National Park Service
Cultural Landscapes Inventory

2005



Lady Bird Johnson Park

George Washington Memorial Parkway - Lady Bird Johnson Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

Lady Bird Johnson Park is a constructed 157-acre island that extends along the Virginia shore of the Potomac River, directly across from West Potomac Park in Washington, D.C. The island lies within the boundary of the District of Columbia and is administered by the George Washington Memorial Parkway. When viewed from Washington, the spreading lawns of Lady Bird Johnson Park serve as a verdant, open foreground to Arlington National Cemetery and Arlington House, the Robert E. Lee Memorial, on the Virginia hills to the west.

Originally known as Columbia Island, the island was created between about 1915 and 1930 to serve as the western terminus of Arlington Memorial Bridge and a symbolic entrance into Nation's Capital. A traffic circle, known as Memorial Circle, marks the intersection of the bridge axis with two roadways, Mount Vernon Memorial Highway, completed mostly by 1932 and running between Arlington Memorial Bridge and Mount Vernon, and George Washington Memorial Parkway, completed in 1965, and extending from Arlington Memorial Bridge to the Capital Beltway, I-495 (since the 1930s, Mount Vernon Memorial Highway has formed the southern section of George Washington Memorial Parkway). Two pairs of classical pylons flank Memorial Circle on the east and west, framing the entrances to Arlington Memorial Bridge and Memorial Avenue, respectively. The Mount Vernon Trail, a multi-use trail for walkers and bikers, runs through a broad, grassy verge between the parkway and the river.

The island is traversed by a complex system of roadways that include ten bridges, many of them faced with granite. Though certain circulation features, particularly the composition centered around the western end of Arlington Memorial Bridge and Memorial Circle, retain vestiges of a City Beautiful formality, most of the island's landscape is a simple, modern design based on picturesque landscape aesthetics. Much of the terrain is undulating and covered with lawns. Groupings of deciduous and evergreen trees frame and define views for motorists and pedestrians. Numerous native tree species have been retained.

The western boundary of the island is defined by two constructed water features. The narrow Boundary Channel flows from the river at the north end of the island, passing between the island and the Virginia shore and emptying at the south into the artificial lagoon called Columbia Lagoon (also known as Columbia Basin or Pentagon Lagoon). The flow of the channel reverses during the incoming tide. The small Columbia Marina is situated on the eastern shore of the basin, opposite the Pentagon.

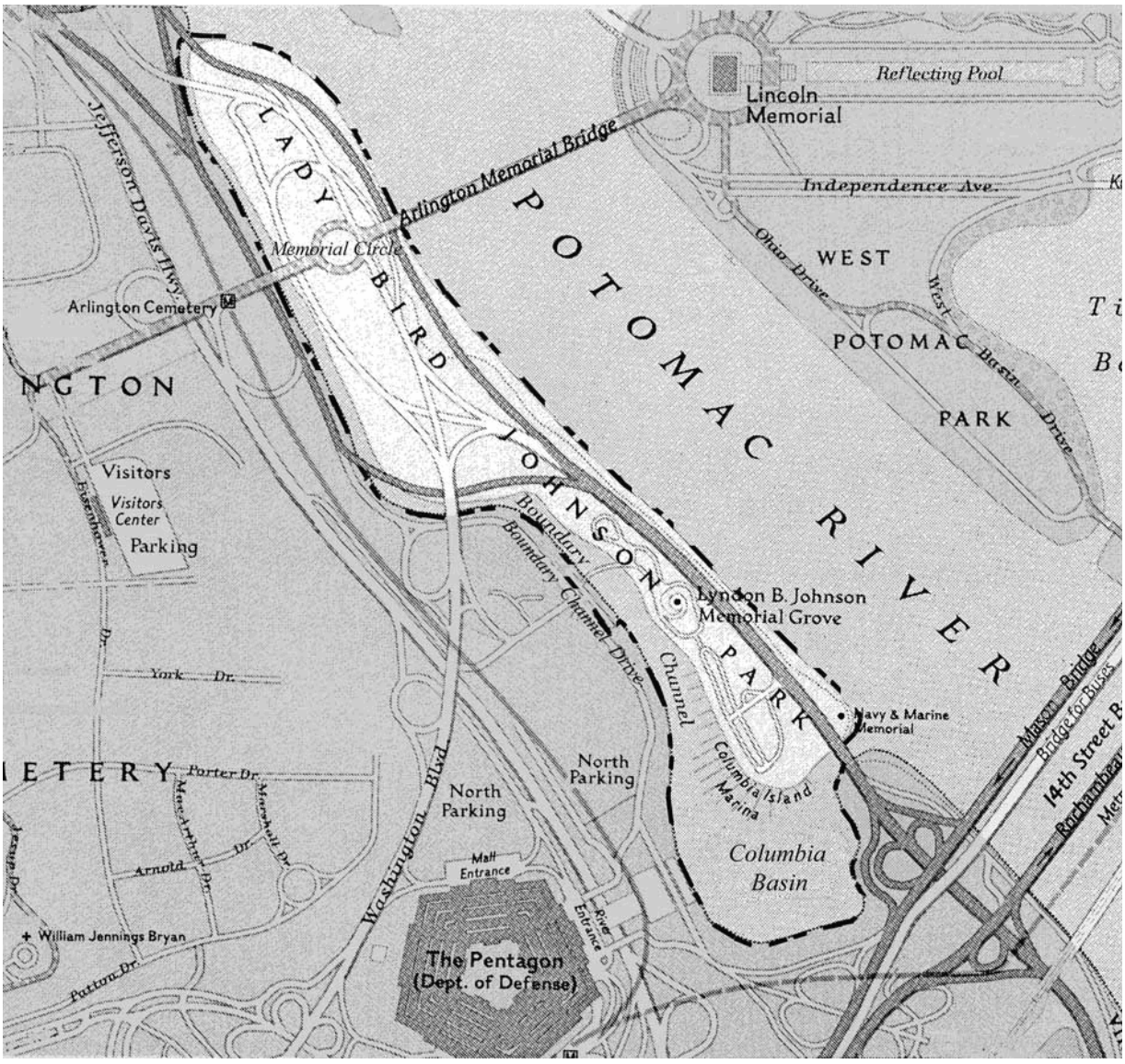
Two monuments are located at the island's southern end. The Navy-Marine Memorial, an aluminum sculpture depicting sea gulls flying over a curling wave, was designed to honor sailors lost at sea. Constructed in the 1920s, the memorial was not placed in its current location until 1934. A component landscape, the Lyndon Baines Johnson Memorial Grove on the Potomac, was built in the 1970s in memory of the late president. The Memorial Grove juxtaposes a secluded meadow, sheltered by trees and berms, with a white pine grove surrounding an open plaza containing a large stone monolith. From this plaza visitors gain dramatic views of East and West Potomac Parks and the Washington Monument.

No extensive landscaping was carried out on the island until the 1950s. In the intervening decades a native riparian growth became established, particularly along the shorelines. A succession of landscaping and development plans were prepared for the island over the years. About 75 flowering trees were planted along Mount Vernon Memorial Highway on the south end of the island in the early 1930s, and grass was seeded for lawns. However, it was not until the 1960s that landscaping of the entire island was undertaken under the Johnson administration's Beautification Program and a planting plan developed by landscape architect Edward D. Stone, Jr. Large drifts of daffodils and massed flowering dogwoods and other trees were planted, with initial planting efforts focused on developing the area around Memorial Circle.

Over the last 30 years the Stone plan has been implemented in phases. Thousands of the original dogwoods have been lost, and daffodil beds have been altered and thinned. Locally native species of trees of similar character have been substituted for some that have failed to thrive.

The island's Period of Significance has been defined as extending from 1915, the year when deposition of dredged material for the island is believed to have begun, to 1979, the date of the last known revision of the planting plan developed by landscape architect Edward D. Stone, Jr., and implemented in phases by the National Park Service. This period includes construction of the island; construction of all its major features, including roads, bridges, and the two memorials; and the Beautification Program (1964-1968) and conception and initial implementation of the Stone planting plan, developed under the Beautification Program.

Site Plan



Created from dredged material, Lady Bird Johnson Park conforms to the historic Virginia shoreline. Boundary Channel and Columbia Basin, both constucted features, separate it from Virginia. George Washington Memorial Pkwy and Washington Blvd cross it.

Property Level and CLI Numbers

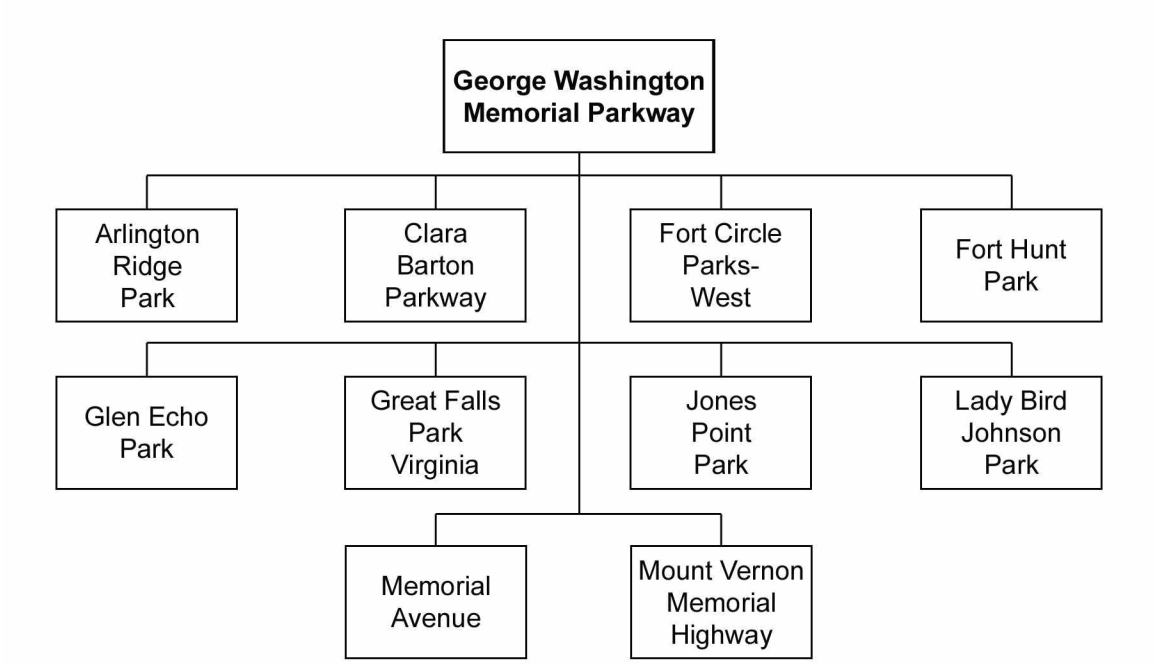
Inventory Unit Name:	Lady Bird Johnson Park
Property Level:	Landscape
CLI Identification Number:	600245
Parent Landscape:	600245

Park Information

Park Name and Alpha Code:	George Washington Memorial Parkway - Lady Bird Johnson Park -GWMP
Park Organization Code:	330E
Subunit/District Name Alpha Code:	George Washington Memorial Parkway - Lady Bird Johnson Park - GWMP
Park Administrative Unit:	George Washington Memorial Parkway

CLI Hierarchy Description

Lady Bird Johnson Park is one of 10 units administered by George Washington Memorial Parkway. The park includes one component landscape, the Lyndon B. Johnson Memorial Grove on the Potomac. The borders of this 17-acre component landscape are clearly delineated from the rest of the island by a berm on the east side, and by a treeline which encompasses both its meadow area and the white pine grove.


George Washington Memorial Parkway
Arlington Ridge Park
Clara Barton Parkway
Fort Circle Parks-West
Fort Hunt Park
Glen Echo Park
Great Falls Park Virginia
Jones Point Park
Lady Bird Johnson Park
Memorial Avenue
Mount Vernon Memorial Highway

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This Level II CLI for Lady Bird Johnson Park was completed by two employees of the National Capital Region's Cultural Landscape Program, Judith Earley, historical landscape architect, and Kay Fanning, landscape historian. Judith Earley conducted field research; wrote analysis and evaluation for vegetation and other subjects; analyzed historic photographs, maps, and drawings; assisted in writing and editing history; and developed maps and other graphics, with the support of interns Liz Henderson (NCPE, National Council for Preservation Education) and Katarzyna Piotrowska-Nosek (US/ICOMOS, U.S./International Council on Monuments and Sites). Kay Fanning conducted field research; wrote and edited the history and explanatory narratives, descriptions, and some analysis and evaluation sections; and reviewed maps and photos. Research was conducted at the GWMP Maintenance Division (maps), the National Capital Region headquarters (TIC library and map files; Land Use Coordination files; Beautification files), the Commission of Fine Arts (minutes), the Library of Congress, Geography and Maps Division (Arlington County maps), and the National Capital Region Museum Resource Center (historic photos).

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 08/30/2004

National Register Concurrence: Eligible -- SHPO Consensus Determination

Date of Concurrence Determination: 03/25/2005

National Register Concurrence Narrative:

The State Historic Preservation Officer for the District of Columbia concurred with the findings of the Lady Bird Johnson CLI on 3/25/05, in accordance with Section 110 of the National Historic Preservation Act. It should be noted that the Date of Eligibility Determination refers to this Section 110 Concurrence and not the date of National Register Eligibility, since that is not the purview of the Cultural Landscapes Inventory.

Concurrence Graphic Information:

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
Office of Lands, Resources and Planning
1100 Ohio Drive, SW
Washington, DC 20242

December 7, 2004

Memorandum

To: Cultural Landscapes Inventory Coordinator, National Capital Region

From: State Historic Preservation Officer, District of Columbia

Subject: Statement of Concurrence, Lady Bird Johnson Park Cultural Landscape Inventory

I, Lisa Burcham, District of Columbia State Historic Preservation Officer, concur with the findings of the Lady Bird Johnson Park Cultural Landscape Inventory as submitted on December 7, 2004.

Lisa Burcham
District of Columbia
State Historic Preservation Officer

Date 3/25/05

Concurrence memo for FY2005 signed by the DC SHPO on 2/25/2005.

