEPARTMENT OF HIGHWAYS AND TRAFFIC. *PLANS OF PROPOSED ROADSIDE DEVELOPMENT VIRGINIA AVENUE, N.W., 19TH STREET TO ROCK CREEK PARKWAY*. 1969. NATIONAL PARK SERVICE, ETIC AND NCR DATABASE, NO. 844-80426.
3. IMAGES OF ROCK CREEK AND POTOMAC PARKWAY. UNDATED. NATIONAL PARK SERVICE, DARWINA NEAL FILES.
4. MORETTI, LUIGI. *LANDSCAPE DEVELOPMENT PLANS, THE WATERGATE DEVELOPMENT, PLANTING PLAN, STAGE II*. 1966. NATIONAL PARK SERVICE, ETIC AND NCR DATABASE, NO. 844-80434.
5. MORETTI, LUIGI. *LANDSCAPE DEVELOPMENT PLANS, THE WATERGATE DEVELOPMENT, PLANTING PLAN, STAGE IV*. 1969. NATIONAL PARK SERVICE, ETIC AND NCR DATABASE, NO. 844-80435.
6. MORETTI, LUIGI. *GROUND FLOOR PLAN AND LANDSCAPE*. 1969. NATIONAL PARK SERVICE, ETIC AND NCR DATABASE, NO. 844-80435.
7. STONE, EDWARD DURELL. *JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS, SITE PLAN*. 1966. NATIONAL PARK SERVICE, DARWINA NEAL FILES.
8. U.S. DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE, DESIGN AND CONSTRUCTION, NATIONAL CAPITAL OFFICE. *LANDSCAPE PLANTING, VICINITY OF THEODORE ROOSEVELT BRIDGE TO H STREET, ROCK CREEK AND POTOMAC PARKWAY*. JULY 1966. NATIONAL PARK SERVICE, DARWINA NEAL FILES.
9. U.S. DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE, DESIGN AND CONSTRUCTION, NATIONAL CAPITAL OFFICE, AND HAYES, SEAY, MATTERN, & MATTERN. *UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE, RELOCATION OF THE ROCK CREEK & POTOMAC PARKWAY FOR THE JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS*. SEPTEMBER 1965. 21 SHEETS. NATIONAL PARK SERVICE, ETIC AND NCR DATABASE, NO. 844-80384.
10. U.S. DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE, NATIONAL CAPITAL PARKS, AND EDWARD DURELL STONE, JR. *PLANTING PLAN, J.F. KENNEDY CENTER FOR THE PERFORMING ARTS*. FEBRUARY 22, 1974. NATIONAL PARK SERVICE, ETIC AND NRC DATABASE, NO. 844-80444B.
11. U.S. DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE, NATIONAL CAPITAL REGION. *DONATION PLANTING - FLOWERING CRAB POTOMAC-ROCK CREEK PARKWAY (KENNEDY CEN.) NATIONAL CAPITAL PARKS - NORTH*. MARCH 1969. NATIONAL PARK SERVICE, ETIC AND NRC DATABASE, NO. 844-80424.
12. U.S. DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE, NATIONAL CAPITAL REGION, OFFICE OF DESIGN SERVICES. *REHABILITATION PLANTING, NEW HAMPSHIRE AT ROCK CREEK AND POTOMAC PKWY., JOHN F. KENNEDY CENTER*. JULY 1984. NATIONAL PARK SERVICE, DARWINA NEAL FILES.
13. VIEW FROM KENNEDY CENTER. 1972. GEORGE WASHINGTON UNIVERSITY, GELMAN LIBRARY.

DRAWN BY

1. BRANDON HAYES, AUTOCAD 2018

NOTES

LEGEND

- SIDEWALKS AND TRAILS
- ROADWAYS
- BUILDINGS
- GREEN SPACE
- TREE CANOPY
- PLANTING BEDS
- OUTDOOR AMENITIES
- WATERGATE RETAINING WALL
- HISTORIC DISTRICT / LIMIT OF STUDY
- TREES

ROCK CREEK AND POTOMAC PARKWAY
POTOMAC WATERFRONT SECTION
CULTURAL LANDSCAPE REPORT

PERIOD PLAN, 1974

Drawing 2. Period Plan, 1971

This page intentionally left blank to facilitate double-sided printing.



Existing Conditions

EXISTING CONDITIONS

The existing conditions described and illustrated here capture the landscape of the Potomac Waterfront Section of the RCPP as it existed in 2017-2018. These conditions are categorized by landscape characteristic and are based upon research and site documentation completed during the spring and summer of 2017.

Landscape characteristics are the tangible and intangible aspects of a landscape, ranging from small-scale features to large-scale patterns and relationships, that, both individually and collectively, give a landscape its historic character and convey its historic significance. According to *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*, there are thirteen categories of landscape categories, any combination of which may be present in a cultural landscape. These characteristics are: natural systems and features; vegetation; spatial organization; buildings and structures; land use; views and vistas; cultural traditions; constructed water features; cluster arrangement; small-scale features; circulation; archeological sites; and topography.[1]

Many of the existing landscape characteristics of the Potomac Waterfront Section of the RCPP originated with the proposals presented in the 1902 McMillan Commission Plan, which established the essential path and character of the parkway. This original design subsequently received several iterations, most notably the introduced in the 1916 Report of the Rock Creek and Potomac Parkway Commission. Following the substantial completion of the parkway in 1936, its alignment and character were again altered between 1967 and 1971 in conjunction with the construction of the Kennedy Center (these changes are described in greater detail in the Site History). These major periods of development, in addition to changes completed after 1971 and continuing to the present, are reflected in the description of the landscape as it exists today.

LANDSCAPE CHARACTERISTICS

This section describes the landscape characteristics that contribute to the appearance and character of the site. Those characteristics that do not figure prominently in the landscape's appearance and character (cluster arrangement, cultural traditions, constructed water features, and archeological sites) have been dismissed from further description and analysis.

NATURAL SYSTEMS AND FEATURES

Naturally occurring waterways are the site's predominant natural features. The Potomac River and Rock Creek are natural waterways that define the western boundary of this section of the parkway. However, the shorelines of these waterways have been modified significantly, beginning with the construction of the C&O Canal Extension in the 1830s and continuing to the construction of the masonry seawall (and associated fill) along the Potomac River in the early 1930s. Similarly, the mouth of Rock Creek has been significantly altered from its natural configuration. Today, these serve as twentieth-century, engineered shorelines that bear little resemblance of the original appearance and form.

SPATIAL ORGANIZATION

As a parkway, the Rock Creek and Potomac Parkway is an inherently attenuated and linear landscape, primarily composed of the north-south automobile roadway bordered on either side by slender green spaces that contain expanses of lawn, woody vegetation, and recreational amenities. Along the extent of the Waterfront Section of the parkway, seawalls adjacent to the Potomac River and Rock Creek define a strong western boundary. To the east (to the north of the Roosevelt Bridge), the parkway boundary is primarily defined by the Watergate Complex and Kennedy Center properties. The designed, Modernist landscapes of these properties provide a visual extension to the parkway landscape.

LAND USE

The Potomac Waterfront Section is a part of the more extensive Rock Creek and Potomac Parkway, which was contrived and constructed as a scenic thoroughfare connecting Rock Creek Park to the East and West Potomac Parks. The term "parkway" is a portmanteau that suggests a circulation use complemented by the character of a park. Consequently, the land uses of parkways—as opposed to typical roads, highways, etc.—place equal emphasis on recreational and transportation land uses. Today, the RCPP serves its originally intended function as both a commuter roadway and a recreational area. It also provides the intrinsic benefit of preserving open space and public access to the Potomac River and Rock Creek waterfronts.

CIRCULATION

The landscape is comprised of two primary circulation systems, serving automobile and combined bicycle-pedestrian traffic, comprised of multiple contributing components. The centrally located automobile circulation system is comprised of dual lanes of northbound and southbound traffic divided along a majority of the project area by a raised median paved with granite blocks. A number of access roads spur from this central system to provide access to the surrounding public

roadways and properties. To the west of the parkway is the shared use trail, which extends along the length of the project area. To the east, spanning the Watergate property between F Street and Virginia Avenue is a secondary trail that primarily serves pedestrian traffic.

TOPOGRAPHY

The parkway has an entirely constructed topography that is relatively flat across the project area. Throughout the length of this section of the parkway, however, there is a gentle slope rolling downwards from the adjacent properties on the east towards the Potomac River seawall. The slope is more pronounced at the north edge of the site, near Rock Creek and its mouth, where the elevation varies from twenty-two feet above sea level (adjacent to the Watergate Complex) to one foot above sea level (adjacent to Rock Creek). From the center of the Watergate Complex south to Constitution Avenue, the elevation varies from eleven to seventeen feet (to the east of the roadway) to six to ten feet (at the seawall).

VEGETATION

Flanking the central roadway are areas of green space to the east and west of the roadway. These are composed of large areas of turf lawn punctuated by deciduous trees representing a variety of ages and species. Reflecting the attenuated nature of the parkway landscape, these trees have primarily been planted in irregularly spaced, single-file, linear patterns across the central portion of the project area. To the north and south, trees and woody shrubs are arranged in irregular clusters that reflect the larger area of open space in these areas. Certain mature trees appear to date to the original, 1934-1935 planting plans for the parkway. These American elm and willow oak trees are located along the southern expanse of the project area, to the immediate north and south of the Roosevelt Bridge. The area along Rock Creek, at the northwest boundary of the project area, contains dense groupings of scrub growth. While some of these may have been intentionally planted, it appears many may be natural overgrowth.

BUILDINGS AND STRUCTURES

Several structures are located within the project area, including the stone seawall; the Belvedere; retaining walls and rip rap along the banks of the Rock Creek; the stone retaining wall between the pedestrian path and parkway where it corresponds to the Kennedy Center; the Roosevelt Bridge overpass; and a single stone culvert beneath the pedestrian path adjacent to the Watergate property. These structures are expressed in a variety of masonry finishes, including poured-in-place concrete and granite ashlar (both irregular and coursed). There are no freestanding buildings within the project area.

VIEWS AND VISTAS

The Potomac Waterfront Section maintains several sweeping views and vistas of the surrounding area including those to the Potomac River, Theodore Roosevelt Island, the Virginia shoreline, Georgetown, and the Key Bridge. These formerly panoramic views were interrupted by the construction of the Roosevelt Bridge, completed 1964, near the southern terminus of the project area. The Roosevelt Bridge is also the only major impediment that spans east-west across the project area, limiting the continuous north-south views experienced by parkway users as they move along the landscape.

The original planning context for the parkway suggests that certain elements—namely the Titanic Memorial and Belvedere—were oriented and designed to reinforce axial views from the D.C. streetscape (E Street and Constitution Avenue, respectively) to the Potomac River waterfront. These features were subsequently removed or reconfigured, diminishing the quality of these views.