United States Department of the Interior

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

September 27, 2010

Memorandum:

To: Cultural Landscape In e ntory Coordinator, National Capital Region

From: Superintendent, George Washington Memorial Parkway

Subject: Statement of Concurrence, Lady Bird Johnson Park Cultural Landscape Condition Reassessment

I, Dottie P. Marshall, Superintendent of, George Washington Memorial Parkway concur with the condition reassessment for the Lady Bird Johnson Park cultural landscape:

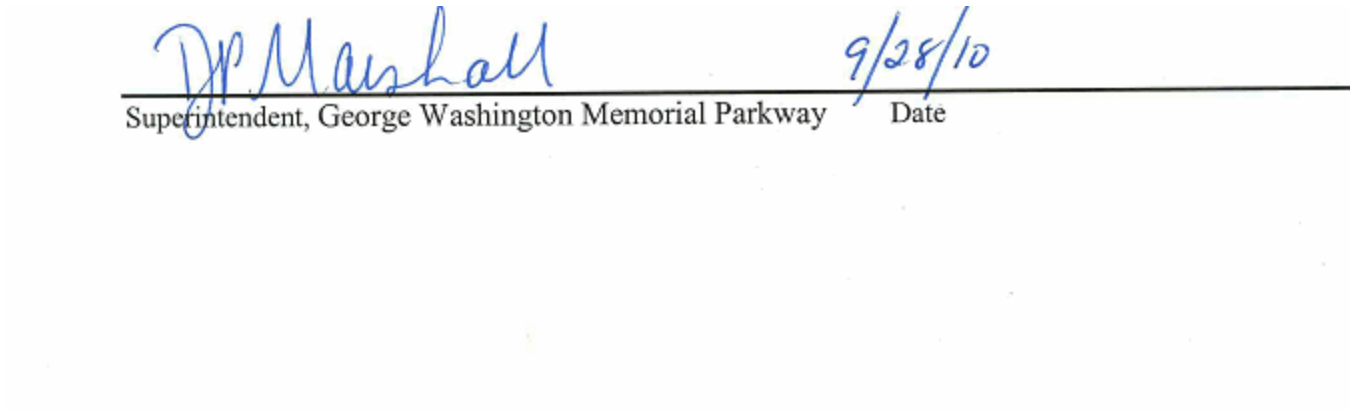
CONDITION REASSESSMENT: **Good**

Good: indicates the in entory unit shows no clear e idence of major negati e disturbance and deteriorati by natural and/or human forces. The in entory unit's cultural and natural alues are as well preser ed as can be expected under the gi en en ironmental conditions. No immediate correcti e action is required to maintain its current condition.

Fair: indicates the in entory unit shows clear e iden ce of minor disturbances and deterioration by natural and/or human forces, and some degree of correcti e action is needed within 3-5 years to pre ent further harm to its cultural and/or natural alues. If left to continue without the appropriate correcti e action, the cumulati e effect of the deterioration of many of the character defining elements will cause the in entory unit to degrade to a poor condition.

Poor: indicates the in entory unit shows clear e idence of major disturbance and rapid deterioration by natural and/or human forces. Immediate correcti e action is required to protect and preser e the remainin historical and natural alues.

The cultural landscape condition reassessment for Lady Bird Johnson Park is hereby appro ed and accepted.



Concurrence memo for FY2010 signed by the NAMA superintendent on 9/28/2010. This is for a condition reassessment .

Revisions Impacting Change in Concurrence: Change in Condition

Revision Date: 09/28/2010

Revision Narrative:

The condition of the this landscape was re-evaluated in FY2010. The condition remained the same as it was at the last condition assessment (Good).

Revision Date: 02/14/2004

Revision Narrative:

In 2004 Kay Fanning completed a thorough revision of the inventory, incorporating review comments from Judith Earley, and the staffs of George Washington Memorial Parkway and the National Capital Region. The review process had taken place mostly in 2002. Through analysis of the comments, Fanning and Earley realized that further definition of the significance of the park's planting plans needed to be established as a conceptual framework for the inventory. This analysis was completed in 2003. The entire document was revised in early 2004 and this draft was sent to a few key people for a final review.

Revision Date: 12/01/2004

Revision Narrative:

The final review comments from NCR and GWMP staff were incorporated into the inventory. Also included was information provided by landscape architect Edward D. Stone, Jr., who accompanied staff on a site visit in May 2004.

Geographic Information & Location Map

Inventory Unit Boundary Description:

Lady Bird Johnson Park lies within the boundary of the District of Columbia, which extends to the Virginia shoreline of the Potomac River. The eastern shore of Lady Bird Johnson Park lies along the river. The narrow body of water known as Boundary Channel separates the island's western shore from the Virginia mainland. At the north end of the island is a wide inlet to Boundary Channel. Beyond

this is the Virginia shoreline below the city of Rosslyn, and Theodore Roosevelt Island, separated from the Virginia shore by the Little River channel of the Potomac. To the south, Boundary Channel drains into Columbia Lagoon, which then flows east past the end of Lady Bird Johnson Park before draining back into the river.

One small section of Lady Bird Johnson Park does not lie on the island. The official entrance to the Lyndon B. Johnson Memorial Grove is a small landscaped plaza located on the Virginia side of Boundary Channel, next to the Pentagon's north parking lot. This entrance composition includes a small parking lot, a wooden deck, and a wooden pedestrian bridge over Boundary Channel.

State and County:

State: DC

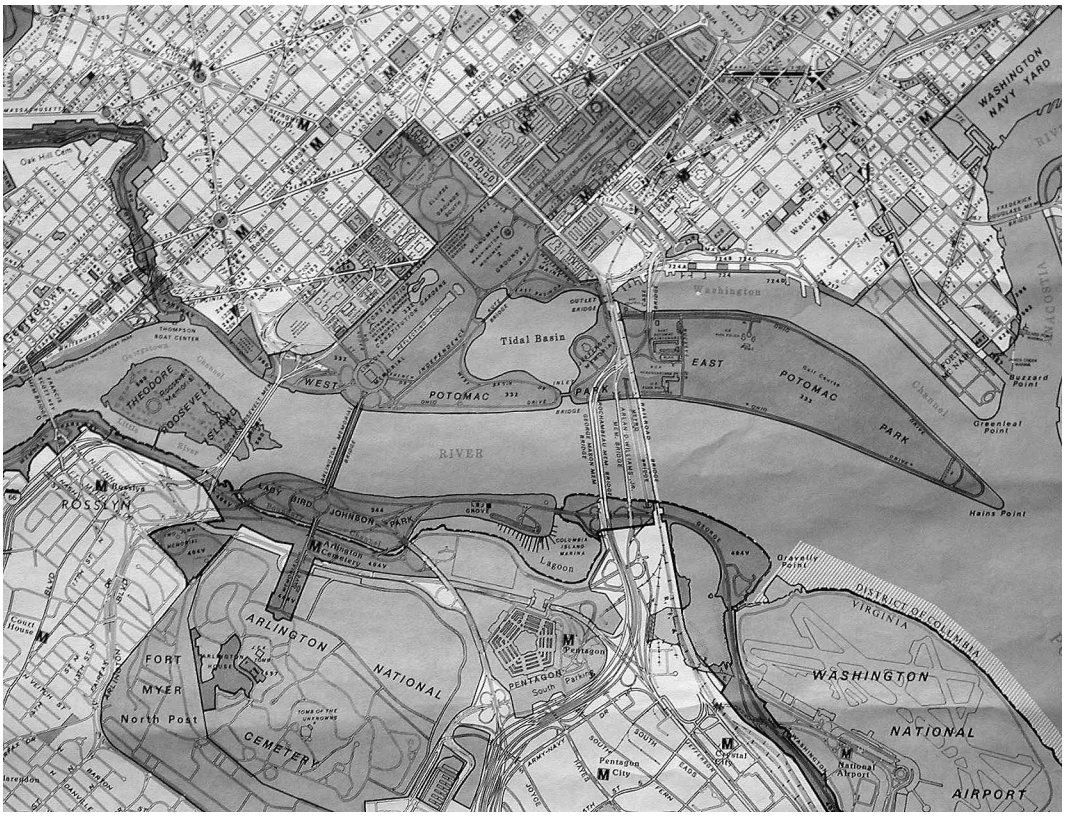
County: District of Columbia

Size (Acres): 157.00

Boundary UTMS:

Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	18
UTM Easting:	322,455
UTM Northing:	4,306,660
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	18
UTM Easting:	320,989
UTM Northing:	4,304,848

Location Map:



Lady Bird Johnson Park forms the west shore of the Potomac River, parallel to West Potomac Park. (NPS National Capital Region "A Map," detail)

Regional Context:

Type of Context: Cultural

Description:

Initial designs for Lady Bird Johnson Park resulted from the Senate Park Commission Plan and from plans made by the Arlington Memorial Bridge Commission for the bridge and Memorial Avenue. The island retains its Beaux-Arts lineage in the composition of the central traffic rotary, Memorial Circle; the two bridges, Arlington Memorial Bridge and Arlington Memorial Bridge: Boundary Channel Extension; and the bridgehead composition, which includes two pairs of monumental pylons. The surrounding landscape reflects more informal, picturesque landscaping believed appropriate by landscape architects in the 1930s for parkways. Overlaid on the landscape in most areas is a more modern landscape design characteristic of the 1960s and 1970s. As a created landform, Lady Bird Johnson Park has no history preceding 1915.

Type of Context: Physiographic

Description:

Lady Bird Johnson Park lies just below the fall line, a relatively broad region that forms the junction between the physiographic regions of the Coastal Plain and the Piedmont Plateau, and runs through the states of the Eastern seaboard from New Jersey to Georgia. Along the fall line, the resistant igneous and metamorphic rocks of the Piedmont meet the unconsolidated sands, gravels, and clays of the Coastal Plain terraces. The rocky change in elevation that marks this juncture creates falls along rivers, and is the upper limit of rivers to be influenced by ocean tides. Historically, in the days of river commerce, the fall line represented the head of navigation.

In the late 19th century, the Potomac River north of Theodore Roosevelt Island (then called Mason's Island) entered a deep narrow gorge lying between high palisaded hills. The river was about 900 feet wide. Immediately south of the island, the Potomac abruptly broadened into a 5000-feet-wide tidal stream, surrounded by low hills. From this point to its mouth at the Chesapeake Bay, the river typically consisted of expansive shallow shoals cut by deep channels. (Peter C. Hains, "Reclamation of the Potomac Flats at Washington, D.C.," quoted in Chappell, HRS, 1971, p. 1) This description remains accurate today, except that the river has been greatly narrowed between Roosevelt Island and the confluence of the Potomac and Anacostia Rivers, as new riverbanks were created by the massive dredging operations of the late 19th century that resulted in East and West Potomac Parks. The abrupt change from a narrow to a wide river is no longer apparent.

Type of Context: Political

Description:

Lady Bird Johnson Park is administered by George Washington Memorial Parkway, a unit of the National Park Service, National Capital Region. The island lies within the boundary of the District of Columbia, which extends to the mean low water mark on the Virginia shore.

Historically, the primary purpose of the island was for recreational driving along the Mount Vernon Memorial Highway, and to serve as a ceremonial entrance to the Nation's Capital. Today, numerous roadways carrying commuter traffic between D.C. and the Virginia and Maryland suburbs cross the landscape. The ceremonial route of Memorial Avenue leading to Arlington National Cemetery also passes over the island, circling around the traffic rotary known as Memorial Circle. The island is open to public recreational use, primarily walking and biking along the Mount Vernon Trail by the Potomac shore, though pedestrian movement across the island is restricted by the high-speed traffic on the parkway.

Management Unit: George Washington Memorial Parkway

Tract Numbers: Reservation 344

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 08/30/2004

Management Category Explanatory Narrative:

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

The authorizing legislation for the National Park Service was passed in 1933. Columbia Island (Lady Bird Johnson Park) was one of many Washington area parks transferred at this time from the Office of Public Buildings and Grounds, U.S. Army Corps of Engineers, War Department, to National Capital Parks, National Park Service.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Concession Contract/Permit

Expiration Date: UNKNOWN

Management Agreement Explanatory Narrative:

Guest Services, Inc. (GSI) has a concession contract to run the Columbia Island Marina and snack bar.

Type of Agreement: Interagency Agreement

Expiration Date: UNKNOWN

Management Agreement Explanatory Narrative:

The U.S. Park Police has an agreement with the Department of Defense on the Pentagon grounds, which may also authorize their enforcement of the LBJ Memorial Grove parking lot on the Virginia shore of Boundary Channel.

Type of Agreement: Other Agreement

Other Agreement: National Park Foundation Fund for LBJ Memorial Grove on the Potomac

Expiration Date: UNKNOWN

Management Agreement Explanatory Narrative:

This fund pays for non-routine maintenance and operations on a per-request basis. Funds must be used for a specific, approved project.

Type of Agreement: Other Agreement

Other Agreement: Commercial Use Authorization

Expiration Date: UNKNOWN

Management Agreement Explanatory Narrative:

D.C. Ducks has a Commercial Use Authorization permit allowing them to launch one vehicle per day from the Columbia Island boat ramp. These permits are issued annually.

NPS Legal Interest:

Type of Interest: Fee Simple

Explanatory Narrative:

The federal government owns Lady Bird Johnson Park. All of the park is open to the public, with the exception of the docks and boat repair yard at the Columbia Marina.

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

The use of boating facilities - the docks, boatyard, and a private restroom and shower - at the Columbia Island Marina is restricted to boat owners.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Lady Bird Johnson Park lies in the midst of nationally important landscapes and sites. Views to and from adjoining lands are integral to this highly visible landscape, but the island also possesses its own distinctive character.

Lady Bird Johnson Park lies in the Potomac River and was formed primarily from material dredged from the river bottom. Dredging was undertaken to remove siltation and improve navigation. It followed the extensive dredging operations which had created West and East Potomac Parks, resulting in the addition of a mile of new land to the National Mall. The curving shoreline of Lady Bird Johnson Park complements the shorelines of these parks on the opposite side of the river. On the Virginia shore to the west of the island rise the hills occupied by Arlington National Cemetery, located on the site of the historic Arlington estate, which was laid out on river terraces across from the city. Arlington House, the Robert E. Lee Memorial, is situated on a terrace above the river and occupies a prominent place in the view. Arlington Memorial Bridge runs over the river from the Lincoln Memorial to Lady Bird Johnson Park, establishing a visual axis to Arlington House. The roadway over the bridge continues across the island around Memorial Circle, then crosses Boundary Channel on Arlington Memorial Bridge: Boundary Channel Extension, leading to Memorial Avenue on the Virginia shore, which terminates at the main entrance to the cemetery.

Mount Vernon Memorial Highway, extending south from Memorial Circle to Mount Vernon, follows a curving alignment to take advantage of views. The roadway was augmented with picturesque groupings of flowering trees, and some of the original trees remain. Running north from Memorial Circle, George Washington Memorial Parkway follows a similar alignment across the Little River Inlet Bridge to Virginia, where it passes just east of the city of Rosslyn and continues along the Potomac River palisades to I-495.

National Register Information

Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values
Criteria Considerations:	F -- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance G -- A property achieving significance within the past 50 years if it is of exceptional importance

Statement of Significance:

The landscape of Lady Bird Johnson Park is significant under Criteria A, broad patterns of history and C, work of a recognized master. Two Criteria Considerations also apply: Criteria Consideration F, since it is a commemorative landscape, and Criteria Consideration G, since it is less than 50 years old. The Period of Significance extends from 1915, the probable year dredged materials began to be deposited near the Virginia shoreline of the Potomac River, resulting in the formation of the island in the 1920s; to 1979, the last date of the last known revision of the planting plan developed by landscape architect Edward D. Stone, Jr., and implemented in phases by the National Park Service.

The Lady Bird Johnson Park landscape is significant under Criterion A because it forms a distinct landscape within the nationally significant areas of Mount Vernon Memorial Highway and George Washington Memorial Parkway, Arlington Memorial Bridge, and Memorial Avenue, all of which are listed on the National Register. While sharing important qualities with the landscapes of the two parkways, the island possesses its own unique character. Additionally, it plays a central role in the axial composition linking the Lincoln Memorial with the entrance to Arlington National Cemetery by providing a site for Memorial Circle and for the bridgeheads of Arlington Memorial Bridge and Arlington Memorial Bridge: Boundary Channel Extension, both of which carry Memorial Avenue. Apart from the Johnson Memorial Grove, none of the island's characteristics are specifically discussed or listed in any of these nominations.