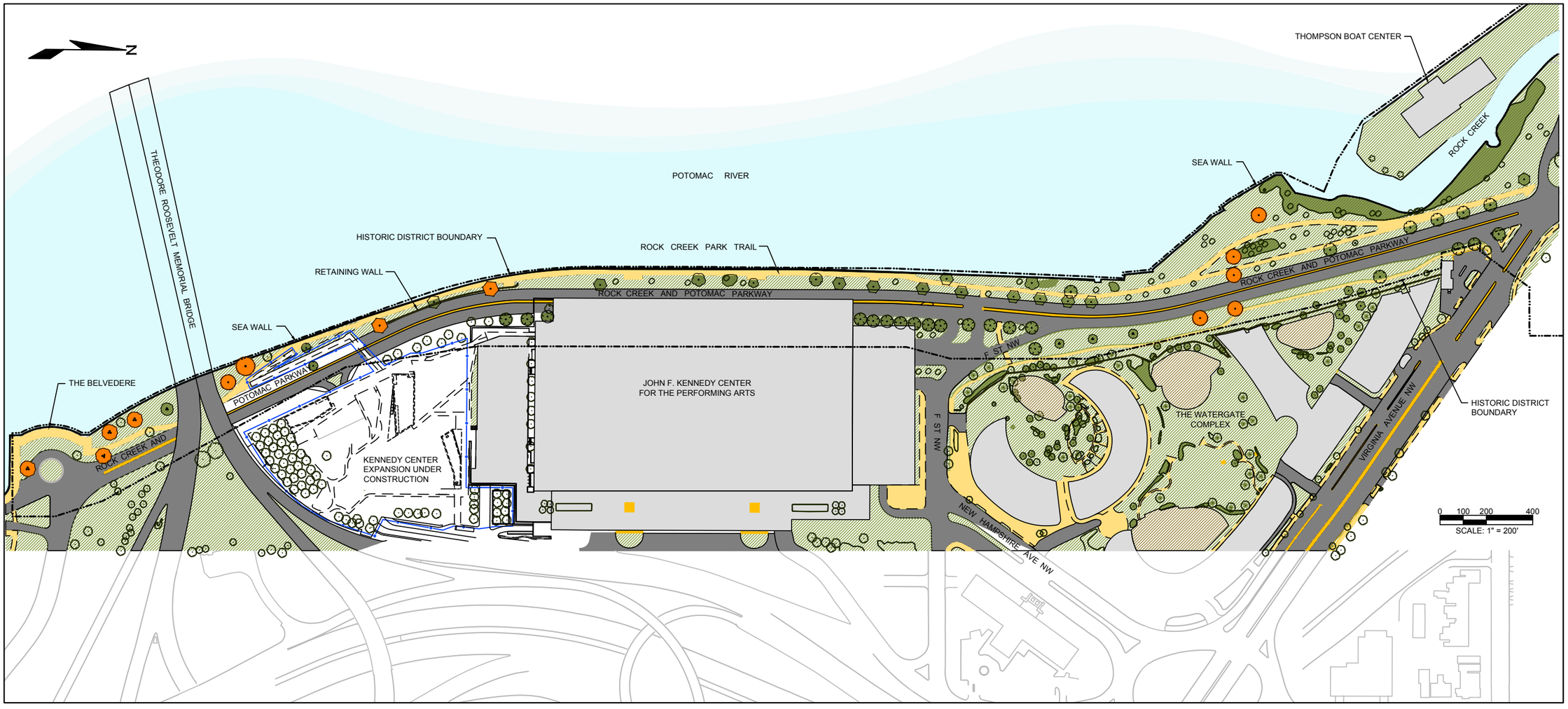
It is not known whether any additional components of the parkway were laid out to capture or enhance certain views. However, siting and design of the Kennedy Center and Watergate Complex certainly were intended to capitalize on the panoramic views that their elevated positions afforded.

SMALL-SCALE FEATURES

The project area contains a diversity of small-scale features that support the landscape's circulation, recreation, and scenic uses. This includes the double-arm, globe-style lampposts surrounding the Belvedere; single-arm, globe-style fixtures along the northern extent of the project area; various traffic and directional signage throughout; traffic lights and posts; cobra-style lampposts along the roadway to the north of the Belvedere; a variety of bench types and trash receptacles; limited interpretive signage; and bike parking ramps.

ENDNOTES

1. Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998), 53.



NATIONAL PARK SERVICE

SOURCES

1. SURVEY AND TOPOGRAPHY INFORMATION FROM MERCADO CONSULTANTS, INC. DATED 2017 FOR KENNEDY CENTER PEDESTRIAN / BICYCLE TRAIL ACCESS AND SAFETY IMPROVEMENTS.
2. KENNEDY CENTER - PEDESTRIAN ACCESS STUDY BY KGP DESIGN STUDIO.
3. "BING MAPS - ARIEAL VIEW"
4. "GOOGE EARTH PRO"

DRAWN BY

1. BRANDON HAYES, AUTOCAD 2018

LEGEND

- SIDEWALKS AND TRAILS
- ROADWAYS
- BUILDINGS
- GREEN SPACE
- TREE CANOPY
- OUTDOOR AMENITIES
- WATERGATE RETAINING WALL
- HISTORIC DISTRICT / LIMIT OF STUDY
- CONSTRUCTION SITE

TREE LEGEND

- ACER RUBRUM / RED MAPLE
- ACER SP. / MAPLE
- BETULA NIGRA / RIVER BIRCH
- FRAXINUS PENNSYLVANICA / GREEN ASH
- LIQUIDAMBAR STYRACIFLUA / SWEETGUM
- MALUS SP. / CRABAPPLE
- PLATANUS OCCIDENTALIS / AMERICAN SYCAMORE
- QUERUCS PALUSTRIS / PIN OAK
- QUERCUS PHELLOS / WILLOW OAK
- QUERCUS RUBRA / RED OAK
- ROBINIA SP. / LOCUST
- ULMUS PARVIFOLIA / CHINESE ELM
- ULMUS SP. / ELM

ROCK CREEK AND POTOMAC PARKWAY
POTOMAC WATERFRONT SECTION
CULTURAL LANDSCAPE REPORT

EXISTING CONDITIONS MAP, 2017-2018

TREE LEGEND, CONT.

- TREES =/< 10" DBH (SMALL TREE)
- TREES = 11" - 29" DBH (MEDIUM TREE)
- TREES =/< 30" DBH (SPECIMEN TREE)

* DBH - DIAMETER AT BREAST HEIGHT (4.5')

Drawing 3. Existing Conditions Plan, 2018

This page intentionally left blank to facilitate double-sided printing.



Figure 50. Potomac River and seawall structure, facing southeast.

EHT Traceries, 2017.



Figure 51. East bank of Rock Creek, facing southeast, showing deteriorated retaining wall structure.

EHT Traceries, 2017.



Figure 52. RCPP Roadway from the intersection of the parkway and Virginia Avenue, facing south.

EHT Traceries, 2017.



Figure 53. RCPP Roadway near the intersection of the parkway and Virginia Avenue, facing south.

EHT Traceries, 2017.



Figure 54. Roadway bordered by vegetation and lawn, facing southwest.

EHT Traceries, 2017.



Figure 55. Divided, shared use trail near the northern edge of the project area, facing south.

EHT Traceries, 2017.



Figure 56. Divided, shared use trail near the northern edge of the project area, facing north.

EHT Traceries, 2017.



Figure 57. Detail of shared use trail paving.

EHT Traceries, 2017.



Figure 58. East pedestrian path, facing north.

EHT Traceries, 2017.



Figure 59. Shared use trail, roadway, and vegetation, facing north. Note the gently falling slope towards the Potomac River and seawall.

EHT Traceries, 2017.



Figure 60. 1930s-era trees between the Belvedere and Roosevelt Bridge, facing north.

EHT Traceries, 2017.



Figure 61. 1930s-era trees to the north of the Roosevelt Bridge, facing south.

EHT Traceries, 2017.



Figure 62. The Belvedere from the Roosevelt Bridge, facing southeast.

EHT Traceries, 2017.



Figure 63. The Belvedere as it interfaces the Potomac River and seawall structure, facing south.

EHT Traceries, 2017.



Figure 64. Turf-covered lawn and circle within Belvedere, facing southeast.

EHT Traceries, 2017.



Figure 65. The Belvedere paving and balustrade, facing south.

EHT Traceries, 2017.



Figure 66. Roosevelt Bridge abutments, facing west.

EHT Traceries, 2017.



Figure 67. Kennedy Center promenade, retaining wall, and handrail, facing south.

EHT Traceries, 2017.



Figure 68. Retaining wall structure and granite block shoulder near promenade, facing north.

EHT Traceries, 2017.



Figure 69. Detail of retaining wall masonry cladding.

EHT Traceries, 2017.



Figure 70. Seawall structure, facing southeast.

EHT Traceries, 2017.



Figure 71. Stone culvert structure beneath east pedestrian path, facing northeast.

EHT Traceries, 2017.



Figure 72. Handrail and lawn, facing northwest toward Georgetown.

EHT Traceries, 2017.



Figure 73. Roadway, facing northwest toward Georgetown and the Key Bridge.

EHT Traceries, 2017.



Figure 74. View from parkway facing south toward Roosevelt Bridge and Roosevelt Island.

EHT Traceries, 2017.



Figure 75. Twin-globe lamppost at the Belvedere.

EHT Traceries, 2017.



Figure 76. Interpretive wayside signs adjacent to Rock Creek.

EHT Traceries, 2017.



Figure 77. Example of typical traffic lights and post, near Kennedy Center.

EHT Traceries, 2017.



Figure 78. Unused traffic post near the Kennedy Center.

EHT Traceries, 2017.



Figure 79. Twin-globe lamppost and traffic lights, near the intersection of the parkway and Virginia Avenue.

EHT Traceries, 2017.



Figure 80. Single-globe lamppost in the north section of the project area, facing south.

EHT Traceries, 2017.



Figure 81. Cobra-style street lamp near Kennedy Center, to the west of the parkway.

EHT Traceries, 2017.



Figure 82. Granite block stone median and granite curbs.

EHT Traceries, 2017.



Figure 83. Detail of aluminum handrail atop the stone seawall near the Kennedy Center.

EHT Traceries, 2017.



Figure 84. Typical benches on concrete pad.

EHT Traceries, 2017.



Figure 85. Typical bike racks on concrete pad.

EHT Traceries, 2017.



Figure 86. Typical trash receptacles mounted on concrete pad.

EHT Traceries, 2017.



Analysis and Evaluation

ANALYSIS AND EVALUATION

NATIONAL REGISTER OF HISTORIC PLACES

RCPP, Potomac Waterfront Section lies within the Rock Creek and Potomac Parkway Historic District (also known as the Lower Rock Creek and Potomac Parkway Historic District) listed in the National Register of Historic Places on May 4, 2005. The historic district is comprised of approximately 173 acres in the northwest quadrant of Washington, D.C., and includes the entirety of Reservation 360, as well as Rock Creek Drive and adjacent retaining wall and sidewalks (located within Reservation 332, West Potomac Park, to the south of Reservation 360), extending from *The Arts of Peace* sculpture at the northwest edge of the Lincoln [Memorial] Circle to the Roosevelt Bridge.[1] The property was also listed in the D.C. Inventory of Historic Sites on November 8, 1964.

STATEMENT OF SIGNIFICANCE

The Rock Creek and Potomac Parkway Historic District was listed on the National Register of Historic Places in 2005. The parkway is significant as an early example of parkway design within the context of the urban public park movement and the naturalistic style of landscape architecture of the nineteenth century; the City Beautiful movement of the late nineteenth and early twentieth centuries; the evolution of the landscape design profession; and the evolution of the parkway as a distinct design type. When Congress authorized the RCPP in 1913, it was the first parkway in the metropolitan region of the District of Columbia, and one of the earliest parkways in the country. The historic district is significant under Criteria A and C in the areas of community planning and development, engineering, recreation, and landscape architecture. The period of significance for the Rock Creek and Potomac Parkway Historic District extends from 1828 to 1951, beginning with the outset of construction of the Chesapeake and Ohio Canal and ending with the installation of *The Arts of Peace* sculpture at the south entrance of the parkway at the Lincoln Memorial Circle.

Two periods of significance have been determined for the Potomac Waterfront Section of the RCPP. The first period of significance, 1929 to 1936, is based on the original design and construction of this section of the parkway and is significant for its design, under Criteria C. The original design of the parkway evolved over a period of more than thirty years, a culmination of the contributions numerous

design professionals, including landscape architects Frederick Law Olmsted, Jr., who was influential in the planning and design of the roadway and landscaping beginning with the McMillan Commission and extending into the 1920s, as well as James G. Langdon, Thomas C. Jeffers, and Irving W. Payne. The second period of significance, 1965 to 1974, is based on the landscape designs of Edward Durell Stone, Jr. and consulting landscape architects Sasaki, Walker, & Associates (and possibly landscape architect Lester Collins) as related to Kennedy Center development, under Criteria C.

EVALUATION OF HISTORIC INTEGRITY

Integrity is the ability of a property to convey its historic significance. Although the evaluation a property's integrity is sometimes a subjective judgement, particularly for a landscape, it must always be grounded in an understanding of a property's physical features and how they relate to the property's significance. The National Register program identifies seven aspects of integrity including location, design, setting, materials, workmanship, feeling, and association.

A property must possess several, and usually most, of these aspects to retain its historic integrity. Retention of integrity is also necessary for a property to convey a sense of past time and place. The following assessment considers the historic integrity of the property as it relates to the two identified periods of significance for the site. Although much of the site's integrity to the 1929 to 1936 period has been lost, the site retains almost all of its integrity (besides a significant loss in period vegetation) to the 1965 to 1974 period of significance.

LOCATION

Location is defined as "the place where the cultural landscape was constructed or the landscape where the historic event occurred." The site is located near the extreme southwestern corner of the northwest quadrant of Washington, D.C. Abutted to the west by the Potomac River, the project area spans between Constitution and Virginia Avenues. The site continues to occupy its historic location. Although the size of the site has been modified from the 1929 to 1936 period, the property retains its integrity of location to the later period of significance.

DESIGN

Design is defined as "the combination of elements that create the form, plan, space, structure, and style of a cultural landscape." Several designs changes have taken place within this section of the parkway since its completion in 1936. The

parkway, however, retains much of its integrity of design to 1965 to 1974 period of significance.

SETTING

Setting is defined as "the physical environment of the cultural landscape." The setting of the Potomac Waterfront Section of the parkway as it existed during its earliest period of significance has been altered by the construction of several large-scale projects, including the Watergate Complex (1971), the Kennedy Center (1971), and the Roosevelt Bridge (1964). These large development projects erased the formerly industrial character of the property adjacent to the parkway, diminishing its integrity of setting for the earlier period of significance. Some elements of the parkway's early setting continue to maintain integrity, however, including Rock Creek and the Potomac River. Although the property's setting has been modified from its earliest period of significance, the property retains its integrity of setting to the 1965 to 1974 period.

MATERIALS

Materials are defined as "the physical elements that were combined or deposited during the particular period(s) of time and in a particular pattern or configuration to form the cultural." While many of the materials originally used to construct this section of the parkway in 1936 are no longer extant, many existing materials appear to correlate with the 1965 to 1974 period.

Original vegetation from both periods, however, is extremely limited. Collectively, there appear to be less than thirty extant specimens. Fewer than ten individual plants date to the 1929 to 1936 period, and fewer than twenty plants date to the 1965 to 1974 period. Although original tree specimens from both periods are lacking, turfed areas of the property generally maintain their integrity of materials to the latter period of significance.

WORKMANSHIP

Workmanship is defined as "the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory." There are very few features in the Potomac Waterfront Section which retain their workmanship from the original period of design and construction, save the enlarged continuous shoreline, the masonry seawall, and the Belvedere. Much of the property, however, retains its workmanship to the later period of significance.

FEELING

Feeling is defined as a "cultural landscape's expression of the aesthetic or historic sense of a particular period of time." The earlier period of significance

exhibited a greater formality, through a regularized planting plan and Neoclassical features such as the Titanic Memorial and Belvedere. These formal features were subtly contrasted by the curvilinear nature of the roadway. Changes made to the parkway subsequently, including the changes to the vegetation, removal of features (such as the Titanic Memorial), and reconfiguration of others (such as the Belvedere) have diminished the parkway's integrity of feeling to its earlier period of significance. Today the parkway's integrity of feeling more strongly relates to the second period of significance, which is more strongly influenced by the Modernist aesthetic of the Kennedy Center and Watergate Complex.

ASSOCIATION

Association is defined as "the direct link between the important historic event or person and a cultural landscape." The Potomac Waterfront Section of the RCPP retains its integrity of association as an early scenic and recreational parkway in the District of Columbia to both periods of its significance.

ANALYSIS AND EVALUATION OF LANDSCAPE CHARACTERISTICS

According to *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*, a CLR documents the landscape characteristics and associated features, values, and associations that make the landscape historically significant.[2] The following analysis and evaluation table compares findings from the Site History and Existing Conditions sections of this report to identify the existing landscape characteristics and associated features that have historical significance in the Potomac Waterfront Section of the RCPP.[3]

Table 4. Cultural Landscape Evaluation for the Potomac Waterfront Section of the Rock Creek and Potomac Parkway

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
NATURAL SYSTEMS AND FEATURES							
Potomac River	N/A	N/A	N/A	N/A	Naturally occurring waterway that defines the western boundary of this section of the parkway. By the time of the Potomac Waterfront Section's construction from 1930 to 1931, the shoreline had been significantly modified, including construction of the masonry seawall (and associated fill).	The Potomac River shoreline maintains most of its historic configuration to the earlier and later periods of significance. Aerial imagery, however, indicates that the shoreline above the historic location of G Street, N.W., has been slightly altered.	Per NCR Cultural Landscape Program Guidance, the Potomac River is located outside of the project area and will not be avaluated for the purposes of this CLR.
Rock Creek	N/A	N/A	N/A	N/A	A natural water feature that defines the west boundary of the north section of the study area. At the time this section of the parkway was constructed in 1930-1931, the shoreline and the mouth of the Rock Creek had been modified from its natural configuration .	Along the Potomac Waterfront Section, the Rock Creek shoreline appears to maintain its historic configuration to both periods of significance.	Per NCR Cultural Landscape Program Guidance, Rock Creek is located outside of the project area and will not be avaluated for the purposes of this CLR.
SPATIAL ORGANIZATION							
Spatial Organization	N/A	N/A	N/A	1929 to 1936; and 1965 to 1974.	The parkway is a holistic, linear feature that includes component roads, pedestrian circulation, open spaces, etc. These individual features extend in a linear pattern from north to south along the length of the project area. Arrayed from west to east, these features are: the seawall, shared use trail and lawn, parkway roadway proper, and lawn.	The spatial organization of the project area continues to retain its historic integrity to the 1965-1974 period of significance.	Extant, contributing.
LAND USE							
Land Use	N/A	N/A	N/A	1929 to 1936; and 1965 to 1974.	The parkway was constructed as a link connecting Rock Creek Park to West Potomac Park, as a commuter roadway, and a recreational area.	The Potomac Waterfront Section continues to retain its historic integrity of land use.	Extant, contributing.

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
CIRCULATION							
RCPP Roadway	Road (1100)	Location record needed	1153082 Traffic Surface 1162428 Traffic Surface	1930 to 1931; circa 1965 to 1966.	The roadway of the Potomac Waterfront Section was constructed as an original element of the parkway during the early 1930s. In the mid-1960s, a section of the roadway measuring approximately 2,100 feet was realigned in conjunction with construction of the Kennedy Center.	The alignment of the north section of the roadway (except the southeast corner of Virginia Avenue, N.W., which was slightly reconfigured) retains its historic configuration; however, most of the roadway materials have been replaced. This section of the roadway retains its integrity to both periods of significance. The entire roadway, from Virginia Avenue to Constitution Avenues, retains its integrity to the 1965 to 1974 period of significance. The roadway is in generally good condition, although the asphalt surface generally exhibits cracking and crazing, areas of missing paint, and patching.	Extant, contributing.
Pedestrian path to the west of the parkway, between Virginia Avenue, N.W., and F Street, N.W.	N/A	N/A	N/A	Circa 1936.	The pedestrian path to the west of the parkway was constructed as an original feature of the parkway.	This portion of the pedestrian path, in the vicinity of Virginia Avenue, N.W., appears to maintain its historic integrity to both periods of significance. This section of the walkway has been recently repaved with asphalt, and appears to be in good condition.	Extant, contributing.
Shared use path to the west of the circa 1936 walking path	N/A	N/A	N/A	2010.	In 2010, a second shared use path with hexagonal asphalt pavers was constructed to the west of the original portion of the pedestrian path.	This path appears to be in good condition.	Extant, noncontributing.
Kennedy Center Promenade	N/A	N/A	N/A	Circa 1965 to 1966.	An approximately 2,100 foot long section of the original walkway was realigned as part of the roadway realignment project completed in conjunction with the construction of the Kennedy Center.	The promenade retains its integrity to the 1965 to 1974 period of significance. The promenade's original bituminous block pavers and concrete dividers are in good condition, with only minimal cracking and breakages.	Extant, contributing.

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
Watergate Pedestrian Path (between Virginia Avenue and F Street)	N/A	N/A	N/A	Circa 1977 to 1979.	Located to the east of the parkway at the Watergate Complex. A exposed aggregate walkway extending from F Street, N.W., to Virginia Avenue, N.W. Although planting plans for this area were developed as early as 1969. the first known plans to include a pedestrian path were completed in September 1977.	This path appears to be in good condition.	Extant, non-contributing.
Granite Block Median and Shoulder	N/A	N/A	N/A	Circa 1965 to 1966.	An original element of the roadway alignment and road improvements completed in conjunction with construction of the Kennedy Center.	The granite block median has undergone two alterations with the construction of the F Street ramp (1986) and the creation of an intersection to the south of the Kennedy Center in conjunction with the Kennedy Center addition (2005). Regardless, this feature its integrity to the 1965 to 1974 period of significance. The granite block median and shoulder appear to be in fair condition. Many areas, however, are experiencing uncontrolled vegetative growth between the stones, which may lead to future condition issues.	Extant, contributing.
Granite Curbs	N/A	N/A	N/A	Circa 1965 to 1966.	An original element of the roadway alignment and other road improvements completed in conjunction with construction of the Kennedy Center.	Maintains integrity to the 1965 to 1974 period of significance. The granite curbs appear to be in good condition.	Extant, contributing.
TOPOGRAPHY							
Topography	N/A	N/A	N/A	Circa 1929 to 1936; and 1965 to 1974.	Much of the topography of the site is manmade, with a gentle slope rolling downwards from the adjacent properties to the east towards the Potomac River seawall. The topography of much of the site was modified with the 1960s roadway realignment.	The north section of the project area retains its integrity to the 1929 to 1936 period. The topography of the entire site retains its integrity to both periods of significance.	Extant, contributing.