The landscape is significant under Criterion C in connection with the work of architect William Kendall and the landscape architects James Greenleaf and Gilmore Clarke. William Kendall, of the firm McKim, Mead & White, designed Arlington Memorial Bridge, Arlington Memorial Bridge: Boundary Channel Extension, and the Memorial Avenue corridor. The four monumental granite pylons flanking Memorial Circle are the only elements of his design for a plaza on Columbia Island to have been implemented. James Greenleaf, an early member of the Commission of Fine Arts (CFA), articulated a planning concept that, in its broad outlines, has guided the subsequent development of the island.

Though none of the particular plantings called for in his plan were installed, elements of his ideas have been incorporated into the naturalistic treatment of the island. Gilmore Clarke, a pioneering parkway designer, influenced the layout and surroundings of the roadways crossing the island, initially as a consultant for the Mount Vernon Memorial Highway and later for the George Washington Memorial Parkway. Clarke also exerted a sustained influence on the island's development through his service as member and chair of the Commission of Fine Arts. Clarke was instrumental in the creation of Memorial Circle, one of the key elements of the Columbia Island circulation pattern.

Beginning in the 1960s, the island's landscape received two important overlays: the Beautification Program for the National Capital, 1964-1968, spearheaded by First Lady Lady Bird Johnson; and the tree planting plan developed by landscape architect Edward Durrell Stone, Jr. These additional layers effected a major change to the landscape.

The Beautification Program focused the efforts of the First Lady, environmental philanthropists, and District of Columbia activists on the improvement of the city's monumental areas and economically depressed neighborhoods through the addition of flowers, shrubs, trees, recreational equipment, and other amenities. Columbia Island was one of the program's centerpieces; one million daffodils – probably the largest planting of daffodils ever undertaken in a public display – were planted along the roads in naturalistic beds, along with thousands of white and pink flowering dogwoods. Such was the influence of the Beautification Program on the island's appearance that it was renamed Lady Bird Johnson Park to honor the First Lady for her achievements in this initiative. The Beautification Program in Washington attracted widespread notice and was soon adopted by other communities across the nation.

A great deal of primary information exists regarding the Beautification Program. Additionally, several recent publications on Lady Bird Johnson discuss the program as it was implemented in Washington in considerable depth. These demonstrate that the Beautification Program was one of the more significant, and perhaps the most public, environmental efforts of Lyndon B. Johnson's administration, and that Lady Bird Johnson Park was one of its most important sites. The national significance of the Lady Bird Johnson Park landscape as a Beautification Program project is clear.

It is not possible at this time to fully assess the significance of the Stone planting plan, developed to coordinate with the Beautification planting. Stone laid out an extensive design, calling for thousands of deciduous and evergreen trees to be planted across the island. The selected species were mostly native, with a preponderance of sugar maples and scarlet oaks. Many Scotch pines were also used. The Stone plan has been implemented in phases by park management over the last thirty years.

Little scholarly research has been done on the work of Edward D. Stone, Jr. and his firm (known as EDSA), and therefore few secondary sources exist. Preliminary research by the CLI team has failed to uncover any assessments of Stone's career. While research could be carried out to explore Stone's work within the context of modern landscape architecture, and the relative importance of this landscape within his body of work, such efforts are not within the scope of a Cultural Landscape Inventory. It is not possible to do more than present the information concerning the Stone landscape that has been

found within park and regional files and to assess the landscape's condition.

The Lyndon B. Johnson Memorial Grove has already been listed on the National Register as significant under Criterion A, as a memorial contributing to the commemoration of presidents through the construction of congressionally authorized monuments in Washington, D.C. The pattern was established by the Washington Monument (1848-85) and continued in the 20th century through the completion of memorials to Lincoln (1922), Jefferson (1943).

The first presidential landscape memorial was Theodore Roosevelt Island, immediately north of Lady Bird Johnson Park. In the 1930s, landscape architect Frederick Law Olmsted, Jr., attempted to establish on this overgrown 90-acre island a native woodland ecosystem that would pay tribute to the primeval landscape of the Potomac River valley, as well as commemorating Roosevelt's conservation legacy. The fact that the island was a designed landscape was soon forgotten. (Theodore Roosevelt Island landscape, 1930s-1940s; monument on island, 1967). Later presidential landscape memorials in the Washington area include the John F. Kennedy gravesite in Arlington National Cemetery (1967) and the Franklin D. Roosevelt Memorial (1997).

An important aspect of Lady Bird Johnson Park's significance that was not explored in the nomination is its status as a "living memorial." The term "living" refers to the use of plants to form a memorial, while also relating it to a broader conceptual context. Earlier architectural monuments enshrined national leaders in structures which adapted the forms of classical Greek or Roman temples to convey democratic aspirations, to recall specific aspects of a president's legacy, and to serve the needs of a particular site. Following World War I, a national movement arose urging the development of living memorials, inspired by a fear that classical architecture relied on sterile forms that were bereft of meaning for the modern world. Modern designers began searching for new memorial forms which could embody the feeling of devastation caused by modern warfare and also provide for the social needs of a world struggling to rebuild itself, both physically and in moral purpose. Such issues underlay the heated controversy which erupted in the 1930s over the design of the Jefferson Memorial, completed in 1943, which proved to be the last classical, temple-form monument constructed in the United States. While the earliest plans for living memorials were monuments to the fallen of the first World War, eventually monuments to individuals began to be built as living memorials.

Living memorials typically require the interaction of the visitor, often through the provision of a passage along a defined space or route which leads to a final destination. Such memorials thus combine temporal and spatial dimensions. These new types of memorial were also "living" in the sense that they might be spaces or buildings fulfilling particular community needs, often for recreation; they were therefore active as well as contemplative spaces. The Kennedy Center for the Performing Arts (Edward Durrell Stone, Sr., 1971) is a living memorial in this sense, as are the landscape designs of Theodore Roosevelt Island and the Franklin D. Roosevelt Memorial on the Tidal Basin. In accord with the living memorial tradition, the Lyndon B. Johnson Memorial Grove combines a formal commemorative space and a place for "passive" outdoor recreation.

The Grove is also significant because of its association with the environmental achievements of

President Johnson's administration. The protection of natural and scenic resources formed a cornerstone of Johnson's Great Society program, and among the many accomplishments spearheaded by his administration are the 1964 Wilderness Act; the 1966 National Historic Preservation Act; fundamental legislation concerning air and water pollution; and the addition of 3.6 million acres to the National Park system. His memorial provides an experience of the countryside for all Washington residents, regardless of income. The location had personal significance for Johnson, as he and Lady Bird had enjoyed driving and strolling on Columbia Island during their years in Washington. Additionally, of course, Columbia Island had been a major beneficiary of Lady Bird's Beautification Campaign.

The Grove was listed as significant under Criterion C because of its importance for 20th-Century Landscape Architecture. The design, dictated by the site, is an example of abstract landscape art. The dominant geometric form of the spiral is reinforced by its constituent elements: walks, bridge, meadow, and flower beds. The designer, landscape architect Meade Palmer (d. 2001), received the ASLA medal in 1991, and the Grove has won design awards from the American Association of Nurserymen and the American Landscape Contractors Association.

Finally, two Criteria Considerations apply to the LBJ Memorial Grove. It was listed on the National Register under Criteria Consideration F, since it is a commemorative site, and under Criteria Consideration G, since it is less than 50 years old. (Cohen, "LBJ Memorial Grove on Columbia Island is Dedicated," Wash. Post 28 Sept. 1974; "The Lyndon Baines Johnson Memorial Grove on the Potomac," booklet produced by the Special Publication Division, National Geographic Society, for Eastern National Park and Monument Association, 1977; Denise Bradley and John C. Howland, "Lyndon B. Johnson Memorial Grove on the Potomac," National Register Nomination, 1998; Kathryn Fanning, "American Temples: Presidential Memorials of the American Renaissance," dissertation, University of Virginia, 1996).

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Horse/Bridle Trail

Other Use/Function	Other Type of Use or Function
Hiking Trail	Both Current And Historic
Leisure-Passive (Park)	Both Current And Historic
Monument (Marker, Plaque)	Both Current And Historic
NPS Class VII Urban Parkway	Both Current And Historic
Outdoor Sculpture (Statuary)	Both Current And Historic
Parkway (Landscape)	Both Current And Historic
Vehicular Circulation	Both Current And Historic
View	Both Current And Historic
Automobile	Both Current And Historic

Current and Historic Names:

Name	Type of Name
Columbia Island	Historic
Lady Bird Johnson Park	Current

Ethnographic Study Conducted: No Survey Conducted

Chronology:

Year	Event	Annotation
AD 1892	Engineered	A "training dike" of rip rap and other material was built south of Mason's Island as part of the reclamation of the Potomac flats. Alluvial deposits and material which built up around the dike may have later been incorporated into Columbia Island.
AD 1915 - 1927	Engineered	By 1915, Army Corps of Engineers had begun depositing dredged material from the Potomac River bottom to the west of its main navigation channel, beginning the formation of Columbia Island. By 1927, the island had been filled to an average level of 20 ft.
AD 1923	Designed	The renowned architectural firm of McKim, Mead & White was chosen to design Arlington Memorial Bridge and its western terminus on Columbia Island.
		William Mitchell Kendall

AD 1929 - 1932	Built	Mount Vernon Memorial Highway, the first federally funded parkway, was built from Arlington Memorial Bridge down Columbia Island and the Virginia shore to the Mount Vernon estate in honor of the bicentennial of George Washington's birth.
		Gilmore Clarke
		Wilbur Simonson
AD 1931	Planned	James L. Greenleaf submitted his ideas for the Columbia Island landscape to the Arlington Memorial Bridge Commission in August. He sought to keep circulation needs subordinate to park requirements and combined formal and naturalistic elements.
		James L. Greenleaf
AD 1932	Built	Arlington Memorial Bridge and its companion structure, Arlington Memorial Bridge: Boundary Channel Extension, were completed in January and fully opened for travel in May.
		William Mitchell Kendall
		Carl Paul Jennewein
	Land Transfer	The Office of Public Buildings and Public Parks of the War Department was given jurisdiction over Mount Vernon Memorial Highway.
	Planned	Gilmore Clarke replaced James Greenleaf as a member of the Commission of Fine Arts. By May, Clarke had produced his own landscape report for Columbia Island, expanding on the ideas outlined by Kendall and Greenleaf.
		Gilmore Clarke
AD 1933	Planned	In January, Gilmore Clarke submitted a revised plan for the island's central plaza (now Memorial Circle) to the Commission of Fine Arts.
		Gilmore Clarke
	Land Transfer	In October, parks of the National Capital Parks were transferred from the jurisdiction of the War Department to the National Park Service.

AD 1934	Moved	The Navy-Marine Memorial, a monument to sailors lost at sea designed in 1922, was moved from Hains Point to a new site at the southern end of Columbia Island.
		Ernesto Begni del Piatta
	Designed	In July, Gilmore Clarke presented a revised design for the Columbia Island plaza (Memorial Circle area) to the Commission of Fine Arts, replacing the cross-axial ellipse and paired fountains with a single traffic circle and fountain.
		Gilmore Clarke
AD 1937	Graded	Rough grading was begun for the first section of the George Washington Memorial Parkway (HABS Report gives dates as 1935-1965), extending from Columbia Island north to Spout Run.
AD 1938	Planned	In September, the Bureau of Public Roads submitted to the Commission of Fine Arts their design for the Columbia Island plaza, based on Clarke's 1934 plan and featuring a traffic rotary at the center; the plan was given to Clarke for review.
	Built	Lee Boulevard was constructed in 1938, passing around the north end of Fort Myer and Arlington Cemetery before crossing over to Columbia Island. In 1952, the road's name was changed to Arlington Boulevard.
AD 1939	Built	As part of the George Washington Memorial Parkway, authorized by the 1930 Capper Cramton Act (46 Stat. 482), construction was completed on a pair of parallel roadways on the northern end of Columbia Island.
	Planned	In December, the National Park Service submitted to the Commission of Fine Arts a new plan for the Columbia Island landscape. The plan proposed roads south of Memorial Circle to replicate the parallel roads to the north and massed trees near the pylons.
		Donald L. Kline
AD 1940	Built	Roads were completed on Columbia Island south of Arlington Memorial Bridge.
	Built	Memorial Circle had been built by 1940.

AD 1940 - 1943	Altered	The shorelines of Boundary Channel were straightened.
AD 1941 - 1942	Planted	A crew from the Civilian Conservation Corps installed landscaping around the Navy-Marine Memorial, primarily yews. Some trees and other shrubs were also planted in the vicinity.
AD 1941	Planned	Construction of the new War Department building, the Pentagon, began in September, causing major changes to the roads over Columbia Island and resulting in the construction of three new bridges leading to the island.
AD 1943	Reconstructed	The cross-axial roads on Columbia Island were reconstructed as short, broad loop roads, which functioned only as access roads and no longer formed a visual cross-axis to Arlington Memorial Bridge. The southern loop road was later eliminated.
AD 1945	Built	In March, the bridle path along the Mount Vernon Memorial Highway was extended from Arlington Memorial Bridge north up Columbia Island and the Virginia shoreline to Key Bridge.
AD 1964 - 1968	Established	The Beautification Program of the Lyndon B. Johnson administration oversaw a variety of urban improvement projects around Washington's monuments and in inner-city neighborhoods. Columbia Island was one of the program's prominent sites.
AD 1967	Planted	In October 1967, the planting of the first 800,000 daffodil bulbs on Columbia Island began. These were placed in beds that would not be affected by subsequent tree planting.
		Charles A. Lewis
		Mary Lasker
AD 1968	Planted	In the spring, the first phase of tree planting on Columbia Island began when 200 dogwoods and 60 other evergreen and deciduous trees were planted around Memorial Circle.
	Planted	In the fall, 150,000-200,000 more daffodils were planted on Columbia Island, bringing the total to one million.

	Memorialized	On November 12, in a ceremony held in honor of the planting of the one million daffodils, Interior Secretary Stewart Udall announced that the name of Columbia Island had been changed to Lady Bird Johnson Park.
		Lady Bird Johnson
AD 1968 - 1971	Planned	Landscape architect Edward D. Stone, Jr. created a tree-planting plan for Lady Bird Johnson Park. The National Park Service developed a phasing plan for the Stone plan, which is still, in 2004, being implemented.
		Edward Durrell Stone, Jr.
AD 1969 - 1971	Planted	Approximately 2700 more dogwoods were planted on the island in phases.
AD 1973	Built	A small parking lot was constructed north of the Navy-Marine Memorial.
AD 1973 - 1977	Memorialized	After former president Lyndon B. Johnson died on Jan. 22, 1973, friends and National Park Service officials began efforts to build a monument in Lady Bird Johnson Park.
		Meade Palmer
		Harold Vogel
AD 1973	Established	On Dec. 28, 1973, Public Law 93-211 (H.J. Res. 858, 93rd Cong.) established the Committee for a Lyndon Baines Johnson Memorial Grove on the Potomac, charged with choosing the site, developing the design, and raising funds.
AD 1978	Reconstructed	The southbound stretch of Arlington Boulevard was rebuilt between the Route 50 overpass and the north loop road, taking traffic from Memorial Circle to an exit leading south.
AD 1979	Altered	The Stone plan was studied to assess the survival rate of the plantings. Certain changes were made: more white pines and dogwoods were planted, and flowerbeds were added on either side of entrance to Arlington Memorial Bridge and the Extension Bridge.