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
VEGETATION							
Sycamore Allée	N/A	N/A	N/A	Circa 1936.	The sycamore allée was planted as part of the parkway's original planting plan. The allée extended on both sides of the parkway north from the Titanic Memorial (at E Street) to the intersection of Virginia Avenue, spaced at sixty feet on center. There were approximately 100 trees total.	Although many of these trees are no longer extant, there are a few original trees located near the southwest corner of the Virginia Avenue and RCPP intersection.	Small number of trees are extant, contributing.
Circa 1936 Vegetation	N/A	N/A	N/A	Circa 1936.	The original planting plan for the Potomac Waterfront Section included a formal double row of sycamore trees with turfed areas to the east and west of the parkway planted with naturalistic landscape treatments. A variety of deciduous and conifer trees, as well as shrubs and vines, were used in the plan.	Very little of the original 1936 planting plan remains. To the west of the roadway, original trees are located in the small areas to the north and south of Roosevelt Bridge, as well as to the southwest of the Virginia Avenue intersection.	Extant elements are contributing.
Circa 1966 Vegetation	N/A	N/A	N/A	Circa 1966.	As part of the 1960s realignment project, a variety of deciduous and flowering trees, shrubs and vines were planted along the west side of the realigned roadway. The roadway was lined with Quercus coccinea.	Although the turfed areas of this planting plan generally remain intact, there are fewer than twenty extant trees attributable to the 1960s planting plan. Surviving specimens include *Quercus coccinea* (also identified as *Quercus palustris*), *Acer rubrum*, and *Malus floribunda*.	Extant elements are contributing.
Medium to Large Specimen Trees (Throughout project area)	N/A	N/A	N/A	Before circa 1970.	There are several extant trees that, because of their age and size, appear to pre-date the early 1970s. These trees are located in several areas of the parkway, including the triangular area of land near the mouth of Rock Creek, as well as the east side of the roadway near the Watergate Complex.	These trees appear to be in good condition.	Extant, contributing.
Post-1970s Vegetation (Throughout project area)	N/A	N/A	N/A	After circa 1970.	There are several extant trees that, based on their size, appear to post-date the early 1970s. Several trees were planted at the north section of the project area as part of Georgetown Waterfront Park, Phase III.	These trees include *Platanus* × *acerifolia* (London Planetree) designed to partially restore the original sycamore allée, linear groups of maple trees, clusters of flowering shrubs, and invasive woody growth throughout project area.	Extant, non-contributing.

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
Trees Adjacent to the Roosevelt Bridge	N/A	N/A	N/A	Circa 1936.	Several clusters of were several trees planted within this vicinity as part of the 1934-1935 planting plan.	To the south of the Roosevelt Bridge, there appear to be at least two (possibly three) *Ulmus sp.* (elm). To the north of the bridge, there are two original *Quercus phellos* (willow oak). These trees appear to be in good condition.	Existing, contributing.
BUILDINGS AND STRUCTURES							
Stone Seawall	N/A	N/A	N/A	Circa 1920s to 1930s.	Stone seawall along the Potomac Waterfront Section of the Rock Creek Potomac Parkway, an original design feature. The wall is constructed wih random ashlar stone facing in a slightly tapered configuration.	The stone seawall remains in its original footprint and configuration. The wall is in fair condition, it appears that some inappropriate repairs have been made to the wall. In addition, several trees and other plants are growing within the walls mortar joints, and the wall exhibits cracking .	Extant, contributing.
The Belvedere (Constitution Avenue, N.W.)	N/A	N/A	N/A	1931.	A granite exedra designed by the firm of McKim, Mead and White as an element of the Arlington Memorial Bridge and its related features. Historical served as the terminus of Constitution Avenue, N.W., and the balustraded seawall extending north from Arlington Memorial Bridge.	Although it appears that the width of the circular lawn has been slightly widened at the northeast corner, the Belvedere retains its integrity to the 1929 to 1936 period of significance. The feature appears to be in good condition.	Extant, contributing.
Retaining walls and rip rap along the banks of the banks of the Rock Creek	N/A	N/A	N/A	Circa nineteenth and twentieth centuries.	There appear to be several campaigns of retaining wall construction along the east bank of Rock Creek, as well as areas of rip-rap. According the National Register nomination for the Rock Creek and Potomac Parkway Historic District, the Civilian Conservation Corps (CCC) placed rip-rap along the banks of Rock Creek in the 1930s.	The retaining wall and rip-rap were observed at somewhat of a distance, but both appear to be in poor condition. Sections of the retaining wall are missing, while others are slowly falling into the creek. The roots of several trees have also growth into the retaining walls, displacing large sections of stone and masonry block. Areas of rip-rap also exhibit large areas of stone loss.	Extant, contributing.

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
Kennedy Center Stone Retaining Wall	N/A	N/A	N/A	Circa 1965 to 1966.	An original feature of the realignment of the Potomac Waterfront Section done in association with the construction of the Kennedy Center. The retaining wall measures approximately 1'-10" in depth and is clad in uncoursed ashlar masonry on the river-facing side, a dressed granite on the parkway-facing side, and granite coping.	The retaining wall retains its integrity to the 1965 to 1974 period. The retaining wall appears to be in good condition, however, some soiling, biological growth, and mortar loss is visible, as well as inappropriate repairs.	Extant, contributing.
Aluminum handrail along the promenade to the west of the RCPP at the Kennedy Center	N/A	N/A	N/A	Circa 1965 to 1966.	Original element of the roadway alignment completed in conjunction with construction of the Kennedy Center. The handrail is mounted atop the extant masonry seawall to the west of the promenade. The rail is 42" in height, with vertical pickets that extend between a bottom rail and a die-cast, cushion shaped handrail.	The handrail retains integrity to the 1965 to 1974 period of significance. The fence appears to be in fair condition, with areas of missing paint, broken sections, missing fasteners, and inappropriate repairs.	Extant, contributing.
Integrated Bench Seat to the east of the promenade	N/A	N/A	N/A	Circa 1965 to 1966.	An original feature of the 1960s roadway realignment. This combined bench and wall feature serves as a retaining wall and integrated seating feature along the Kennedy Center-era promenade. It is clad in concrete with a bush-hammered finish and wood-plank bench. The combined dimensions of the wall and seat measure approximately 1'-5" in height and 1'-8" in depth.	The bench seat retains its integrity to the 1965 to 1974 period. The bench appears to be in good condition, with only minimal concrete cracking and wood loss. It appears several joints have been sealed with an inappropriate material.	Extant, contributing.
Theodore Roosevelt Memorial Bridge	N/A	N/A	N/A	1960 to 1964.	The Roosevelt Bridge was constructed as part of the District Highway Department's expansion of the District's highway system during the 1950s and 1960s.	The bridge does not fall within the parkway's periods of significance.	Extant, noncontributing.
Stone Culvert to the east of the RCPP at the Watergate Complex	N/A	N/A	N/A	Circa 1977 to 1979.	The culvert is constructed of uncoursed ashlar masonry with a slate coping, surrounding a corrugated metal pipe. The culvert appears to have been constructed as an element of the circa 1977 to 1979 pedestrian path along the Watergate complex to the east of the parkway.	Culvert is in fair condition with areas of missing mortar and stone.	Extant, noncontributing.

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
VIEWS AND VISTAS							
From the parkway to the surrounding environs, including the Potomac River, Theodore Roosevelt Island, Georgetown and Key Bridge, Arlington Memorial Bridge, Virginia, shoreline, and West Potomac Park.	N/A	N/A	N/A	N/A	Afforded sweeping, unobstructed views, and vistas of the surrounding area, including those to and from the Potomac River, Roosevelt Island, Memorial and Key Bridges, Georgetown, the Virginia shoreline, and West Potomac Park. These panoramic views were slightly impacted by the construction of the Roosevelt Bridge (1960 to 1964). Original elements, including the Titanic Memorial and the Belvedere, that reinforced axial views from the DC streetscape (mainly those from New Hampshire Avenue and E Street , and Constitution Avenue, N.W.) were diminished when these features were either removed or reconfigured.	Although originally intended views and visits have been somewhat impacted by the construction of the Roosevelt Bridge and the removal of several original features and elements, the project area continues to maintain sweeping views and vistas of the surrounding area. As such, the site's views and vistas retain integrity to both periods of significance.	Extant, contributing.
SMALL-SCALE FEATURES							
Twin-Twenty Lampposts at the Belvedere	N/A	N/A	N/A	Circa 1920s to 1930s.	Two twin-twenty lampposts at the Belvedere were probably installed as part of the Watergate design.	The lampposts appear to be in good condition. Both lampposts appear to have been recently painted. These lampposts maintain their historic integrity to the earlier period of significance.	Extant, contributing.
Signage	Asset type unknown	Location record needed	1515656 Rock Creek Parkway Signs 1516501 Sign	N/A	Historic photographs and drawings suggest that signage from the first period of significance was extremely limited. During the second period of significance, signage appeared primarily as streetlight-mounted metal signage or wood signs with a decorative profile and mounted on a wood post.	The current signage throughout the project area provides both directional and traffic guidance. Signs are mostly wood or metal and are mounted on wood posts or on streetlights or traffic signal poles. Based on the material and appearance of the existing signs—and a comparison against historic documentation—they do not appear to date from the period of significance.	Extant, noncontributing.
Traffic Lights and posts	Asset type unknown	Location record needed	1547755 Lights	1970s to circa 2005.	Based on historic photographs and aerial imagery, the traffic lights and posts at Virginia Avenue, N.W., F Street, N.W., and between the Kennedy Center and the Theodore Roosevelt Memorial Bridge appear to post-date the period of significance.		Existing, noncontributing.

FEATURE NAME	FMSS ASSET TYPE	FMSS SITE/RECORD LOCATION	FMSS ASSETT RECORD	DATE(S) OF DEVELOPMENT	HISTORIC	EXISTING	EVALUATION
Lampposts to the north of the Belvedere	N/A	N/A	N/A	Unknown	Constructed after the period of significance.		Extant, non-contributing.
Interpretive Signage, located near the mouth of Rock Creek	N/A	N/A	N/A	Unknown	Unknown date, interpretive NPS wayside.	Poor condition, interpretative panel is weathered and some of the text is not legible.	Extant, non-contributing.
Benches	N/A	N/A	N/A	2010.	An element of Georgetown Waterfront Park Phase III.	The benches are an armless, NPS Mall-style type with wood-slat seats and backs spanning cast-iron supports. There are approximately six benches mounted in pairs on concrete pads.	Extant, non-contributing
Bike racks	N/A	N/A	N/A	2010.	An element of Georgetown Waterfront Park Phase III.	The racks are U-shaped with a circular metal frame coated with black rubber. There are three racks mounted on a single concrete pad.	Extant, non-contributing
Garbage cans	N/A	N/A	N/A	2010.	An element of Georgetown Waterfront Park Phase III. In addition to these garbage cans, there appear to be several other contemporary garbage cans throughout the site.	The receptacles are a cylindrical "Ironsites" type with a flared rim. There are multiple receptacles placed at intervals along the shared use trail	Extant, non-contributing
Note: The portion of the RCPP managed by the National Mall and Memorial Parks has been entered in the NPS List of Classified Structures (LCS) database (LCS ID #873859). NPS entered survey information into the LCS database in 2010 and 2016, assessing the parkway's condition as "good" in both cases.							

ENDNOTES

1. Eve L. Barsoum, "Rock Creek and Potomac Parkway Historic District," National Register of Historic Places Registration Form (Washington, D.C.: National Conference of State Historic Preservation Officers, 2005), Section 10 Page 2.
2. Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998), 28.
3. Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998), 69.



TREATMENT

TREATMENT

As presented in the previous section of this report, the recommendation to consider an expanded period of significance argues for a broader and more inclusive consideration of the effects that the mid-nineteenth century contextual changes had on the character of the Waterfront Section of the RCPP. In consideration of this expanded period of significance, and in spite of subsequent changes, the landscape retains a high level of integrity and continues to serve its original mission of functioning as a travel corridor connecting the Monumental Core with Rock Creek Park. Nevertheless, there exists a need to consider and plan for landscape changes in consideration of related and adjacent projects, deterioration of landscape features, incompatible alterations over time, and the inherently temporal nature of landscapes. This chapter establishes a plan for the treatment of the historic landscape that will help the park address use and maintenance, vegetation management, preservation of contributing features, and other issues in order to preserve and enhance the historic character of the parkway.