AD 1987 - 1989	Planted	As part of the Floral Enhancement project for Mount Vernon Memorial Highway between National Airport and Arlington Memorial Bridge, 200,000 daffodils were planted in existing beds in Lady Bird Johnson Park to replace bulbs that no longer bloomed.
AD 1987	Built	The Mount Vernon Trail Bridge was built, leading from the north end of Lady Bird Johnson Park to Virginia over the Boundary Channel inlet.
AD 1990	Altered	Eight modern "Cobra"-type light posts around Memorial Circle were replaced with the single-globe Millet (Washington standard) lamp.
AD 1995 - 2000	Planted	A five-year renovation planting plan for George Washington Memorial Parkway was begun in the fall. Daffodils in Lady Bird Johnson Park were replaced. Beds numbered 39-50 in the plan were located on the island.
AD 1955 - 1964	Built	Major work on the Columbia Island Marina was carried out. The parking lot and the snack bar (designed by architect Horace Peaslee) were built.

Horace Peaslee

AD 1932	Planted	Almost 100 ornamental trees and perhaps some shrubs were planted along the Mount Vernon Highway, on the south end of Columbia Island.
AD 1943	Planted	About 20 oaks were planted near the redesigned roadways south of Memorial Circle.
AD 1955 - 1965	Planted	About thirty trees, including oaks and maples, were planted around the Columbia Island Marina. In addition, willow oaks were planted in the parking lot medians.
AD 1977	Planted	Additional deciduous and evergreen trees were planted, following the Stone plan.
AD 1976 - 1977	Planted	The LBJ Memorial Grove was installed.
AD 1979 - 1989	Planted	By 1989, with the exception of the dogwoods, less than half - perhaps less than a quarter - of the trees specified in the Stone plan had been planted.

AD 1990 - 1999	Planted	In the 1990s, about 500 more deciduous and evergreen trees were planted, in accordance with the Stone plan.
AD 1993	Planted	About 30 elms were planted in 1993.
AD 1999 - 2004	Planted	Planting of the Stone plan has continued. Another 400 trees (including some substitutions), and replacement of 2000 dogwoods, has been approved.

Physical History:

1800-1900: Before Construction of Columbia Island

In the late 19th century, the site in the Potomac River now occupied by Lady Bird Johnson Park was covered by a narrow silt bar. The area shows evidence of prehistoric Native American occupation from the Late Archaic (c. 3000-1000 B.C.) and Late Woodland (c. A.D. 800/900 A.D.-1608) periods. An abundance of natural resources, a diversity of ecosytems, and annual runs of anadromous fish attracted fishing and hunting activities and led to the growth of small villages. Many sites near the island show evidence of intensive occupation, notably on Theodore Roosevelt Island (historic Analostan or Mason's Island), immediately north of Lady Bird Johnson Park. (See Potter, Commoners, Tribute, and Chiefs; Cissna, "Historical and Archeological Study of George Washington Memorial Parkway.")

European settlement of the fall line area on the Potomac began in the late 17th century. The tobacco port of Alexandria, Virginia, was established in 1749, followed two years later by the charter of the competing port of Georgetown, Maryland, several miles upstream. When the new national capital of Washington, D.C., was founded in 1791, Georgetown was included within its boundaries. Pierre Charles L'Enfant's urban plan of 1791 laid out a central monumental core within a grid of streets, defining the positions of key governmental buildings and a National Mall extending east from the Potomac River to the Capitol building. The federal government relocated to the new city from Philadelphia in 1800.

The colonies and early United States were dependent upon navigation. Early in the 19th century, it became clear that the future growth of Washington depended upon improving transportation routes across the Potomac River, and finding a means of dealing with the excessive amounts of siltation caused by agriculture and timbering activities further north in the river valley. Heavy deposits of silt tended to form downstream of islands or other obstructions, and hindered passage between Georgetown and Alexandria.

The main route between Georgetown and Virginia was Mason's Ferry. The ferry ran from the District to Analostan Island, a rocky protrusion of about 80 acres located at the beginning of the fall line, opposite Georgetown and near the Virginia shore. A narrow channel known as the "Little River" separated the island from Virginia. Analostan Island eventually became known as Mason's Island since it was owned by the illustrious Mason family of Virginia. In the 1790s it passed into the hands of John Mason, son of the statesman George Mason IV and a resident of Georgetown. John Mason was the first owner to inhabit the island; there he developed a small plantation which he used as a pastoral summer retreat. (Now known as Theodore Roosevelt Island, Mason's Island is part of the National Park System and is administered by the George Washington Memorial Parkway.)

North of Mason's Island, the Potomac ran swiftly through a narrow channel between high palisaded hills. To its south, the river slowed and widened out into an expanse of tidal waters through which ran two deeper channels: the Washington Channel along the District shore, and the Virginia Channel, paralleling the western shore and passing through Little River before leading to the Georgetown harbor. A third channel, the Georgetown Channel, ran from the

Georgetown Harbor south along the east side of Mason's Island before merging with the Virginia Channel. Multiple broad muddy shoals continually formed within the river, and siltation and debris from flooding often obstructed the channel to Georgetown. In 1807, construction was completed on Mason's Causeway, placed across the north end of Little River in the hope that blocking this passage would force all current to flow east of the island and thereby scour the main channel. Shoals continued to form, however, and by the mid-19th century maps showed a long spit of mud extending south of Mason's Island. This silted bar eventually became the basis of Columbia Island – modern Lady Bird Johnson Park.

Ferries provided the only commercial passage from the central part of Washington across the Potomac until 1809, when the first Long Bridge was built. (The Chain Bridge, first built in 1797, was located many miles to the north, at Little Falls.) Almost a mile in length, this wooden structure extended from the foot of 14th Street, S.W., to the Virginia shore south of the Arlington estate, owned by George Washington Parke Custis, the adopted son of George Washington. Long Bridge became the main link between the District and the Southern states.

The Chesapeake & Ohio (C&O) Canal, eventually running from Georgetown north to Cumberland, Maryland, opened for barge traffic in 1831. Not to be outdone, Alexandria built its own shipping canal between 1833 and 1843. This connected with the C&O Canal by means of the Aqueduct Bridge, built during the same years a short distance north of Mason's Island. The Aqueduct Bridge carried both barge and wheeled traffic.

A flood destroyed Long Bridge in 1831. When it was rebuilt two years later, some portions were laid over earthen causeways set on rock foundations constructed in the riverbed. The new bridge only worsened the siltation problem. The causeways proved to be formidable barriers, causing huge mud shoals to build up in the river channel. Much of this extensive area of shoals, known as the "Potomac Flats," lay above water at low tide; saltwater grass was growing on them by the 1860s. Throughout the 19th century, Long Bridge continued to be washed out by floods every few years.

The U.S. Army controlled Long Bridge during the Civil War, and had laid railroad tracks across it by 1862. A separate, parallel railroad bridge was built a short distance downstream by the Washington, Georgetown & Alexandria Railroad in 1863-64.

In 1867, Congress transferred authority over river navigation, bridges, and certain other public works in Washington from the Commissioner of Public Buildings to the U.S. Army Engineer Bureau. Between 1871 and 1874, under the "territorial" form of District government, Alexander R. "Boss" Shepherd and his Board of Public Works drastically expanded and improved the city's road and sewer system. When the Territorial Government was disbanded, a provisional commissioner form of government was established which was made permanent in 1878. One of the three serving commissioners was always an officer of the Army Corps of Engineers. (The commissioner form of D.C. government lasted until 1973, when it was replaced with District home rule led by a mayor and city council.)

In 1872, a Board of Survey under the U.S. Army Corps of Engineers developed a Reclamation

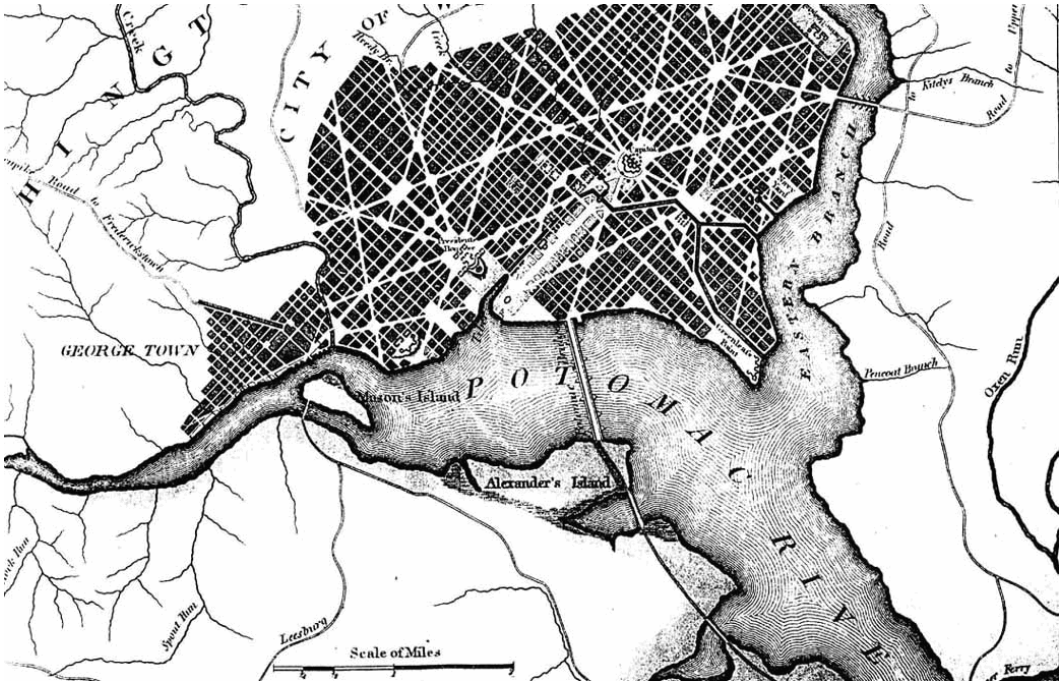
Plan for the Potomac Flats – the first coordinated attempt to improve navigation in the river. Carried out between 1872 and 1911, the work was coordinated by a series of U.S. Civil Engineers reporting to the Army Chief of Engineers. Private contractors were hired through a competitive bidding process to do the work. Over the decades, numerous projects were handled by a series of contractors.

At first, the primary goal of the reclamation was the dredging of huge amounts of silt from the river to improve the navigation channels. Only later did actual reclamation of the mud flats into usable land become an objective. Fill was deposited at the western end of the Mall to form West Potomac Park, extending almost a mile westward from the grounds of the Washington Monument. Fill was also deposited along the western edge of the Washington Channel, resulting in a new peninsula, Hains Point; Hains Point and additional new land to its north formed East Potomac Park. Between East and West Potomac Parks, engineers created the Tidal Basin to flush the waters of the Washington Channel. A single navigation channel was created in the river, generally following the alignment of the Virginia Channel and terminating at Georgetown.

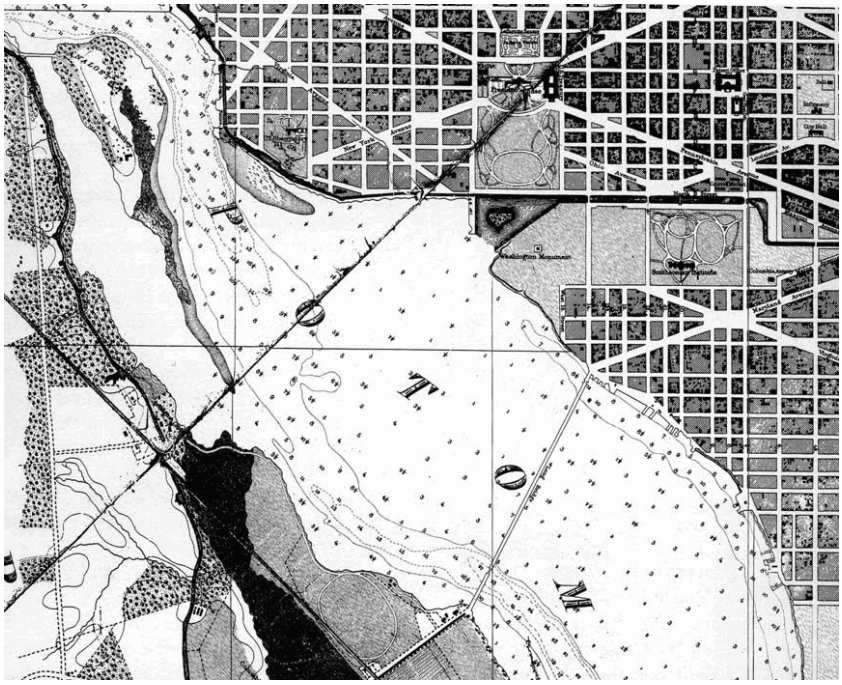
By early 1890, all of the reclaimed land had been filled above the level of high tide. Dredging still remained to be done in the Washington Channel and the Tidal Basin, and extensive redredging was necessary in the Virginia Channel and Georgetown Harbor because of material deposited during a recent severe flood. Seawalls were yet to be completed around the new District lands.

In 1892, a training dike – a line of dredged mud and rip rap (roughly piled stone) set below water level – was built along the southwest side of the Virginia Channel. The dike was built "to force the river into a narrow channel, a further attempt to increase the scouring effect of the stream in the main channel", in which it failed. (Chappell, 56) The dike may have changed the configuration of the extensive area of silt that had by then accumulated below Mason's Island.

In all, the Potomac Flats reclamation resulted in the creation of 621 new acres of land for the District and 118 acres of tidal reservoir. In 1897, President Grover Cleveland signed legislation reserving the new lands for park use. West and East Potomac parks were transferred to the Office of Public Buildings and Grounds in 1909 and 1912. The development of the new lands into parks was essentially completed in the 1920s.



Carey and Lea map of Washington and vicinity, 1822. Columbia Island would be constructed between Mason's Island and Alexander's Island. The first Long Bridge - here called "Potomac Bridge" - had been built in 1809.



Boschke map, 1861. Small dots in river are numbers giving depth. Channels are visible along both shores. A bar of silt and marsh extends below Mason's Island and Mason's Causeway crosses the north end of Little River.

1901-1963: Creation and Design of Columbia Island

Washington, D.C., Commissions

In the early 20th century, a number of commissions, both temporary and permanent, were established to guide the future growth of Washington, D.C., and to implement specific projects. Several commissions had direct oversight over the creation and landscaping of Columbia Island.

The Senate Park Commission – established in 1901 and commonly called the "McMillan Commission" – applied City Beautiful precepts to the redesign of Washington's central core. As laid out in a report published in 1902, their plan attempted to recapture the fundamental principles of the original L'Enfant plan for the National Mall; establish and maintain design standards for this area; and extend the District of Columbia's park system to protect views, natural and scenic qualities, and the city water supply.

The McMillan Commission envisioned that a "Columbia Island" would be developed as the southern half of Analostan Island. The memorial bridge crossed Columbia Island as a monumental road, embellished by a central plaza with architectural features and a formal garden. Separated by a narrow channel of water, the two islands would be linked by a scenic carriageway winding along their shorelines.

In 1910, the U.S. Commission of Fine Arts (CFA) was founded to provide oversight on the design of buildings and sculpture erected on federal lands. The following year saw the creation of the Lincoln Memorial Commission, responsible for construction of a monument to the slain president at the western end of the Mall (architect Henry Bacon's Doric temple was completed in 1922). In 1913, the Arlington Memorial Bridge Commission (AMBC) was charged with carrying out the design and construction of a bridge to link the District of Columbia with Virginia, symbolizing the reunification of North and South through Lincoln's leadership in the Civil War. The bridge followed an axis running from the memorial to Robert E. Lee's Arlington House, the route which had been proposed by the McMillan Commission. Known as Memorial Avenue, the road would continue from the west end of the bridge to the entrance into Arlington National Cemetery.

A fourth commission, the National Capital Park Commission, was established in 1924 to implement and coordinate planning efforts for the entire Washington, D.C. region. Along with the Commission of Fine Arts, the National Capital Park Commission had responsibility for reviewing plans for Columbia Island. (Called the National Capital Park and Planning Commission [NCPPC] from 1926-1952, the commission was then renamed the National Capital Planning Commission [NCPC].)

By 1915, the Army Corps of Engineers had begun depositing dredged material from the Potomac River bottom to the west of the river's main navigation channel, behind dikes, levees, and the 1892 training dike. (KressCox, 175-6; Chappell, 56.) This material was probably augmenting existing alluvial deposits. The dredging activities eventually resulted in the formation of Columbia Island. The Chief of Engineers for the War Department submitted a letter to the U.S. Geographic Board in May 1919, requesting that the new landform be named Columbia Island, and that the narrow channel separating it from Virginia be called Boundary Run. The board confirmed the names Columbia Island and Boundary Channel by the following January. (Romanowski, Chronology, June 16, 1976, in LBJ Folder, LUCF) An aerial photograph dating from about 1922 shows a spit of land extending south of Mason's Island, probably the result of both dredging and natural siltation. Large trees can be seen growing on this landform. The land comprising Columbia Island was added to the capital's park system that year. (Romanowski, Chronology, June 16, 1976, in LBJ Folder, Land Use Coordination Files, National Capital Region – hereinafter referred to as "LUCF")

Arlington Memorial Bridge

In March 1923, the firm of McKim, Mead & White was chosen as architects for Memorial Bridge, with William Mitchell Kendall serving as project architect. Kendall's initial design, presented later that year, featured a cross-axial road extending north and south along Columbia Island, beginning at an elliptical central plaza and terminating at either end in traffic circles, in the center of which stood small, circular domed temples. A highway from the south connected at the southern traffic circle and Lee Highway connected at the northern circle. Embellishing the plaza were two enormous columns representing the North and the South. This composition of plaza and axial road, with its associated landscape and architectural features, underwent many changes over the years; most elements were gradually eliminated. (See 1924 plan at end

of section.)

The Arlington Memorial Bridge Commission presented its report to Congress on May 24, 1924. Concerning the landscape of Columbia Island, they wrote: “Apart from the formal roads shown and a certain number of footpaths it is recommended that the island be rather densely planted in trees so as to correspond in appearance as nearly as possible with Analostan [Mason’s] Island.”

By 1925, Columbia Island had reached an elevation ranging from 7 to 12 feet above mean low water. Between July 1925 and June 1927, further dredging shifted the main channel slightly to the middle of the river, so that ships would be able to pass through he center bascule section of Memorial Bridge after its completion. Additionally, a section of the Columbia Island shoreline was removed, widening the “river prism” to “allow the same volume of flow to pass after the piers and abutments were built.” (KressCox, 102; bridge construction began in 1926 and was completed in 1932.) By 1927, Columbia Island had been filled to an average level of about 20 feet above mean low water. Water flowed from Little River through Boundary Channel and into the large basin, Columbia Lagoon, situated at its southern end, and from there back into the river.

Slowly, especially along the shorelines, voluntary vegetation became established on Columbia Island, particularly willows, cottonwoods, and other wet-ground species, including red and silver maple, box elder, sycamore, and elm. The addition of more soil raised the height of the island further, particularly in the center, which was intended to match the ground elevation of the Lincoln Memorial site, about 35 feet above mean low water.

In November 1925 the Secretary of War approved a “Plan for Greater Arlington.” This brought the Virginia shore of the Potomac, along with Mason’s and Columbia Islands, into the National Capital Park System, and made the Virginia terminus of the bridge composition an issue of even greater significance for the Commission of Fine Arts.

Mount Vernon Memorial Highway

Plans for a new parkway, the Mount Vernon Memorial Highway, were begun in 1926 as a project to celebrate the bicentennial of George Washington’s birth, February 22, 1932. Built by the Bureau of Public Roads between 1929 and 1932 as the first federally-funded parkway, it was intended to serve as a national model for future parkway design. The roadway extended south from near the proposed site of the Columbia Island plaza and across Boundary Channel, running 15.5 miles to the entrance of the Mount Vernon estate. For most of its length, the parkway lay along the river, and its alignment and landscaping were calculated to highlight views and vistas of Washington, the river, and historic sites associated with the life of the first president. Influential design features included divided lanes and limited access; grade separations, also known as viaducts; banked roadways and gradual curves; and the use of picturesque landscape aesthetics. (Davis, diss., 1997)

Later in the 1930s, most of these characteristics were adopted for the George Washington

Memorial Parkway, which extended the route of the Mount Vernon Memorial Highway up Columbia Island north of Memorial Circle, continuing for about 12 miles along the Virginia shore. (Later transferred to the National Park Service, Mount Vernon Memorial Highway now lies within the National Park Service administrative unit of George Washington Memorial Parkway.) The 1930 Capper Cramton Act (46 Stat. 482) authorized $16 million to acquire parkland for D.C., primarily for the George Washington Memorial Parkway. Also passed in 1930 was the Shipstead Luce Act (46 Stat. 366), expanding the jurisdiction of the Commission of Fine Arts to include review of construction on parks and parkland adjacent to federal buildings and parks. In consultation with the National Capital Park and Planning Commission and, after 1933, the National Park Service, the Fines Arts Commission would continue to oversee the development and implementation of plans for the plaza and roads of Columbia Island.

Modifications to the Arlington Memorial Bridge

In June 1931, four 35-foot tall pylons were installed on the island, with one pair placed at the entrance to Memorial Bridge and the other at the entrance to the bridge extension over Boundary Channel. They were surmounted by 8-foot-high eagles by sculptor Carl Paul Jennewein. The pylons were the only part of Kendall's design for the Columbia Island Plaza to be built; the monumental columns and other features were eliminated.

Landscaping the Island – James Greenleaf

In 1931, James L. Greenleaf was appointed consulting landscape architect for the Arlington Memorial Bridge Commission (ABMC), with responsibility for developing a landscape plan for Columbia Island. At the time, Greenleaf was the landscape architect member of the Commission of Fine Arts. He had served as a consultant for the Lincoln Memorial grounds during the 1920s, and until the spring of 1931 had been a consultant to Arlington National Cemetery. In the two years remaining before he died in 1933, Greenleaf laid a course for the treatment of the island's landscape that would be generally followed by subsequent designers.

Greenleaf's guidelines, submitted in August and approved by the CFA and the ABMC, sought to keep circulation needs subordinate to the park-like setting. It combined the formal ceremonial character of the central composition with a naturalistic treatment of the surrounding areas and the shoreline. Like Kendall, Greenleaf wanted formal allees of trees to be planted along the cross arms. The rest of the island was to have a

"soft modulation of topography in open grassy glades with masses of native trees and bushes lead[ing] gently down to the water's edge . . . . It is my desire to see the general scenic effect of Analostan Island, with rather more open treatment in places, reproduced as far as possible on Columbia Island."

A river wall extending on either side of the bridge for about a hundred feet would gradually merge into irregular, natural banks, with "rocks placed along the shoreline to low water level". In some places the shoreline would project, "suggesting sedgy coves with shadowy tree

masses". (Greenleaf, Landscape Plan, Arlington Memorial Bridge, August 1, 1931) The landscaping would thus effect a transition between the formal cross-axis, the picturesque lawns of Arlington Memorial Cemetery, and the woodland of Mason's Island, then being reforested (see below).

To complete Mount Vernon Memorial Highway in time for Washington's bicentennial, on February 22, 1932, construction was placed on an accelerated schedule. Grading along the southern half of Columbia Island ran from the bridge which crossed the outlet of Boundary Channel – known as the Bridge over Boundary Channel, or more commonly as Humpback Bridge – north to a point about 1000 feet short of the plaza. Pending a final design for the connection between highway, plaza, and bridge, a temporary road was built, and a bridle path running north from Mount Vernon was extended to Memorial Bridge. The last phase of work was the seeding of grass and the planting of about 75 ornamental flowering trees and shrubs, including pears and crabapples, along the roadway in the spring of 1932 – a smaller number of trees than planned.

This was the only landscaping carried out on the island in conjunction with the Mount Vernon Memorial Highway. A plan to mass roses and other flowering shrubs along the shore was probably never implemented. Existing vegetation on the island at the time included voluntary growth, such as native willows, cottonwoods, elms, and other species, particularly along the shorelines. Cottonwoods were also found on the higher inland sections.

Arlington Memorial Bridge, Arlington Memorial Bridge: Boundary Channel Extension, and Mount Vernon Memorial Highway were completed and opened to the public on a limited basis on January 16, 1932. The bridge was officially opened for public use on May 6, while the highway's official dedication was delayed until November 15, allowing the vegetation a little time to mature. The Office of Public Buildings and Public Parks was given jurisdiction over the parkway in July 1932.

The highway's completion made it urgent that the design for Columbia Island around Memorial Bridge be resolved. Kendall submitted revised plans for the plaza and cross axis to the Commission of Fine Arts in 1932. Chairman Charles Moore wrote U.S. Grant III, chairman of the Arlington Memorial Bridge Commission, conveying the CFA's opinion concerning the island's proper treatment. He reviewed how Columbia Island supported the essential character of Memorial Bridge as the

"monumental entrance to Arlington Cemetery . . . and the connecting link between the Potomac Parks and the Virginia parkways . . . The essential consideration is that Columbia Island shall be so treated as to be a constituent part of one large composition. It should not be suffered to fall from this intended high estate into a mere thoroughfare." (Moore to Grant, June 10, 1932; Exhibit M from CFA Minutes, May 27, 1932)

The CFA advised adhering to the "essential features" outlined by the 1924 plan of the Arlington Memorial Bridge Commission, which had been "in substantial accord" with the McMillan Plan. The "fundamental conception" of the 1924 plan had been "the general treatment of the entire

island in a broad, simple manner, the two elements being stretches of grass and large trees. No shrubs, except incidentally; no flower beds as such . . .". (Moore to Grant, June 10, 1932)

Moore discussed the need to treat the center of the island in a "monumental fashion," with the plaza providing a "focal point" and the cross axis a necessary visual "support" for the line of Memorial Bridge. He emphasized that "the motorist should feel that on Columbia Island he is in the park system of Washington, beautifully designed for enjoyment as a dignified approach to the National Capital." (Moore to Grant, June 10, 1932)

Greenleaf also wrote to Grant regarding the island's landscape. Since white oaks were the dominant tree species in Arlington Cemetery, Greenleaf believed oaks should be planted both along Memorial Avenue and on Columbia Island. Of the island he wrote:

"I would even deprecate the introduction of a single so-called 'ornamental' or even native tree or bush that has come to be known distinctively as an 'ornamental' . . . Use relatively few varieties of the best and most suitable . . . It would not disturb me at all to see it planted entirely and solely with oaks in variety, so that in course of years it becomes a veritable Oak Island." (Greenleaf to Grant, March 28, 1932, RG 66, quoted in Fisher, WMSA, p. 157-158.)

In 1932, the Theodore Roosevelt Memorial Association purchased Mason's Island, renaming it "Theodore Roosevelt Island" and donating it to the federal government to serve as a national memorial commemorating the conservation legacy of the 26th president. A decision to build roadways connecting the two islands was abandoned that year. The landscape architecture firm of Olmsted Brothers developed a plan for reforesting the island in an attempt to recreate the primeval woodland of the Potomac valley.

Also in 1932, Gilmore Clarke replaced Greenleaf as the landscape architect member of Commission of Fine Arts (in 1937 he replaced Charles Moore as chairman). Formerly the chief landscape architect of the highly influential parkway system of Westchester County, New York, Clarke had been a consultant on the Mount Vernon Memorial Highway, working with Wilbur Simonson, like Clarke from the Westchester County Park Commission, and the resident landscape architect for the highway. Another important figure was plantsman Henry Nye. Clarke soon became deeply involved with the design of the Columbia Island landscape. (Simonson prepared a detailed study of the south half of Columbia Island, but further information on his contributions are not known. See Davis, diss., p. 411)

By May, Clarke had produced his own landscape report, in which he expressed approval of the general principles previously outlined by Kendall and Greenleaf while expanding on their ideas. He wrote:

"The planting of the informal areas of the island must be carefully studied so that the island presents an atmosphere of simple dignity and restraint. Shrubs should, in general, not be used; the informal landscape compositions should be principally of lawn areas and trees, the latter planted in groups and occasionally as specimens, all placed after careful study."

Grades extending from the edges of drives and walks were to be flat with "flowing ogee lines in section". (Clarke, "Report [to the CFA] on the Development of Columbia Island and the Main Approach to the National Cemetery," Exhibit M, CFA Minutes, May 27, 1932, pp. 4-5)

In January 1933, Clarke submitted a revised plan for the island's central plaza to the CFA, showing two large, circular pools in place of Kendall's columns. (Kendall later suggested that a peristyle be placed around the outer perimeter of each pool, but the CFA rejected that idea.)

Clarke believed the roads shown in Kendall's plans would not be able to accommodate modern automotive traffic, which required gradual curves based on spirals rather than abrupt transitions made of circles and tangents. In July he presented another revision of the plaza, which retained Kendall's rectangular treatment for the Memorial Avenue axis but replaced the cross-axial ellipse and paired fountain basins with a single circle and fountain. The single cross-axial roads to the north and south had become parallel roadways separated by 200-foot-wide grass panels. This scheme won the approval of both the CFA and the NCPPC, and the CFA now suggested omitting the terminal circles altogether.

In October, National Capital Parks was transferred from the jurisdiction of the War Department to the National Park Service. At this time various commissions, including the Arlington Memorial Bridge Commission, were disbanded. Development of Columbia Island became the responsibility of the National Park Service, though it continued to be overseen by the Commission of Fine Arts and the National Capital Park and Planning Commission. The Greenleaf landscape design was accepted as the basis for future development.

Ground was broken for the Navy-Marine Memorial, a monument to sailors lost at sea, at the southeast end of Columbia Island in December 1930; the statue was moved there from its previous location at Hains Point in 1934. Designed by sculptor Ernesto Begni del Piatta in 1922, the cast-aluminum statue depicted seven sea gulls hovering over a wave. Architect George William Beatty developed a landscaping plan, and landscaping was installed by the Civilian Conservation Corps in 1941-2. (Haskin, "A New Deco for Washington," Sunday Star, March 8 1936, Part 2, in LUCF, Navy-Marine Memorial folder, FRC box.)