As defined by National Park Service cultural landscape methodology, the purpose of a landscape treatment plan is to set forth guidelines for preserving and enhancing historic landscape characteristics and features within the context of contemporary park uses. Recommendations describe general scopes of work and approaches but do not provide construction-level details necessary for implementation.[1] This treatment plan also provides guidance on routine and cyclical measures, such as tree pruning and lawn mowing, to the extent that altering these measures will enhance the character of a landscape.

The chapter presents a management framework that guides maintenance, interpretation, and individual treatment tasks for the historic landscape. Grounded in applicable policies, standards, and regulations, this management framework establishes an overall treatment philosophy. Based on this framework and a summary of general treatment issues, the body of this chapter provides general treatment recommendations for the overall parkway landscape, followed by specific treatment guidelines and tasks for each landscape characteristic, which includes natural systems and features, spatial organization, land use, circulation, topography, vegetation, buildings and structures, views and vistas, and small-scale features.

NATIONAL PARK SERVICE REGULATIONS AND POLICIES

As a unit of the national park system, treatment is guided by the mission of the National Park Service "…to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."[2] The application of this mission to cultural landscapes is articulated in The Secretary of the Interior's Standards for the Treatment of Historic Properties, which in turn are interpreted within a hierarchy of regulations and policies in National Park Service management. As a cultural resource, management of the Rock Creek and Potomac Parkway is defined by 36 CFR Part 2: Resource Protection, Public Use and Recreation (Preservation of Natural, Cultural and Archeological Resources). The application of these regulations to cultural landscapes is contained within *National Park Service Management Policies* (2006), and *Director's Order #28* (Cultural Resources Management). Of relevance to the parkway landscape, DO-28 provides the following guidance related to the treatment of circulation systems:

- Key features of circulation systems, such as topography, bridges, headwalls, retaining walls, culverts, and views, are important to defining the overall character of the landscape.
- Historically significant circulation systems and their associated features are not adversely impacted to accommodate recreational vehicles, buses, commuter traffic, or other contemporary uses.
- Plans for the treatment of structural features that are parts of historically significant circulation systems are developed in consultation with a historical architect.
- Historic circulation systems are rehabilitated to accommodate health and safety codes in ways that minimize impact on character-defining features.

RELATIONSHIP TO PARK PLANNING

The *Foundation Document* for the National Mall and Memorial Parks (October 2017) provides a framework for an understanding and stewardship of this NPS unit. Originally part of the general management planning process, foundation documents now serve the NPS as standalone documents that provide underlying information for management and planning decisions for parks, which includes purpose, significance, fundamental and important resources and values, and interpretative themes. These documents also provide an assessment of planning and data needs, special mandates, and administrative commitments.

The *Foundation Document* for the National Mall and Memorial Parks recognizes the rich and diverse purposes and uses—including symbolic, monumental, recreational, memorial, celebratory, historical, and others—that are variously exhibited through its collection of park sites and resources. Although the RCPP

is not specifically identified within this document, the recommendations within this cultural landscape report strive to reinforce and enhance the values of active and passive recreation and historical and scenic character that the *Foundation Document* promulgates.[3]

LANDSCAPE TREATMENT PHILOSOPHY

A landscape treatment philosophy should be prepared in consideration of the significance, condition, and integrity of the cultural landscape, and it should recognize the evolving nature of natural landscapes. The philosophy is intended to provide a framework for decision making that will preserve, enhance, and perpetuate the essential qualities of the historic landscape—from broad treatment approaches to specific treatment recommendations—in light of planning priorities for the park.

The treatment philosophy should also be guided by the Secretary of the Interior's Standards for the Treatment of Historic Properties. The Secretary of the Interior outlines four approaches to managing cultural landscapes: preservation, rehabilitation, restoration, and reconstruction. The selected approach should balance park planning objectives with a close understanding of the significance and integrity of a particular site.

WATERFRONT SECTION OF THE RCPP TREATMENT PHILOSOPHY

The overall treatment philosophy for the landscape is to preserve its historic character while providing opportunities to encourage and enhance its use as a commuter and recreational circulation corridor. Unique to the length of the RCPP, the Waterfront Section is defined by panoramic views of the Potomac River waterfront. This section also exhibits a distinct character from the remainder of the parkway, acting as a transition zone between the Monumental Core of Washington with the rustic and naturalistic landscape of Rock Creek Park. This character is reflected in the scale, treatment, and materiality of existing landscape features. Finally, the Waterfront Section blends aspects of Beaux Arts and Modernistic styles, further enhancing the unique nature of this landscape in the context of the entire parkway.

The site retains a moderate degree of integrity with contributing features dating to major improvement campaigns completed in the 1930s and 1960s-1970s. It functions as a major circulation corridor for those traveling by automobile, bicycle, and on foot. These circulation systems and associated structures and

small-scale features convey a moderate degree of historic integrity. Other structures dating to the first major period of landscape development, such as the Belvedere and seawall, retain a high degree of historic integrity. Vegetation along this section of the parkway is primarily composed of turf lawn interspersed with mature, deciduous trees. This existing condition is generally reflective of that during the period of significance, although the loss of trees, introduction of new trees, and incursion of invasive species, has degraded the appearance and integrity of this landscape characteristic.

The intent of this treatment philosophy is to enhance the parkway's use as a scenic buffer and recreational thoroughfare; preserve and repair contributing landscape features; and describe a framework for future change that accommodates alterations in a compatible manner. Generally speaking, this treatment philosophy recommends against the restoration or reconstruction of missing features, especially where limited historical evidence of their original location or appearance exists.

PRIMARY TREATMENT

To implement the treatment philosophy described above, the recommended primary treatment for the landscape is Rehabilitation. As described previously, Rehabilitation is one of four treatment approaches described by the Secretary of the Interior's Standards for the Treatment of Historic Properties. Rehabilitation is defined as "...the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving the portions or features which convey its historical, cultural, or architectural values."[4] The Secretary of the Interior recommends rehabilitation "...when repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular time is not appropriate..."[5]

Rehabilitation is the most appropriate primary treatment for the Waterfront Section of the RCPP because it prioritizes the retention and repair of significant contributing features while also allowing for compatible uses to be expanded or introduced. Rehabilitation also provides a flexibility to accommodate contemporary park uses and objectives, including accessibility, sustainability, and avoidance of invasive species.

1. The Secretary of the Interior has developed ten standards that should be applied as part of the rehabilitation of historic properties and landscapes:
2. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

3. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
4. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
5. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
6. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
7. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
8. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
9. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
10. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
11. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.[6]

The National Park Service provides guidance to supplement Secretary of the Interior's Standards with landscape-specific Guidelines for the Treatment of Cultural Landscapes. These guidelines supplement the standards with recommendations for cultural landscapes tailored to each treatment approach. It also describes special considerations for landscape design that have been included at the end of this chapter.

TREATMENT DATE

Within the framework established by the existing National Register documentation for the Rock Creek and Potomac Parkway historic district, the primary period of significance for the Waterfront Section dates from 1929 to 1936, during which this section was constructed, the planting plan was implemented, and the roadway was opened to the public. The previous section of this report outlines an argument for an expanded period of significance to include changes

to the landscape in conjunction with the development of the Kennedy Center and Watergate Complex between 1965 and 1974. Many extant features date to the original (1929-1936) period of significance and should be preserved and repaired to their appearance during that time. Conversely, large portions of the parkway were substantially altered during the later (1965-1974) period of significance—namely, the portion of the parkway and landscape along the Kennedy Center frontage—and should be preserved to their appearance during that time.

Because the 1965-1974 period of significance incorporates both the earlier and later periods of development, this report identifies 1974, or the end of the second period, as the definitive treatment date.

GENERAL TREATMENT RECOMMENDATIONS

A rehabilitation treatment strategy prioritizes the retention and preservation of significant landscape features. Appropriate to the historical development of the Potomac Waterfront Section of the RCPP, it recognizes that changes over time can acquire significance in their own right. New interventions, where appropriate, should be contemporary in design, yet compatible, with the historic nature of the landscape. New interventions should draw from the existing palette of materials found throughout the parkway landscape but should be designed and detailed using a contemporary approach. With the exception of the parkway vegetation, this report does not recommend extensive restoration or reconstruction. However, in consideration of the extensive degradation of parkway trees, some restoration is necessary to recapture the character of the original design intent. Additional treatment recommendations have been provided to ensure that this report is consistent with landscape treatment best practices, such as invasive species removal.

As described previously, this report recommends establishing a second, later (1965-1974) period of significance to reflect the impacts of late-twentieth-century changes on the character of the parkway. This report also recommends that the National Register documentation for the Rock Creek and Potomac Parkway Historic District be updated accordingly to ensure consistency between documents.

TREATMENT STANDARDS

All of the recommendations described below should be approached and scoped in accordance with methods appropriate to the treatment of historic landscape

features. Technical Preservation Services division of the NPS provides extensive guidance through Preservation Briefs and other publications. These should be referred to when considering projects. The following are particularly relevant to the recommendations made below:

- *Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings*
- *Repointing Mortar Joints in Historic Masonry Buildings*
- *Dangers of Abrasive Cleaning to Historic Buildings*
- *Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes*
- *Removing Graffiti from Historic Masonry*

SPECIFIC TASK RECOMMENDATIONS

The following recommendations for specific treatment tasks are organized by landscape characteristics. They address both contributing and non-contributing landscape features within each characteristic category.

NATURAL SYSTEMS AND FEATURES

Potomac River and Rock Creek

The Potomac River and Rock Creek are natural features that have contributed significantly to the historical development and character of the Waterfront Section of the RCPP. Because these features are outside the project area and therefore beyond the jurisdiction of the National Mall and Memorial Parks and NPS, this report does not offer any recommendations for their treatment. A direct connection between the parkway and these waterways, nevertheless, remains a significant component of the landscape and is addressed elsewhere in this section.

SPATIAL ORGANIZATION

The linear, confined nature of the Rock Creek and Potomac Parkway presents little opportunity for alteration. Nevertheless, treatment should avoid major intrusions to the landscape that will alter the spatial relationship of the Waterfront Section to the Potomac River, Kennedy Center, Watergate Complex, and park landscapes to the north and south of the project area.

LAND USE

Similarly to spatial organization, opportunities to alter the land use of the parkway are limited. Any future changes to the parkway should encourage active enjoyment of the landscape and Potomac River waterfront but respect the importance of the parkway as a scenic buffer between the river and urban fabric.

CIRCULATION

The circulation systems of the Waterfront Section of the RCPP is a significant, central feature of the parkway and is generally intact to the two periods of significance identified in this report. The automobile and bicycle-pedestrian systems exhibit a variety of conditions issues.

RCPP Roadway

The roadway is in generally good condition, although the asphalt surface generally exhibits cracking and crazing, areas of missing paint, and patching.

- The roadway should be retained in its existing configuration and appearance.
- Missing or degraded paint should be repaired to ensure traffic safety.
- The roadway should be monitored to address or correct these features if they worsen to the point of causing a safety risk.

Rock Creek Trail and Kennedy Center Promenade

To the west of the parkway, the existing trail was established in its current configuration by the 1970s, although material changes appear to have been completed since then. This current trail system replaced the pedestrian path implemented in the 1930s plan. The southern portion of the trail was modified circa 1965 to create a shared use promenade along the Kennedy Center frontage of the parkway. In 2010, the trail was modified along the northern edge of the project area to include a pedestrian bypass and add new visitor amenities. The trails exhibit a variety of conditions issues, including surficial damage to the paving material, displacement caused by underlying tree root growth, and establishment of "social trails" along the periphery of the trails.

In 2016, NPS released a *Paved Trails Study* for the National Capital Region. This report primarily focused on the trails system, with considerations and recommendations for improving capacity and connectivity. It also included limited information on trail design and maintenance standards, with baseline dimensions sourced from *AASHTO Guide for the Development of Bicycle Facilities* (2012, 4th Edition). A minimum width of eight feet is recommended for two-way bicycle traffic, with ten feet being optimum. Eleven feet is the recognized minimum width needed to facilitate bicycles passing pedestrians on a shared

use path. For corridors with high volumes, the report recommends separating wheeled and pedestrian traffic into separate trails.

A majority of the shared used trail within the project area measures between nine and ten feet in width. This represents basic compliance with the standards described above. The trail hits its narrowest width as it runs beneath the Roosevelt Bridge, measuring only eight feet, six inches in width. Widening the trail slightly to eleven feet may alleviate some of the crowding currently experienced along the path or reduce the occurrence of social trails impacting the outer edges of the trail. There is insufficient space along most of the parkway to separate pedestrian and bicycle traffic, as has been done on the northern edge of the project area, where social trails are still evident. Several alternative approaches to addressing this issue could be:

- Widening the trail to achieve a uniform width of ten or eleven feet where possible;
- Installing a curb or edge pavement detail to define a visually stronger and physically resilient edge for the trail; or
- Accepting the social trails as inevitable byproducts of the use of the trails by diverse visitors.

Otherwise, portions of the existing shared use trail require repaving, particularly in areas where they have deteriorated along the edges, where they have been displaced by underlying tree roots, or where they have been patched over time.

Granite Block Median and Shoulder

The medians and shoulders along the Kennedy Center frontage section of the parkway are paved with granite blocks and were installed in conjunction with the realignment of the roadway in 1965-1966. The granite block median and shoulder are contributing features to the cultural landscape and appear to be in fair condition. Many areas are experiencing uncontrolled vegetative growth between the stones, which may lead to future condition issues if not addressed. Large areas of stone pavers have also been displaced from what appears to be upheaval. This upheaval may have resulted from water infiltration and expansion due to freeze-thaw cycles.

Generally speaking, granite block is a durable and low-maintenance paving alternative. The damage currently evident is likely normal wear and tear after more than fifty years of use. NPS should implement the following maintenance and repair practices to ensure the longevity of the median and shoulder:

- In the short term, manually remove weedy growth and treat the median

and shoulder with an herbicide.

- Individually reset seriously displaced blocks or remove and store for future restoration.
- In the mid term, develop a comprehensive approach to addressing this issue. In areas of moderate or severe damage, remove areas of block and reset in a new concrete or stone dust base. Original blocks should be utilized where possible; missing or damaged blocks should be replaced in kind.

TOPOGRAPHY

The topography of the parkway slopes gently downwards from the eastern park boundary to the seawall. No major changes to the site's topography are anticipated or proposed at this time; however, any changes should retain this basic configuration and promote appropriate drainage and runoff.

VEGETATION

The vegetative landscape character of the RCPP primarily consists of large specimen trees interspersed amongst a turf lawn. The existing conditions are generally consistent with the originally intended character of the landscape, although in fact very little of the original vegetative material remains. Two major planting campaigns were completed during the parkway's periods of significance: the first circa 1936 in association with the original parkway construction; and the second in 1966 in association with the Kennedy Center roadway realignment. Along the extent of the project area, relatively few of these trees remain.

Turf Lawn

The original design of the parkway featured expansive turf lawns. This condition has been maintained over time. The lawn appears to be in fair condition with large areas of bare earth and turf erosion, dead or yellowing grass, and weedy growth. The condition and compaction of the soil is unknown and was not evaluated for this report. Although no treatment appears to be required, NPS should further evaluate the maintenance practices along the parkway to ensure that appropriate watering, mowing, and fertilization methods are being regularly employed. The following additional, general maintenance practices apply:

- Continue current mowing and maintenance practices. Turf should be mown 1-2 times per week during the growing period (approximately April to October).
- If not currently practiced, NPS should implement appropriate turf management practices to the lawn spaces, including: seeding in spring; aeration in spring and fall; fertilizing in spring and fall; and leaf removal in fall.

Circa 1936 Vegetation

Very few trees throughout the project area date to the original period of parkway construction. These include the remnants of the sycamore (Oriental planetree) allée at the northern edge of the site; the willow oaks to the north of the Roosevelt Bridge; and the American elms to the south of the Roosevelt Bridge. These trees appear to be in generally good condition. However, they are also reaching maturity and possibly the end of their natural life spans.

- These trees are significant contributing features to the landscape and represent the only extant, original vegetation on the site. These trees should be preserved.
- NPS should implement a tree management program to ensure these historic trees are being regularly inspected by a qualified arborist and are being appropriately maintained, including pruning and invasive pest management where necessary.
- NPS should periodically inspect trees and remove hazard limbs as necessary.
- If any trees necessitate removal due to condition or safety concerns, they should be replaced in kind in their original locations.
- For any future parkway-wide planting plans, NPS should consider restoring the sycamore allée along the northern extent of the parkway where the roadway exists in its original alignment. A portion of this recommendation was implemented during the 2010 Georgetown Waterfront Park Phase III project. At that time, NPS selected London planetree (a disease-resistant hybrid) over the original Oriental planetree. These recently planted trees appear to have thrived in this environment and successfully recreated a portion (albeit small) of this original planting feature. In consideration of the low integrity of vegetation to the 1929-1936 period of significance, continuing this practice represents a singular opportunity to restore this contributing feature to the National Register historic district. Trees should be planted in accordance with the original planting plan: on both sides of the parkway, sixty feet on center, and in a symmetrical pattern (i.e., not staggered).

Circa 1966 Vegetation

This planting campaign corresponds to the realignment of the parkway along the Kennedy Center frontage in the 1960s. Fewer than twenty individual trees remain from this era, including several scarlet oaks, red maples, and Japanese flowering crabapples. These trees appear to be in generally good or fair condition, although deterioration is evident on certain examples.

These trees are contributing features to the landscape and should be preserved in place.

- NPS should implement a tree management program to ensure these historic trees are being regularly inspected by a qualified arborist and

are being appropriately maintained, including pruning and invasive pest management where necessary.

- NPS should periodically inspect trees and remove hazard limbs as necessary.
- If any trees necessitate removal due to condition or safety concerns, new species should be introduced that replicate the shape and character of the original species.
- The National Park Service, Rock Creek Park has provided a list of recommended species for introduction to the RCPP landscape. This is included in Table 5 below.

Table 5. Recommended RCPP Plant List, 2017

SCIENTIFIC NAME	COMMON NAMES
Acer rubrum	Red Maple
Cercis canadensis	Redbud
Cornus florida 'Appalachian Spring'	Appalachian Spring Flowering Dogwood
Ilex opaca	American Holly
Liriodendron tulipifera	Tulip Poplar
Liquidambar styraciflua	Sweet Gum
Nyssa sylvatica	Black Gum
Platnus occidentalis	Sycamore
Quercus alba	White Oak
Quercus prinus	Chestnut Oak
Quercus velutina	Black Oak

Post-1970s Vegetation

Extensive vegetation throughout the project area postdates the period of significance. This vegetation is primarily concentrated along the northern edge of the project area and was implemented in conjunction with the 2010 Georgetown Waterfront Park Phase III project. For this project, new planting was concentrated within the central turf island created by the divided trails, but also extends to the north and south along the parkway to partially restore the sycamore planting dating to the original, 1934-1935 planting plan. Additionally, trees and invasive growth have overtaken the shoreline along Rock Creek, causing damage to the retaining wall and obscuring outward views from the landscape.

- The 2010-era vegetation postdates the period of significance and does not contribute to the landscape. It is generally in character with the original landscape of the parkway, however, and can be retained without detriment to the landscape.
- Any new or replacement trees planted in these areas should draw from the table above and be sited to reflect the naturalistic character of the original planting plan.
- Vegetation along the Rock Creek shoreline should be removed or aggres-

sively thinned to restore views outward toward Rock Creek, Georgetown, and the extant C&O Canal.

- Although invasive species do not appear to currently impact other areas of the landscape, NPS should initiate an invasive species management program for the landscape, to control and eliminate the spread of such species in the future.
- NPS should periodically inspect trees and remove hazard limbs as necessary.

Belvedere Planting Bed

During the original period of significance for the parkway, the circular planting bed in front of the Belvedere appears to have been planted with grass. During the 1960s, this planting bed was infilled with flowering perennials. In recent years, Rock Creek Park and the Rock Creek Conservancy have initiated a campaign to restore the daffodil bulbs planted during the 1960s Johnson-era beautification program. The NPS will plant daffodils alongside native perennials. Along this portion of the parkway, the Belvedere planting bed would be an appropriate location to install this planting scheme. The National Mall and Memorial Parks should follow a similar palette of plants to those used by Rock Creek Park, drawing on the Johnson-era daffodils but also interspersed with native perennials for seasonal diversity.

BUILDINGS AND STRUCTURES

Rock Creek Retaining Wall and Rip-Rap

Retaining walls span the lower extent of Rock Creek, from its mouth at the Potomac River, and extending approximately two miles upstream. In the 1930s, the Civilian Conservation Corps added riprap along the banks. Within the project area, the condition of these features is seriously deteriorated, with extensive, mature vegetative growth causing displacement of stones.

- The retaining wall appears to require complete reconstructions. Delay in addressing this condition will result in continued deterioration of the creek bed and this historic feature.
- Extant masonry should be salvaged and restored in place, if possible. Additional masonry should be replaced in kind.
- This project should include scope to remove and control the significant vegetative growth along the surface of the retaining wall.
- If appropriate, the project should be expanded to address deterioration of the retaining wall and riprap along the entirety of this portion of Rock Creek.

Seawall

The seawall appears to be in fair condition (given its difficult-to-access nature, the seawall was not intensively surveyed for this effort). Although the seawall appears to be structurally intact, it also exhibits extensive vegetative growth and mineral sedimentation that degrade its visual appearance and integrity and could lead to more rapid deterioration in the future if not corrected.

- The seawall should be cleaned and repaired, with vegetation and sedimentation removed and surficial staining cleaned. Large shrubs and vines are particularly evident along the seawall to the immediate north of the Roosevelt Bridge.
- Following cleaning, repoint areas of missing mortar if necessary.

Belvedere

The Belvedere is a significant feature of the landscape and—following the removal of the Titanic Memorial and other alterations—is the only extant feature within the project area that reflects the Beaux-Arts character of the Monumental Core as envisioned by the McMillan Commission Plan. Although the Belvedere's axial relationship to Constitution Avenue has been lost, the form and materials of the Belvedere itself are intact. This includes the seawall, balustrade with integral benches, sidewalk with exposed aggregate paving, granite curbs, circular raised planting bed, and circular roadway. The raised planting turf planting bed adjacent to the sidewalk and connection to the paved asphalt trail.

- The Belvedere and related features described above should be preserved as contributing features to the landscape.
- The granite balustrade exhibits general staining and vegetative growth, particularly along masonry joints. These should be appropriately cleaned and repointed where necessary. The exposed aggregate sidewalk appears to be in good condition and require no immediate treatment.
- The current configuration of the Belvedere creates an awkward condition where it intersects the Rock Creek Trail to the north. Any proposed changes to the bicycle-pedestrian circulation pattern should retain the essential configuration of the Belvedere with a priority placed on the preservation of granite and exposed aggregate concrete features. Central, circular planting bed should also be retained.