Road construction over the north half of Columbia Island was carried out in the late 1930s as part of the construction of George Washington Memorial Parkway. The northern pair of cross-axial roads was begun in 1935 and completed two years later, by which time rough grading for the first section of the parkway, extending a mile from Columbia Island to the Spout Run valley, had also been completed. Construction of a spur road from the parkway up the Spout Run valley to Lee Highway established a direct connection between Washington and the Northern Virginia suburbs via Key Bridge. (Lee Highway was also meant to serve as a memorial to Robert E. Lee; paired with the Mount Vernon Memorial Highway in the larger composition with Arlington Memorial Bridge and the Lincoln Memorial, the highway extended the symbolism of the reconciliation of North and South. See Davis, diss., p. 421.) A bridge from the north end of the island over Boundary Channel to Virginia was built in 1938. Lee Boulevard, circling the north side of Fort Myer and Arlington Cemetery, was also built by this year. (Lee Boulevard – not to be confused with Lee Highway – was subsequently renamed

"Arlington Boulevard.")

The Bureau of Public Roads (BPR), builders of the Mount Vernon Memorial Highway, had responsibility for the grading and paving of the new parkway and its related roads. The BPR devised their own design for the Columbia Island plaza, based on Clarke's 1934 design and featuring a traffic circle at its center, which they submitted to the CFA for review in September 1938.

In December 1939, the National Park Service presented the CFA with their version of a plan for the central part of the Columbia Island landscape. Prepared by staff landscape architect Donald L. Kline, it recommended that the roadways south of Memorial Circle replicate the new parallel roads to the north. It also suggested that trees could be massed near the pylons, eliminating the need for certain architectural features, such as balustrades, called for in the Kendall plan. Kline's plan was approved by the CFA and the roadway recommendation carried out (thirty years later, as a result of the Stone plan, trees were massed near the pylons). (See Analysis and Evaluation: Circulation, 1940 map)

Roads south of the bridge axis were completed by 1940. By early 1940, a plain, grass-covered, 300-foot-diameter traffic circle had been built in place of Kendall's ellipse. This would become known as Memorial Circle. Small triangular islands to the east and west helped channel traffic.

A document prepared by the Bureau of Public Roads (now renamed the Public Roads Administration), entitled "A Revised Highway Plan for War Department Buildings," was sent to the NPS, CFA, and NCPPC for review in December 1941. It included plans for new roads on Columbia Island, and recommended retaining Memorial Circle as already constructed.

In September 1941, ground was broken on the southern section of the former Arlington Experimental Farm on the Arlington Estate for construction of a new War Department building. Soon known simply as the "Pentagon," the structure would serve 35,000 workers, most commuting from Washington, D.C. and the Maryland suburbs. The Pentagon required a massive network of new roads and parking areas, changes to existing roads on Columbia Island, increased radii for roads entering Memorial Bridge, and alterations to the local geography. Many were concerned about the potential for the new construction to damage the island's intended monumental character.

Between 1940 and 1943, Boundary Channel was straightened and irregularities in both its shorelines were smoothed out. The mouth of the channel, where it emptied into Columbia Lagoon, was considerably widened. A southern leg of Washington Boulevard on the Virginia shore (which had run through the old site of Hoover Airport) was eliminated; within a few years it was rebuilt along a new route that passed north of the Pentagon before crossing over to Columbia Island. This alteration freed up enough land for Columbia Lagoon to be expanded to the west, doubling its size and changing its irregular shoreline to a rounded curve. Boundary Channel Drive was built along the Virginia shore opposite the island. A dirt parking lot may have been located at the island's north end.

The new cross-axial roads on Columbia Island had been entirely rebuilt by 1943, with the straight arms replaced by short, broad loops. These roads no longer resembled a cross-axis to Memorial Bridge; now they were simply access roads providing connections between Memorial Avenue, northbound George Washington Memorial Parkway, and Washington Boulevard. Southbound Washington Boulevard was set at a lower elevation than the other roads, passing underneath Arlington Memorial Bridge Extension and hidden from view.

Even by this date, little landscaping had been carried out on the island. Fewer than 100 ornamental flowering trees and an unknown number of shrubs had been planted in 1932 in conjunction with the construction of Mount Vernon Memorial Highway. Yews had been massed around the Navy-Marine Memorial, and possibly elms and a few other trees or shrubs had been planted in the vicinity of this monument.

This situation did not change during the post-war years. U.S. Grant III, formerly of the Arlington Memorial Bridge Commission and still active on the National Capital Park and Planning Commission, bemoaned the state of the Mount Vernon Memorial Highway on Columbia Island in these years, describing it as a "temporary road with an informal circle" that lacked its central plaza. (Fisher, 1991, pp. 43-44)

Washington National Airport, built a short distance south of Columbia Island on Gravelly Point, was in operation by 1941. In March 1945, the bridle path along Mount Vernon Memorial Highway was extended north from Arlington Memorial Bridge to Key Bridge.

Sometime after 1943, about 20 oaks were planted near the redesigned roadways south of Memorial Circle. Most were planted near existing cottonwoods, east of the roads, and the rest to the south of the grade-separated intersection of Washington Boulevard and the southbound lane of the highway. (Airview 1950, and existing conditions shown on 1967 daffodil planting plan – Drawing No. 8.3-177.)

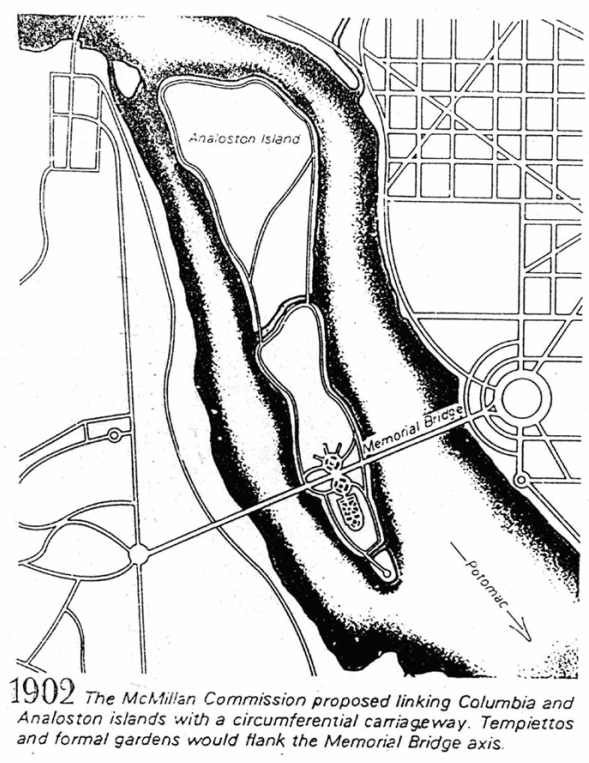
Columbia Island Marina

In the mid-1950s, a marina was built on the island across the lagoon from the Pentagon. Facilities included parking and a snack bar concession, designed by prominent Washington architect Horace Peaslee and built in 1956. The Virginia shore in this area had historically been favored for recreational boating, from the early 19th century, when George Washington Parke Custis of the Arlington estate built a wharf here. Boat mooring facilities had been located here since 1930. About 30 trees, some of them maples, were planted in the vicinity of the marina in the 1950s. Willow oaks were planted in the marina parking lot medians in the late 1950s or early 1960s. (Drawing No. 8.3-148, Dec. 18, 1963; Drawing No. 8.3-177, daffodil planting plan.)

At some time between 1948 and 1966, the southern loop road was eliminated, with the result that southbound traffic on Washington Boulevard could no longer circle back north to Memorial Bridge. (Road chronology has been based on the Arlington County map collection at the Arlington County Library, which has no maps dating between 1948 and 1966.) Just north of the

island, the starkly utilitarian Theodore Roosevelt Memorial Bridge was constructed between 1960 and 1964.

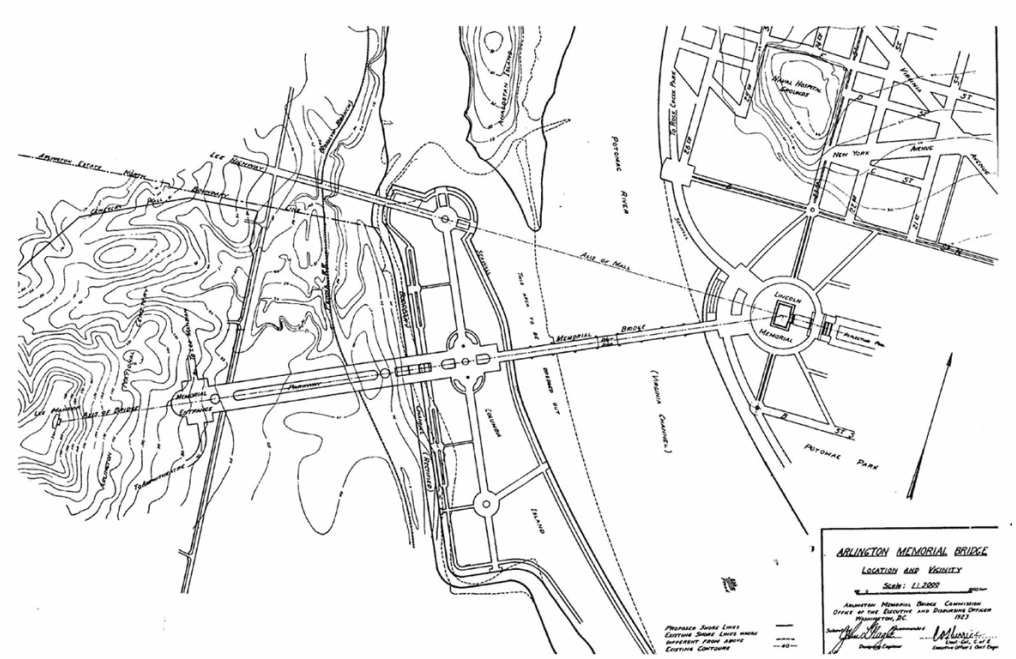
On November 22, 1963, following the assassination of President John F. Kennedy, Vice President Lyndon B. Johnson took the oath of office to become the 36th president of the United States. Programs begun under the Johnson administration would profoundly alter the landscape of Columbia Island.



Sketch showing McMillan Commission's proposal for development of Columbia Island. (HABS/HAER 1994)



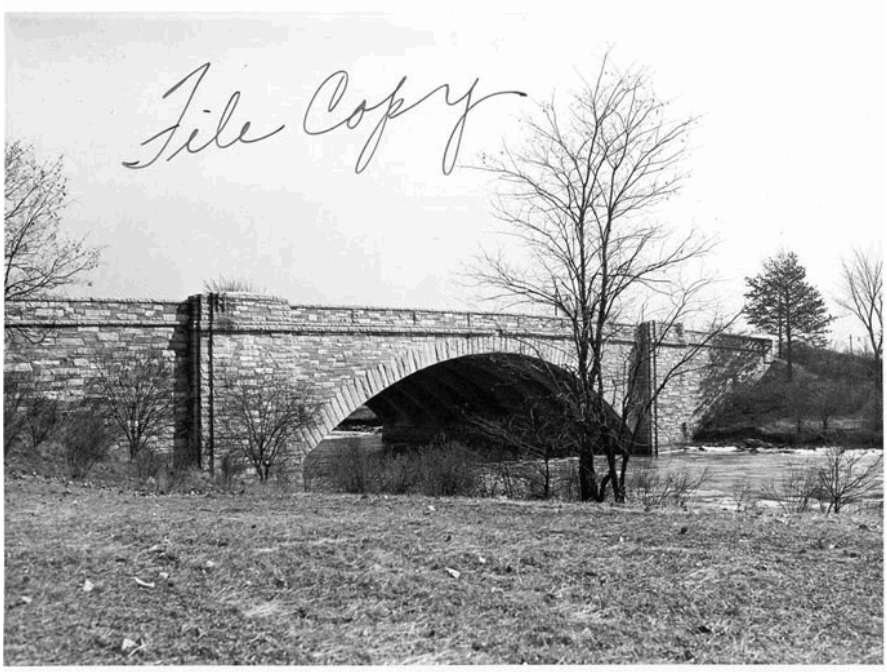
Aerial view of c. 1922, looking east from Arlington estate across the fields of the Arlington Experimental Farm, shows silted bar south of Mason's Island before construction of Arlington Memorial Bridge.



One of several drawings by William Mitchell Kendall presenting the initial conception for the Arlington Memorial Bridge and its features. (Report of the Arlington Memorial Bridge Commission, 1923)



Aerial view south down the Potomac River showing Roosevelt (Mason's) Island (bottom), East and West Potomac parks (left), and Arlington Memorial Bridge crossing to completed land mass of Columbia Island. May 1, 1931. (MRCE)



Bridge over Boundary Channel (Humpback Bridge), built in 1931, carries Mount Vernon Memorial Highway from south end of the island to the Virginia shore. Looking east from island, Jan. 30, 1945. (MRCE, NCR Photos, Temp Box 33, Misc. Bridges,'2.9, 403-B)



The temporary connection of Mount Vernon Memorial Highway at its juncture with Arlington Memorial Bridge, Nov. 16, 1937. Note pylons, historic lampposts, wooden guardrails, and back of original MVMH sign in foreground. (MRCE NCP 2.12-43/12)



Looking west across Columbia Island from end of Arlington Memorial Bridge, Dec. 15, 1936, before construction of Memorial Circle. Note temporary connection from MVMH from south. (MRCE National Capital Parks 2.12-43/13)



Bridle path on east side of Columbia Island, built by CCC, April 1, 1934. Stone wall (still extant) built into this slope is only example on island. (GWMP Library, NCP File # 6.2 - 16-34)



Bridle path near Arlington Memorial Bridge, 1934. Trees along what appears to be a mulched path are ornamental pears. (GWMP Library, NCP file #6.2-16.1)



Aerial view of Columbia Island looking south, Aug. 14, 1950, showing roads before work in 1960s. Volunteer vegetation along shore. Inland clumps of trees are mixture of volunteer cottonwoods, willows, and planted oaks. (MRCE, Abbie Rowe 1325-G, 1.10)

1964-1973: Beautification Program and Stone Planting Plan

The Formation of the Beautification Program

The landscaping of Columbia Island was greatly changed by the Johnson administration's Beautification Program, initiated by the First Lady, Lady Bird Johnson. In existence from 1964 through 1968, the Beautification Program focused on projects in Washington, D.C., with a broad mandate for landscape improvements: the planting of trees, shrubs, and flowers; the creation or rehabilitation of playgrounds; various clean-up projects; and highway beautification. The National Park Service established a Beautification Task Force in National Capital Parks, where work was handled by staff landscape architects.

From her childhood, Lady Bird Johnson possessed a deep love of nature and natural beauty. When her husband won election to the presidency in 1964, following his completion of John F. Kennedy's term, Lady Bird tried to define a role for herself that would allow her to participate in his political life beyond the conventional role of First Lady. She quickly decided that the environment, and specifically the preservation and enhancement of natural beauty, held the "greatest appeal." (quoted in Gould 1999, p. 46)

President Johnson's own advancement of environmental issues was considerable, from his establishment of a Task Force on Natural Beauty in 1964 to his addition of over 3.6 million

acres to the National Park System, including Redwood National Park (where the Lady Bird Johnson Grove was dedicated in 1969) and Arches National Monument. Johnson indicated his personal interest in the beautification issue through several speeches delivered early in his presidency, notably his Great Society speech at the University of Michigan in May 1964, his State of the Union address in January 1965, and his message to Congress, "Conservation and the Restoration of Natural Beauty," in February 1965. In May 1965, Johnson convened the White House Conference on Natural Beauty. Lady Bird Johnson, however, became the most public face of environmental interests to be associated with the Johnson administration.

Lady Bird sought concrete results through her Beautification Program: "My criteria of a project is that it receive the fullest human use – that it be well cared for – and a third ingredient – that the desire for it emanate from the neighborhood and the users." (quoted in Gould 1988, p. 103) The program's implementation in Washington consisted of two parts. The first involved the installation of massed flowering plants at monuments, tourist areas, and entrance roads into the city. Dubbed the "daffodils and dogwoods" approach, this campaign was supported by wealthy philanthropists. The second part, the improvement of black, inner-city neighborhoods with plantings, playgrounds, and clean-up projects, reflected Lady Bird's desire to involve and affect all citizens. This initiative was headed by Walter E. Washington, Executive Director of the National Capital Housing Authority and then the first Mayor of the District of Columbia; and Polly Shackleton, local Democratic activist and then D.C. Council Member.

Lady Bird was intimately involved with both efforts in many ways. In February 1965, she formed the First Lady's Committee for a More Beautiful National Capital "to implement what is already underway, supplement what should be underway, and to be the catalyst for action." (quoted in Gould 1987, p. 157) She promoted the goals of beautification by engaging in a busy schedule of press interviews and tours, speaking engagements throughout the country, and work on related efforts, such as helping to achieve passage of the Highway Beautification Act in 1965. She encouraged the National Park Service to record projects with before and after photographs. In November 1965, ABC-TV broadcast a one-hour special on beautification, "A Visit to Washington with Mrs. Lyndon B. Johnson on Behalf of a More Beautiful Capital." (Gould, 1988, p. 83) Lady Bird acquired her own staff to handle the large volume of mail she received and to coordinate public relations. Through such efforts, Lady Bird Johnson played an instrumental part in extending the role and influence of the modern First Lady.

The beautification initiative also enjoyed the active support of Secretary of the Interior Stewart L. Udall. It was Udall, in fact, who first suggested that Lady Bird "transform Washington, D.C. into 'a garden city' whose floral displays and plantings would make it a handsome model for America." (Gould 1999, pp. 46-47) At a meeting of the First Lady's Committee for a More Beautiful Capital in November 1966, Udall stated that

"beautification was not 'the cherry trees, or daffodils, or more trash cans, or great architecture. But it is the bringing together of all these things into an urban fabric that can be handsome and can be inviting.'" (quoted in Gould 1987, p. 86)

Three other people played key roles in the beautification projects carried out in the city's

monumental core: wealthy philanthropists Mary Lasker and Laurance Rockefeller, and Nash Castro, the Assistant Regional Director of the National Capital Parks. Through years of lobbying for increased medical funding, Lasker had become highly skilled in the power politics of Washington. Her other great concern was beautification. Her goals meshed neatly with those of Lady Bird and "harmonized so easily with the mission of the Park Service that she was able to draw readily on the service's budget for planting, location, and maintenance." (Gould 1987, p. 159)

Lasker and the First Lady developed particularly close working relationships with Nash Castro. As historian Lewis Gould writes:

" . . . Castro became a central figure in Mrs. Johnson's campaign in Washington. He met regularly with the First Lady at the White House, and he displayed a striking ability to see that plantings were made, materials were secured, and work was carried out on time. She came to regard him as 'indispensable,' and he reciprocated, by expressing ample respect for 'the great work she has begun.'" (Gould 1987, p. 159)

Castro succeeded T. Sutton Jett as Regional Director of National Capital Parks in December 1967. At that time he also became a member of the First Lady's Committee.

In 1965, Lasker created a non-profit group, the Society for a More Beautiful National Capital, to accept money in support of beautification projects. While much of the $2.5 million eventually raised from wealthy donors went towards the more public projects, some percentage also funded the work in the inner city. (The Society for a More Beautiful National Capital remained in existence until the mid-1970s but, without the backing of the First Lady, soon lost its impetus, though it did supply funds for the LBJ Memorial Grove, built on the island between 1974-1977; Gould 1987, p. 164) Lasker personally paid for all of the dogwoods planted on Columbia Island as part of the Edward D. Stone, Jr., planting plan (along with hundreds of thousands of dollars and thousands of plants for other sites in the city). Funds for planting were typically to be supplied through other sources. The National Park Service was to pay for replacement dogwoods. So many dogwoods died that Mrs. Lasker agreed that further replacements could be delayed until deciduous and evergreen trees had been planted to provide needed shade.

The Columbia Island Beautification Project

Columbia Island was a prime focus of the plantings for the city's public areas, and the main feature of the island's project was the planting of over a million daffodils – perhaps the largest single planting of daffodils ever – and thousands of flowering dogwood trees. (Hartzog to Lasker, 30 Oct. 1967). Early in April 1967, Lady Bird, Mary Lasker, and Nash Castro visited the island to review possible sites for dogwood plantings. Lasker took this occasion to announce her pledge of $65,000 from her own foundation towards the costs of planting the million bulbs. Following the trip, Castro noted: "Everything looked fine and this was reflected in their general approbation and enthusiasm." (quoted in Gould 1988, p. 88)

Landscape architect Edward Durrell Stone, Jr. (son of the architect of the Kennedy Center for

the Performing Arts) developed master planting plans for shade, evergreen, and flowering trees. Since there were not sufficient funds to plant all the deciduous and evergreen trees, the plan was used as a basis for phasing. As funds have become available, the phased plantings of key tree massings have been added over the years. Plans for the extensive beds of daffodils were prepared by horticulturist Charles A. Lewis.

Lasker was also intimately involved with design decisions. In a July 1967 meeting with Stone and Lewis, Mrs. Lasker

"expressed a desire that the [daffodil] plantings start as close to the road as possible, that they not extend great distances back from the road, that we not concern ourselves with the view from across the river, and that there be a major show at the entrances and exits to the island." (Lewis to Edward T. Alexander, office of E.D. Stone, Jr., letter, 5 Sept. 1967, Beautification files, Cultural Landscapes Program files, NCR)

Lasker also approved the locations and composition of the daffodil beds. These were to have a greater number of yellow bulbs than white, and a variety of bulbs was selected to provide bloom throughout the season. (Neal to Alexander, letter, 2 Oct. 1967, Beautification files, Cultural Landscapes Program files, NCR)

The National Capital Planning Commission approved the preliminary landscape development plan in July 1967. (Fish to Regional Director, National Capital Region, 7 June 1967; NCPC, Columbia Island Preliminary Development Plan: Report of the Park, Recreation, and Open Space Committee, 27 July 1967) Implementation of Stone's master plan was to be carried out in phases, based on when National Capital Parks was able to secure funding. The first phase concentrated on plantings around Memorial Circle; subsequent phases moved beyond the circle to provide protective shade for dogwoods. (Hartzog to Lasker, 6 July 1967; interview with Darwina L. Neal, 1 May 2001). In August, Lasker withdrew her gift of the dogwoods because the government lacked sufficient funds that year for their planting. Stone therefore had to redesign the daffodil drifts, integrating them with existing groups of trees.

At a meeting of the First Lady's Committee held in October, Lasker's anonymous gift of the first 800,000 daffodil bulbs was announced, and Stone's plans were presented. Also announced was a gift of $40,000 from the 1965 Inaugural Committee, money remaining from Johnson's inaugural ceremonies; this was to be used for the landscaping of Memorial Circle. (Gould 1988, p. 90) Other funds were provided by the Society for a More Beautiful National Capital and the National Park Service.

A ceremony to inaugurate the planting of the 800,000 bulbs was held on October 18. Only daffodil beds which would not be affected by tree planting were installed in 1967; the others were deferred until the fall of 1968. The work was performed by NPS staff, assisted by the National Capital Area Federation of Garden Clubs. (Jett to Assistant Director, Design & Construction, WSC, 17 Oct. 1967; Castro to Assistant Director, Design & Construction, WSC, 17 Oct. 1967; Neal to Alexander, 2 October 1967; interview with Neal, 1 May 2001)

The first phase of tree planting took place in the spring seasons of 1967 and 1968. (Interview with Neal, April 2001) Two hundred dogwoods and 60 other evergreen and deciduous trees, donated by the 1965 Inaugural Committee, were planted around Memorial Circle (a fountain designed by the Stone office was to be installed here, but there was never enough money for its construction; Gould 1988, p. 90). Mrs. Lasker established specific planting requirements for the dogwoods: they were to be placed within 100 feet of roads, with the nearest located about 15 feet back and none placed too far in the background. Visitors, she said, should have the sense that they were driving through "a bower of flowers." (Lasker to Castro, 20 Feb. 1968, Beautification Files, Cultural Landscapes Program files, NCR) White pines were planted adjacent to the pylons and scarlet oaks were placed on either side of the circle. In the fall of 1968, 150,000-200,000 more bulbs were planted in beds around Memorial Circle.

The Dedication of Lady Bird Johnson Park

On November 12, 1968, a ceremony was held at the Department of Interior in honor of the planting of the 1 million daffodils. Secretary Udall announced that the name of Columbia Island had been changed to Lady Bird Johnson Memorial Park, honoring the First Lady for her contributions to national preservation and beautification efforts. The ceremony also marked the official end, after four years, of Mrs. Johnson's Beautification Program (though in actuality the program continued into the 1970s). A commemorative plaque was later installed, set flush with the ground on the southeast side of Memorial Circle, near Arlington Memorial Bridge. (Hartzog to Executive Secretary, Domestic Geographic Names, Memo, October 2, 1968; Secrest, "Park Named for Mrs. Johnson," Wash. Post, 13 Nov. 1968)

Approximately 2700 more dogwoods were planted on the island in phases between 1969 and 1971. Available funds did not cover installation of most of the deciduous and evergreen trees called for in Stone's planting plan, which were needed to provide background and protection for the dogwoods. (Neal to Superintendent, GWMP, Memo, 22 Feb. 1973) In 1971, a Daffodil Task Force evaluated the daffodil plantings. Recommendations included limiting future plantings to larger yellow varieties, since smaller flowers and white daffodils did not show up well. (However, white daffodils have once again been planted in recent years.)

The beautification plantings were the most significant changes ever made to the overall landscape of Lady Bird Johnson Park. Only a few other alterations were made to the site in the post-war decades. Construction of the 14th Street Bridge complex and its ramps between 1948 and 1972 – in particular, the building of a second highway bridge just south of and parallel to the original – resulted in the addition of land to Columbia Lagoon's south shore, changing the smooth curve to an irregular shoreline. By 1965, several years of highway construction had fundamentally altered the road system on Columbia Island (see Analysis and Evaluation: Circulation for details). In the early 1970s, the National Park Service constructed a multi-use trail, the Mount Vernon Trail, between Mount Vernon and Arlington Memorial Bridge. On the island, the trail followed the alignment of the historic bridle path, running along the grass verge between George Washington Memorial Parkway and the river.



Area at west end of Arlington Memorial Bridge, Oct. 12, 1967, before first white pines were planted in spring 1968. Cottonwoods and native willows grow along shore. (Photo by J.M.R. MRCE: PH-6-Columbia Island-9060-12X)



View east across Memorial Circle to Lincoln Memorial, Oct. 12, 1967. (Photo by J.M.R. MRCE: PH-6-Columbia Island-9060-13C)



Lady Bird Johnson planting bulbs on Columbia Island. Walter Washington of the National Capital Housing Authority is on her right. Oct. 29, 1967. (Photo by J.M.R. MRCE: PH-6-Columbia Island-10035-4)



Looking north in Lady Bird Johnson Park sign, sometime after 1968. Young flowering dogwoods are in bloom. Edge of daffodil planting can be seen on right. (MRCE: NCR Temp Box 4-Lady Bird Johnson Park-71073-3W)



Drift of daffodils on south end of Lady Bird Johnson Park. Note irregular edge. Humpback Bridge is just visible behind the spreading cottonwood tree. April 6, 1969. (Jack Rottier. MRCE: PH-2-Beautification-12010-IQ)



Daffodils spreading over sloping lawn north of Arlington Memorial Bridge. Native willows visible in distance. April 7, 1969. (W.H. Spradley. MRCE: PH-2-Beautification-22010-H)

1973-1977: Lyndon Baines Johnson Memorial Grove on the Potomac

After former president Lyndon B. Johnson died on January 22, 1973, certain friends – notably philanthropist Laurance Rockefeller – and NPS officials decided it would be fitting to build a monument to him on the island named for his wife, which they had enjoyed visiting together for leisurely strolls. ("Work of Meade Palmer," p. 46) Landscape architect Meade Palmer was soon selected as the designer. On February 11, Palmer met with representatives from National Capital Parks to identify the most suitable site for a memorial grove of trees. Sculptor Harold Vogel was chosen to design a granite megalith as the focal point of the composition.

By September, the National Capital Planning Commission had approved the memorial's location and development concepts, and the Commission of Fine Arts had approved preliminary designs. On December 3, a joint resolution calling for the establishment of the grove was introduced in Congress. Several conditions were set: the memorial would be privately funded; Mrs. Johnson would be involved; and the design would take advantage of views to the Mall and its major structures. (Congressional Record, 3 Dec. 1973) Public Law 93-211 (H.J. Res. 858, 93rd Congress) was passed on December 28, 1973, establishing the Committee for a Lyndon Baines Johnson Memorial Grove on the Potomac, formed in cooperation with the Society for a More Beautiful National Capital. The committee was charged with choosing the site, developing a design, and raising funds. The Society for a More Beautiful National Capital acted as Contracting Officer and also supplied funds. Meade Palmer was appointed project supervisor.

In May 1974, Vogel and Lady Bird, along with Nash Castro and Meade Palmer, selected red granite for the megalith from a Texas quarry (possibly located on land formerly owned by Johnson). Preliminary plans for the megalith were submitted to National Capital Parks for review in July 1974. Later that month, the stone was shipped from Texas to a temporary location on the island, a short distance from its intended site, where Vogel began to carve it.

Dedication and groundbreaking ceremonies for the Memorial Grove were held on September 27. The ceremony was attended by Lady Bird Johnson, President Gerald R. Ford, First Lady Betty Ford, and about 1000 others, including many former officials of the Johnson administration.

After detailed development plans were approved by the NCPC in January 1975, they were forwarded to the Commission of Fine Arts, with certain recommendations. The NPS incorporated several of these: the use of gravel-topped asphalt and flagstone paving; construction of a footbridge across Boundary Channel; the alignment of the megalith with the Maryland Avenue axis leading to the Capitol "to assure the future availability of this view"; retaining the existing alignment of the parkway and the hiking/biking trail; and planting additional white pines between the parkway and the river to enhance the grove's informal character. (Stanton to Conrad, 24 Jan. 1975) In February, the NCPC approved a revised Development Plan for Lady Bird Johnson Park and a site development plan for the Grove.

During installation, the marina's parking lot was shortened at its northern end to provide more room for the grove and for a planted buffer between the parking and the memorial plaza. A replacement parking lot and boat storage area was added to the south end, along Boundary Channel and west of the Humpback Bridge.