Aluminum Handrails

Handrails span the upper concrete coping of the seawall along a majority of the project area. The handrails along the Kennedy Center frontage were added in conjunction with the construction of the parkway relocation and promenade completed in 1971. Measuring 42" tall, the rail is comprised of vertical pickets that extend between a lower rail and upper handrail. The handrail is die-cast aluminum with a cushion profile.

The handrail extending to the north is similar in style and appearance but appears to have been added later. The handrails appear to be in good condition and integrity, although certain portions have been replaced over time. Certain portions of the handrails appear to be missing or out of alignment, in addition to missing or chipped paint along the newer portion of the handrail.

- Preserve the aluminum handrails along the Kennedy Center frontage as a contributing feature to the landscape.
- Handrails should be inspected for structural integrity and stabilized if necessary.
- Missing or damaged features should be replaced in kind.
- To avoid continued loss of finish and potential corrosion, the northern portion of the handrail should be uniformly recoated.

Stone Retaining Wall along Kennedy Center

The retaining wall between the RCPP roadway and promenade trail is in generally good condition but exhibits staining, mechanical damage to stone, and loss of mortar (especially along the roadway-facing side). A limited area of graffiti is evident on the river-facing side.

- Preserve the wall along the Kennedy Center frontage as a contributing feature to the landscape.
- The wall should be appropriately cleaned and repointed if necessary.

Exposed Aggregate Wall and Integrated Bench along Kennedy Center

This combined bench and wall feature serves as a retaining wall and integrated seating feature along the Kennedy Center-era promenade. It is clad in concrete with a bush-hammered finish and wood-plank bench. The combined dimensions of the wall and seat measure approximately 1'-5" in height and 1'-8" in depth. The concrete surface exhibits general staining and cracking and the wood planks feature limited areas of damage.

- Preserve the wall and integrated bench along the Kennedy Center frontage as a contributing feature to the landscape.
- The concrete surface should be inspected and consolidated, if necessary. Clean using appropriate methods.
- Remove vegetative growth evident along upper and lower corners of wall.
- Replace wood planks as necessary where they exhibit damage or deterioration.

Stone Culvert

This culvert is located beneath the paved trail to the east of the parkway along the Watergate Complex frontage. It was constructed in conjunction with that trail in the late 1970s. The culvert appears to be in fair condition with missing masonry and mortar.

- The culvert is a non-contributing feature to the landscape.
- Reset misplaced stones and repoint damaged mortar.

VIEWS AND VISTAS

Panoramic views of the Potomac River and its environs represent a character-defining feature of the parkway landscape. Any future interventions within or near the parkway should retain or restore the north-south views along the parkway and unimpeded views of the Potomac River and Rock Creek. This includes the removal of invasive vegetation at the northern rim of the project area along the eastern bank of Rock Creek, where they impede views between the parkway and creek landscapes. Specific recommendations for the removal of vegetation are described in the Vegetation section.

SMALL-SCALE FEATURES

Twin-Globe Lampposts

Three twin-globe lampposts encircle the outer raised planting bed of the Belvedere at the southern edge of the project area. Based on historic photographs, these do not appear to be original landscape features but likely date from the later twentieth century era of landscape improvements. They should be retained and repaired as necessary to promote trail safety and energy efficiency.

Signage

Signage throughout the project area serves directional, wayfinding, and traffic purposes. Signage does not contribute to the landscape character but should be maintained and updated as the landscape and context evolves.

Traffic Lights and Posts

Traffic signaling devices are located throughout the project area to serve parkway automobile traffic. These lights and posts should be maintained to promote roadway safety and energy efficiency.

Cobra-Head Lampposts

Cobra-head lampposts are located along the roadway. The posts appear to be original to the Kennedy Center era of landscape improvements although the fixture heads appear to have been replaced. These lights should be maintained to promote roadway safety and energy efficiency.

Wayside Benches

A number of wood and cast-iron benches mounted on concrete pads line the trail along the northern edge of the project area. They do not contribute to the landscape. They appear to be in generally good condition.

Waste Receptacles

Several aluminum trash receptacles are mounted on concrete pads adjacent to the trails along the project area. They do not contribute to the landscape. The receptacles should be appropriately maintained to keep a cleanly landscape appearance.

Single-Globe Lampposts

A number of single-globe lampposts are located adjacent to the paved trail at the northern edge of the project area. They do not contribute to the landscape but are generally compatible with the original, double-globe fixtures found to the south. They should be maintained to promote safety and visibility along the trail.

Bicycle Racks

Three bicycle racks are mounted on a concrete pad at the northern edge of the project area. They do not contribute to the landscape. The southern portion of the site could benefit from additional bicycle parking accommodations.

Interpretive Wayside Signage

The site currently features two interpretive signs at the northern edge of the project area. They are constructed of wood railroad ties in an interlocking post and beam construction. The signs are encased in metal frames and their content focuses on the C&O Canal history. Their date of installation is unknown, but they do not appear to be contributing to the parkway landscape.

Any proposed new wayside signs should be consistent with guidelines provided by the Harpers Ferry Center. General recommendations for interpretive signage are included later in this section.

SPECIAL CONSIDERATIONS

VISITOR SERVICES

The Waterfront Section of the RCPP offers few visitor services beyond the essential park infrastructure and signage. The opportunities to expand visitor services offerings in the future, however, seems unwarranted. Instead, resources should be focused on providing clear directional signage for visitors to utilize services at surrounding sites administered by NPS and others, including the Thompson Boat Center, Georgetown Waterfront Park, West Potomac Park, and the Kennedy Center Expansion.

ACCESSIBILITY

NPS Director's Order #42, *Accessibility for Visitors with Disabilities in National Park Service Programs and Services*, states that the goal of the agency is to ensure that all people have the highest level of accessibility that is reasonable to the programs, facilities, and services in conformance with applicable regulations and standards. A number of federal laws and regulations have been passed to protect the rights of individuals with disabilities, including the Section 504 of the Rehabilitation Act (1973), the Architectural Barriers Act (1968), and Americans with Disabilities Act (1990).

Fortunately, the Waterfront Section of the RCPP does not feature many of the accessibility limitations that many other NPS units do, such as those that feature historic buildings, dramatic topographic changes, or rugged landscapes. A majority of the parkway can be experienced by visitors with mobility impairments, including those traveling by automobile or along paved trails. Any future changes to the parkway should be in compliance with the laws and regulations described above. Additionally, any proposed projects should evaluate alternatives for accessibility that minimize impacts to contributing landscape features to the greatest degree possible.

INTERPRETATION

The Waterfront Section of the RCPP currently features only limited onsite interpretive material in the form of two weathered interpretive panels at the northern edge of the project area. Their date of erection is unknown. Although this report does not specifically provide recommendations to implement an interpretation program along the parkway, the rich history of the landscape offers many possibilities to interpret its history. As described in the Site History section, several interpretive themes could be drawn from the historical development of the parkway site and could include:

- The significance of the Rock Creek and Potomac Parkway as an excellent example of parkway design and as the nation's first parkway to have been sponsored by the federal government;
- The historical continuity of the project area as a transportation thoroughfare, inclusive of the C&O Canal Extension period;
- The significance of the parkway in the context of beautification efforts for Washington, D.C., including the 1902 McMillan Commission Plan;
- The evolution of the properties adjacent to the parkway from an industrial hub to a showcase of Modern design, inclusive of the changes to the parkway design to accommodate these changes.

Any physical signage proposed for the project area should be designed and constructed in accordance with the Harpers Ferry Center, which provides technical expertise to NPS units on the development of interpretive programs, including wayside exhibits. Publications such as *Wayside Exhibits: A Guide to Developing Outdoor Interpretive Exhibits* provide specifications for the design, installation, and maintenance of outdoor interpretive exhibits.

Where appropriate, NPS should make use of digital media to share information with the public. As compared to physical signage, platforms such as websites and mobile apps can share information without physically impacting the landscape. The National Mall and Memorial Parks offers both a website and mobile app for visitors; however, neither appears to provide any information on the parkway's history or significance.

SUSTAINABILITY

Historic preservation is often touted as an inherently sustainable practice that perpetuates and recycles resources and traditional building materials. This understanding is generally based on the rehabilitation of historic buildings. Historic landscapes encounter more diverse environmental factors such as solid waste pollution, stormwater runoff, carbon emissions, flooding vulnerability, and climate change. In 2016, NPS released a revised Green Parks Plan to define a long-term strategic plan for the sustainable management of NPS sites. One component of this plan is the Climate Friendly Parks Program, an elective membership program for National Park Service units. Rock Creek Park and National Mall and Memorial Parks have adopted Climate Action Plans under this program. Any future changes to the park should reference these plans and be completed in accordance with the sustainability goals outlined in these plans and programs.

ARCHEOLOGICAL RESOURCES

This report does not include detailed information on known or potential archeological resources within the project area. Because a significant amount of

the project area was constructed on fill, there is little potential for archeological discovery. Any major land-disturbing activities, however, should follow the appropriate protocol in consultation with the D.C. Archaeologist.

MANAGEMENT AND MAINTENANCE

NPS currently contracts with a landscape maintenance company to provide mowing services for the parkway. Mowing is completed 1-2 times per week during the growing season. Other regular, contracted maintenance services include trash and road cleaning, electrical work, water line work, masonry work, bench repair, signage repair, and painting. This work does not seem to have addressed the numerous cleaning and repair needs of structures and small-scale features throughout the project area, particularly for masonry features. No known program for trail maintenance is currently in place, although the trails do not appear to have outstanding maintenance needs. To limit the spread of invasive species through the landscape—particularly where most evident at the northern edge of the project area around the mouth of Rock Creek—NPS should implement an invasive species management program.

RELATED PLANNING EFFORTS

Numerous projects and planning efforts have recently been initiated by the National Park Service or others in the immediate vicinity of the Waterfront Section of the RCPP. These projects all have the potential to impact the character of the landscape and how it is experienced by visitors. These projects include:

- Kennedy Center Expansion and Connection
- Potomac River Tunnel Infrastructure Improvements
- Georgetown Canal Plan
- Kennedy Center Pedestrian/Bicycle Trail Access and Safety Improvement, and Rehabilitation of Rock Creek and Potomac Parkway

ENDNOTES

1. Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998), 53.
2. "Organic Act of 1916," National Park Service, Great Basin National Park, accessed

January 24, 2018, https://www.nps.gov/grba/learn/management/organic-act-of-1916.htm.

3. *Foundation Document, National Mall and Memorial Parks* (Washington, D.C.: National Park Service, U.S. Department of the Interior, 2017), 14-19.

4. "Rehabilitation as a Treatment," National Park Service, Technical Preservation Services, accessed January 24, 2018, http://www.nps.gov/tps/standards/fourtreatments/treatment-rehabilitation.htm.

5. "Rehabilitation as a Treatment," National Park Service, Technical Preservation Services, accessed January 24, 2018, http://www.nps.gov/tps/standards/fourtreatments/treatment-rehabilitation.htm.

6. "Standards for Rehabilitation," National Park Service, Technical Preservation Services, accessed January 24, 2018, https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm.



References

BIBLIOGRAPHY

Aerial Imagery (2003 to 2005. Google Earth. Accessed January 27, 2018.

Aerial Maps (1949, 1951, 1963, 1964, and 1979). Historic Aerials by NETROnline. Accessed June 29, 2017 & July 24, 2017. www.historicaerials.com/viewer.

An Act authorizing the establishment of a public park in the District of Columbia. Public Law 1001. *U.S. Statutes at Large* 51, 1890.

An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and one, and for other purposes. Public Law 791, *U.S. Statutes at Large* 56, 1900.

An Act Making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of such District for the fiscal year ending June 30, 1923, and for other purposes. Public Law 457. *U.S. Statutes at Large* 42, 1923.

An Act To consolidate the office of Public Buildings and Grounds under the Chief of Engineers, United States Army, and the office of superintendent of the State, War, and Navy Department Buildings. Public Law 478. *U.S. Statutes at Large* 68, 1925.

An Act To increase the limit of cost of certain public buildings, to authorize the enlargement, extension, remodeling or improvement of certain public buildings, to authorize the erection and completion of public buildings, to authorize the purchase of sites for public buildings, and for other purposes. Public Law 432. *U.S. Statutes at Large* 62, 1913.

An Act To provide for a National Cultural Center which will be constructed, with funds raised by voluntary contributions, on a site made available in the District of Columbia, Public Law 85-874. *U.S. Statutes at Large* 72, 1958.

"An Administrative History-Rock Creek and Potomac Parkway, Parkway and Other Additions." National Park Service. Accessed August 25, 2017. https://www.nps.gov/rocr/learn/historyculture/adhi3.htm.

Benedetto, Robert, Jane Donovan, and Kathleen DuVall. *Historical Dictionary of Washington, D.C.* Lanham, MD: The Scarecrow Press, Inc., 2003.

"Biographies of the Secretaries of State: William Jennings Bryan (1860-1925)." Department of State, Office of the Historian. Accessed August 25, 2017. https://history.state.gov/departmenthistory/people/bryan-william-jennings.

Birnbaum, Charles A. and Robin Karson, eds. *Pioneers of American Landscape Design*. New York, NY: McGraw-Hill, 2000.

Board of Commissioners of the District of Columbia to The Secretary of the Treasury, November 10, 1913. In *Report of the Rock Creek and Potomac Parkway Commission: 1916*, Appendix B, 21. Washington, D.C.: Government Printing Office, 1916.

Brugger, Robert J. *Maryland, A Middle Temperment, 1634-1980*. Baltimore, MD: The John Hopkins University Press, 1988.

Clark, G.E. *Rock Creek and Potomac Parkway Revised 1928 Estimates and Designs for Development of the Parkway*. July 1, 1929. National Park Service, Museum Resource Center, National Capital Region, Rock Creek Park (ROCR) Resource Management Records, XIII: Records Relating to Parkways and Trails, Box 64.

"Communication of N. Michler, major of engineers, to the chairman of the Committee of Public Buildings and Grounds relative to a suitable site for a public park and Presidential mansion, submitted to accompany the bill (S. 549) for the establishment and maintenance of a public park in the District of Columbia, Thirty-Ninth Congress, Second Session, 1867, Senate Mis. Doc. No. 21." In *Park Improvement Papers*, Appendix A, 122 – 128. Washington, D.C.: Government Printing Office, 1902.

Commission Authorized by Congress [The Rock Creek and Potomac Parkway Commission]. *Preliminary Design for Rock Creek and Potomac Parkway* (Plan). Washington, D.C.: 1916.

Downing, Andrew Jackson. "Landscape Gardening, VII. A Talk About Public Parks and Gardens." In *Rural Essays by A.J. Downing*, eds. George William Curtis and Frederika Bremer, 138 – 147. New York: Leavitt & Allen, 1858.

Executive Order 6166 of June 10, 1933, Organization of Executive Agencies. Federal Register, Codification of Presidential Proclamations, and Executive Order. Accessed June 29, 2017. https://www.archives.gov/federal-register/codification/executive-order/06166.html.

"Expansion of the National Park Service in the 1930s: Administrative History." National Park Service. Accessed June 29, 2017. https://www.nps.gov/parkhistory/online_books/unrau-williss/adhic.htm.

Foundation Document, National Mall and Memorial Parks. Washington, D.C.: National Park Service, U.S. Department of the Interior, 2017.

Gahn, Bessie Wilmarth. *Original Patentees of Land at Washington Prior to 1700*. Baltimore, MD: Genealogical Publishing Company, 1969.

Goode, James M. *Washington Sculpture: A Cultural History of Outdoor Sculpture in the Nation's Capital*. Baltimore, MD: The John Hopkins University Press, 2008.

Hawkins, Don Alexander. "The Landscape of the Federal City, A 1792 Walking Tour." *Washington History, Magazine of The Historical Society of Washington, D.C.* 3, no. 1 (1991): 10 - 33.

Heine, Cornelius W. "The Washington City Canal." In *Records of the Columbia Historical Society of Washington, D.C.*, edited by Oliver W. Holmes and Cornelius W. Heine. Washington, D.C.: The Columbia Historical Society of Washington, D.C., 1959.

Historic American Buildings Survey. *Higgins Service Station (Watergate Exxon) (HABS No. DC-665)*. Washington, D.C.: 1992.

Historic American Buildings Survey. *Rock Creek and Potomac Parkway, HABS No. DC-697, Documentation Project* (Drawings). Washington, D.C.: National Park Service, 1991-1992.

Historic American Buildings Survey. *Rock Creek and Potomac Parkway, HABS No. DC-697*. Washington, D.C.: National Park Service, 1991-1992.

Joint Resolution Providing for renaming the National Cultural Center as the John F. Kennedy Center for the Performing Arts, authorizing an appropriation therefor, and for other purposes, Public Law 88-260. *U.S. Statutes at Large* 78, 1964.

LeeDecker, Charles, et al. *Phase I Archaeological Investigation for the National Museum of African American History and Culture*. Washington, D.C.: Smithsonian Institution, 2007.

Louis Berger Group, Inc., prepared for the National Capital Region, National Park Service. *"Bold, Rocky, and Picturesque" Archaeological Identification and Evaluation Study of Rock Creek Park, Volume I.* Washington, D.C.: 2008.

McNeil, Priscilla W. "Rock Creek Hundred, Land Conveyed for the Federal City." *Washington History, Magazine of The Historical Society of Washington, D.C.* 3, no. 1 (1991): 34 - 51.

Moore, Charles, ed. *The Improvement of the Park System of the District of Columbia, Fifty-Seventh Congress, First Session, Senate Report No. 166.* Washington, D.C.: Government Printing Office, 1902.

National Capital Planning Commission. *Draft Staff Recommendations, Georgetown Waterfront Park, Phase 3, Development of Bikeway and Promenade from Thompson's Boathouse to the Kennedy Center*. April 27, 2006. National Park Service.

National Capital Planning Commission. *Executive Director's Recommendations, Kennedy Center Expansion Connection Project*. July 7, 2016.

National Park Service. Aerial Image. 1968. National Park Service, National Capital Region.

National Park Service. Aerial Image. 1979. National Park Service, National Capital Region.

National Park Service. *Cultural Landscape Inventory, Lady Bird Johnson Park, George Washington Memorial Parkway - Lady Bird Johnson Park.* 2005.

National Park Service. *Finding of No Significant Impact: The John F. Kennedy Center for the Performing Arts Expansion Connection Project National Mall and Memorial Parks*. June 17, 2016.

National Park Service. *Georgetown Waterfront Park Compliance Summary*. 2005. National Park Service.

National Park Service, U.S. Department of the Interior, National Mall and Memorial Parks. *Georgetown Waterfront Phase III* (Presentation). February 3, 2011. National Park Service.

National Register of Historic Places, Arlington Memorial Bridge, Washington, District of Columbia, National Register #80000346.

National Register of Historic Places, East and West Potomac Parks Historic District, Washington, District of Columbia (1972), National Register #73000217.

National Register of Historic Places, East and West Potomac Parks Historic District, Washington, District of Columbia (Revised Nomination 1998), National Register #73000217.

National Register of Historic Places, Lockkeeper's House, C&O Canal Extension, Washington, District of Columbia, National Register #73000218.

National Register of Historic Places, Parkways of the National Capital Region, 1913-1965, Washington, District of Columbia.

National Register of Historic Places, Rock Creek and Potomac Parkway Historic District, Washington, District of Columbia, National Register # 05000367.

National Register of Historic Places, Watergate, Washington, District of Columbia, National Register # 05000540.

"Organic Act of 1916," National Park Service, Great Basin National Park. Accessed January 24, 2018. https://www.nps.gov/grba/learn/management/organic-act-of-1916.htm.

Page, Robert R., Cathy A. Gilbert, and Susan A. Dolan. *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*. Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscape Program.

Peterson, Jon A. "The Senate Park Commission Plan for Washington, D.C.: A New Vision for the Capital and the Nation." In *Designing the Nation's Capital, The 1901 Plan for Washington, D.C.*, ed. Sue Kohler and Pamela Scott, 1–47. Washington, D.C.: U.S. Commission of Fine Arts, 2006.

"Rehabilitation as a Treatment." National Park Service, Technical Preservation Services. Accessed January 24, 2018. http://www.nps.gov/tps/standards/fourtreatments/treatment-rehabilitation.htm.

Report of the Rock Creek and Potomac Parkway Commission: 1916. Washington, D.C.: Government Printing Office, 1916.

Report Upon Improvement of Valley of Rock Creek From Massachusetts Avenue to Mouth of the Creek. Washington, D.C.: Government Printing Office, 1908.

Reps, John W. *Monumental Washington*. Princeton, NJ: Princeton University Press, 1967.

Rogers, Elizabeth Barlow. *Landscape Design: A Cultural and Architectural History*. New York, NY: Abrams, 2001.

Schuyler, David. "Parks in Urban America." Oxford Research Encyclopedia of American History. November 2015. Accessed July 21, 2017, http://americanhistory.oxfordre.com/view/10.1093/acrefore/9780199329175.001.0001/acrefore-9780199329175-e-58#acrefore-9780199329175-e-58-note-3.

Scisco, Louis Dow. "A Site for the 'Federal City': The Original Proprietors and Their Negotiations with Washington." Records of the Columbia Historical Society, Washington, D.C. 57/59 (1957/1959): 123 – 147.

Scott, Pamela. *Capital Engineers: The U.S. Army Corps of Engineers in the Development of Washington, D.C. 1790 – 2004*. Alexandria, VA: Office of History, U.S. Army Corps of Engineers, 2005.

"Section 106 Consultation Letter." David Maloney to Margaret G. O'Dell. December 15, 2008. National Park Service.

"Standards for Rehabilitation." National Park Service, Technical Preservation Services. Accessed January 24, 2018. https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm.

Unger, Suzanne Sherwood. "Foggy Bottom, Blue-Collar Neighborhood in a White-Collar Town." In *Washington at Home: An Illustrated History of Neighborhoods in the Nation's Capital*, Kathryn Schneider Smith, ed., 54 – 63. Windsor Publications Inc.: 1988.

"William Jennings Bryan." Salem, Illinois Website. Accessed June 12, 2017. http://www.salemil.us/Pages/SalemIL_About/S008FEDDB?Close=-1.

REPOSITORIES

National Park Service, Darwina Neal Files.

National Park Service, ETIC and NCR Databases.

National Park Service, National Capital Region, Museum Resource Center, Hyattsville, MD.

Library of Congress, Geography and Maps Division, Washington, D.C.

Library of Congress, Prints and Photographs Division, Washington, D.C.

ONLINE REPOSITORIES

Newspapers.com.

The Washington Post. ProQuest Historical Newspapers.

The Evening Star. NewBank.

National Park Service
U.S. Department of the Interior



National Mall and Memorial Parks
900 Ohio Drive, S.W.
Washington, D.C. 20024

EXPERIENCE YOUR AMERICA™