The Dedication of the Memorial Grove

At the Grove's dedication on April 6, 1976, Lady Bird Johnson spoke of the importance the site held for her:

"This strip of land will always be a special place for me . . . . It appears at the moment when you come over a rise and look down into the Potomac Valley and see the capital spread out with its great monuments – the Lincoln and Jefferson memorials, the towering Washington Monument, and sweeping on to the gleaming dome of the Capitol. The years never diminished the feeling of pride and elation we felt in those beautiful buildings that belong to all of us." (from nps/gwmp/lbj grove website)

The only monument to Johnson in the Washington, D.C. area, the Memorial Grove is a 17-acre landscape whose official entrance is a wooden deck located on the Virginia shore, off Boundary Channel Drive near the Pentagon. The placement of the entrance here was necessitated by the limited space available on the island. At the deck, visitors can hear a recording of Lady Bird Johnson speaking about the memorial's significance before crossing Boundary Channel on a wooden pedestrian bridge designed by Palmer. According to Palmer,

the need to design a bridge to the island and then move to the megalith "began to determine a path system. It all logically fell together." ("Work of Meade Palmer," p. 47) The design Palmer preferred for the bridge, a compound curve, proved to be too difficult to execute with built-up laminated beams. Instead, it was adapted into a "series of segments" ("Work of Meade Palmer," 22).

On the island, the memorial is composed of two distinct areas, a meadow and a grove of white pine trees surrounding the memorial plaza. The meadow, bordered by informally grouped trees and encircled by an asphalt path, is meant for contemplation and passive recreation. The pine tree grove has a more specific commemorative purpose. The flagstone plaza opens to the east, encompassing views of the Mall and of buildings that had played an important role in Johnson's life – from the Capitol, where he had served as Speaker of the House, to the White House. The establishment of reciprocal views with the major monuments also frames Johnson's legacy in relation to that of the other presidents enshrined on the Mall. (Most information on the Memorial Grove comes from the following sources: Cohen, "LBJ Memorial Grove on Columbia Island is Dedicated," Wash. Post 28 Sept. 1974; Bradley, "Lyndon B. Johnson Memorial Grove on the Potomac," National Register Nomination, documentation accepted 1998; Kathryn Fanning, "American Temples: Presidential Memorials of the American Renaissance," dissertation, UVA, 1996)

About 900 white pines were planted in the grove. Because of concerns about their hardiness in the Washington area Palmer wanted to use another variety of pine, but Lady Bird insisted on white pines.

The Grove's final dedication was held on September 2, 1977. Soon after its installation the NPS encountered a problem with drainage. Water collected around the pines, especially those surrounding the plaza. The problem proved to be the dense compaction of the mounded soil beneath the megalith. Holes were drilled around each tree, extending down to uncompacted soil, and filled with gravel. This solved the problem. ("Work of Palmer," 47)

A decade after its completion, Palmer discussed the Grove:

"I like to think of this as essentially a rather nice lawn with a walk that encircles it. . . . Incidentally, it's the only non-architectural monument to a president that had been designed by a landscape architect, and by gosh, I take credit for it. I feel it's a real distinction. . . . It's non-architectural, and in that regard it's the first one that came along. . . . Sometimes I wonder how successful it is. It's a pleasant place to be and it's a nice park. . . . but I sometimes wonder whether it does everything it could do." ("Work of Meade Palmer," pp. 24, 46)

(Actually, the commemorative landscape of Theodore Roosevelt Island, designed and implemented by the Olmsted Brothers in the 1930s, long predated the Johnson Memorial Grove.)

As a presidential memorial, the Memorial Grove was listed on the National Register at the time of its congressional authorization, December 28, 1972.



L.B.J. Memorial under construction in 1976. Spiral walkway can be seen curving to plaza. The megalith is in place and first white pines have been planted. Large existing cottonwoods visible at lower right. (MRCE)

1978-2004: Continued Implementation of Stone Plan and Other Changes

In the almost 30 years since the completion of the Lyndon B. Johnson Memorial Grove, extensive changes have been made to the island's landscape. Most have involved additions and alterations to existing plantings and features, and continued implementation of the Stone plan. (Details can be found in Part 3, Vegetation.)

In 1978, the southbound stretch of Washington Boulevard was rebuilt, between the Route 50 overpass at the northern tip of the island and the north loop road. The road now channels traffic from Memorial Circle to an exit leading south. A bridge to carry bicycle and pedestrian traffic to Virginia, called the Mount Vernon Trail Bridge, was built in 1987 at the north end of the island, immediately east of the Little River Inlet Bridge and also passing over the Boundary Channel inlet.

A study was made of Stone's landscape plan in 1979 to assess the survival of the plantings and suggest replacements. More pines and dogwoods were planted, and flower beds were installed on either side of the entrance to Arlington Memorial Bridge. Many of the original dogwoods had died from a combination of factors, including sun exposure, mowing damage, planting in inappropriate soils, pests, and disease.

Plans for the so-called Floral Enhancement project (also called Horticultural Enhancement)

were begun in 1987 as a result of the desire of NPS Director William Penn Mott to create a gateway into the city from National Airport. Studies were made for the addition of thousands of flowers and other plantings along the stretch of Mount Vernon Memorial Highway between National Airport and Memorial Bridge. Two hundred thousand daffodils may have been planted in beds on the island where daffodils had died. (Landscape Architect, Design Services, to Regional Director, NCR, Memo re: Horticultural Enhancement, July 14, 1987, in Beautification Files, Cultural Landscape Program files; see specifically Item 6a.)

By 1989, less than half – and perhaps less than a quarter – of the deciduous and evergreen trees (other than dogwoods) called for on the Stone plan had been planted. Continued implementation of the Stone plan began in the 1990s. By the end of the decade, about 500 new deciduous and evergreen trees had been planted, with a majority of them sugar maples and white pines. In 1999, plans for the replanting of all the dogwoods, and the planting of 400 more trees of other species, were approved.

For a variety of ecological and horticultural reasons, substitutions have been made for various species in recent years. Virginia pines have replaced hemlocks and Scotch pines; American hollies have been substituted for some white pines where shade was too deep for the pines; swamp white oak has been used instead of white oak; and American beeches have been substituted for European beeches. Dogwood plantings have been adapted to ensure better survival rates. They are being placed close together in mulched beds and given sufficient watering for a few years as they become established. For reasons that are not clear, certain species not called for in the Stone plan have been added: green ashes, pin oaks, silver maples, and Eastern red cedars.

For several years, George Washington Memorial Parkway staff were replacing about 200,000 daffodils in Lady Bird Johnson Park yearly. Flower beds were removed from the Memorial Circle area because they looked unattractive with tall grasses after bloom. (CLI draft review notes by Steve Herzog, former landscape architect, GWMP; “GWMP Floral Enhancement” file, Beautification files, Cultural Landscape Program files, NCR; GWMP: Fiscal 1989 Budget Briefing Statement, Horticultural Enhancement from Four-Mile Run to the Memorial Bridge, 23 March 1989.) Over the years the composition of the daffodil beds has changed. The number overall has been reduced by about half, and the spacing between is wider, since it is recognized that bulbs of different sizes require different spacing. There is typically a five-year replacement cycle, with decisions about replacements in any one year based on assessments made the previous year. (Meeting with Adam Badowski, Feb. 20, 2001. See Vegetation for details.)

In March 1989, 50 replacement white pines were installed in the LBJ Memorial Grove. Several thousand square feet of soil was removed and replaced with sandy loam where about 35 of the new pines were to be planted. In addition, a dwarf variety of cherry laurel was selected to replace the Schipkaensis variety, which was “losing its character.” (GWMP: Fiscal 1989 Budget Briefing Statement, Horticultural Enhancement from Four-Mile Run to the Memorial Bridge. 23 March 1989.) In 1990, eight modern “Cobra” streetlights around Memorial Circle, between Memorial Avenue and the bridge, were replaced with the standard Millet, or

Washington Globe, lamps. (NACE/NCPE library file; Sarah Pressey Noreen, "Public Street Illumination in Washington, D.C.: An Illustrated History," GW Washington Studies, No. 2. Washington, D.C.: George Washington University, 1975)

Currently, in 2004, plans are being developed to replace the Humpback Bridge with a wider structure that has a longer, lower curvature. The relatively abrupt vertical rise of the original structure is unsafe, given the typical speed of vehicles along this section of the parkway. The project is being undertaken by the Federal Highways Administration (FHA), in consultation with staff from George Washington Memorial Parkway and the National Capital Region support office. The FHA prepared an Environmental Impact Statement in 2002. Construction will require the removal of some of the ornamental trees remaining from the 1932 Mount Vernon Memorial Highway planting. Certain substitutions are planned.



Aerial view of central part of Lady Bird Johnson Park in 1988. Note that Stone plantings are still relatively small. Large trees at lower left are cottonwoods.



View west over Arlington Memorial Bridge to Lady Bird Johnson Park and Arlington House, Dec. 1979. Note white pines, planted in 1968, clustered near west bridgehead. (NPS: 13 of 13)



Recently, beds have once again been planted with white daffodils. This bed lies directly north of Memorial Circle. April 2003. (NCR CLP digital photofile, "Lady Bird Johnson Park/JE final graphics/drift of white daffodils)"



White pines, oaks, and young dogwoods have been planted around Memorial Circle, following the Stone plan. April 2003. (NCR CLP digital photofile, "Lady Bird Johnson Park/JE final graphics/young trees)"

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

For the purposes of a Cultural Landscape Inventory, landscapes are analyzed according to a number of criteria, known as landscape characteristics. Ten such characteristics were found to be relevant to the landscape of Lady Bird Johnson Park: Topography, Natural Systems and Features, Spatial Organization, Land Use, Vegetation, Circulation, Views and Vistas, Buildings and Structures, Small-Scale Features, and Constructed Water Features. Each was analyzed for its historic and current conditions, which were then compared to arrive an assessment of integrity, following the qualities defined by the National Register of Historic Places: location, design, setting, materials, workmanship, feeling, and association. This summary presents the highlights of the Analysis and Evaluation sections. The overall integrity of the landscape is good.

From a central north-south plateau, the undulating terrain of the long, linear island known as Lady Bird Johnson Park slopes to the shores of the Potomac River on the east and to Boundary Channel on the west. Few changes have been made to the original grading, except where roadbeds have been depressed to run beneath a bridge or abutment. The island supports only a limited amount of wildlife.

The park's spatial organization has been defined by the way the land has been used, primarily by circulation and recreation, and also by views and vegetation. Circulation is the most important trait defining spatial character. It is the principal organizing element of the central feature on the island, Memorial Circle. This rotary channels traffic east and west between Washington, D.C. and Arlington National Cemetery, and north and south into Virginia. The circle is the central point in the vista running between the Lincoln Memorial and the entrance to Arlington National Cemetery and Arlington House. The island's major uses include commuting along the George Washington Memorial Parkway corridor, and such recreational pursuits as walking, running, biking, and boating. Most recreational use is concentrated at the south end of the island, around the Columbia Marina and the Lyndon B. Johnson Memorial Grove. Recreational use also follows the corridor of the Mount Vernon Trail along the island's eastern shore.

Views (discussed in greater detail below) also help to define the park's spatial character. The most important is the nearly continuous view zone along the eastern shore, looking to Washington and the shoreline of West Potomac Park. Most of the monuments of this park and the National Mall are visible from the island's roads and trails, including the Lincoln and Jefferson Memorials, the Washington Monument, and the U.S. Capitol.

Mature historic and volunteer trees grow in Lady Bird Johnson Park as individual specimens and in groups on the higher ground and along shorelines. Oaks and white pines are the major planted canopy trees, and cottonwoods and willows are the principal volunteer species. Thousands of daffodils are planted throughout the island, as a result of Lady Bird Johnson's Beautification Program in the late 1960s. The planting plan developed by landscape architect Edward Durrell Stone, Jr., called for the addition of more than 2000 dogwoods, nearly 1000 pines, and about 800 deciduous canopy trees. Many of these trees have been planted over the succeeding decades.

Traversed by a complex system of roadways, the island forms a major entrance to Washington, D.C., and its successive landscape plans have generally been developed with this role of ceremonial gateway to the city, and to Arlington Memorial Cemetery, in mind. The most important road is the historic George Washington Memorial Parkway, which includes an older roadway south of Memorial Circle formerly known as Mount Vernon Memorial Highway. The George Washington Memorial Parkway creates a scenic transportation and recreational corridor along the Virginia shore of the Potomac River, between Mount Vernon and I-495, the Capital Beltway. This circulation system owes much to the work of landscape architect Gilmore Clarke in the 1930s-1940s. The Mount Vernon Trail, a multi-use trail for walkers and bikers, runs the length of the island through a broad grassy verge along the river, partially following the alignment of a historic bridle path.

Significant views of the National Mall and the river can be seen from both the historic parkways and the trail. The development of panoramic views and directed vistas played an important role in the design of the classic American parkway of the 1930s, of which Mount Vernon Memorial Highway, in particular, and George Washington Memorial Parkway are prime examples. The placement of the Mount Vernon Trail between the parkway corridor and the river's shore allows pedestrians to enjoy the same views as motorists. Vistas are directed to adjacent sites and their prominent features, including vistas of Arlington House and the Lincoln Memorial seen from Memorial Circle, and vistas to the Washington Monument and other structures in Washington seen from the plaza of the Lyndon B. Johnson Memorial Grove.

The island has one major component landscape, the Lyndon B. Johnson Memorial Grove on the Potomac, designed by landscape architect Meade Palmer. This is a living memorial to the late president occupying a prominent location at the southern end of the island, with its entrance across Boundary Channel on the adjacent Virginia shore. Reached by a wooden footbridge, the Grove is composed of two landscape areas, a small meadow surrounded by massed trees and a dense planting of white pines through which runs a spiral walkway. The walkway leads to a flagstone plaza, in the center of which stands a massive, roughly carved granite megalith by sculptor Harold Vogel. Dramatic views of East and West Potomac Parks and the monuments and memorials of the National Mall open from the plaza.

The island's other commemorative feature is the Navy-Marine Memorial, a large aluminum sculpture depicting sea gulls flying over a breaking wave. Designed in the 1920s by sculptor Ernesto Begni del Piatta, the stylized, linear articulation of the statue has a strong Art Deco character. After completion in 1922, the sculpture was moved to its current site at the southeast end of Columbia Island in 1934. Landscaping was installed in the early 1940s. The low spreading shrubs, primarily yews, were meant to complement the curving granite base and suggest the waves of the sea.

Ten bridges cross over or lead to Lady Bird Johnson Park. The most important of these is Arlington Memorial Bridge, leading from the Lincoln Memorial to Memorial Avenue and Arlington National Cemetery, and serving as a link to George Washington Memorial Parkway. Arlington Memorial Bridge is a major commuting route for the Washington area, but, more significantly, serves as a

ceremonial entrance to the National Capital and thus carries considerable symbolic import. This classical granite bridge, designed by architect William Mitchell Kendall of McKim, Mead & White, is composed of a series of gentle arches topped by a balustrade and ornamented with allegorical sculpture. At its west end is the grassed traffic rotary known as Memorial Circle. Also designed by Kendall is the complementary structure known as Arlington Memorial Bridge: Boundary Channel Extension, a three-arched bridge continuing the axis of Arlington Memorial Bridge and carrying Memorial Avenue over southbound George Washington Memorial Parkway and Boundary Channel.

Of the other eight bridges, seven are steel and concrete structures, some faced in granite. Meade Palmer designed the pedestrian bridge made of heavy timbers that leads from the entrance deck of the LBJ Memorial Grove over Boundary Channel to the grove on the island. The most recent bridge is the Mount Vernon Trail Bridge, a utilitarian steel and concrete structure at the island's north end carrying the multi-use trail over the Boundary Channel inlet to Virginia.

While a variety of historic and modern small-scale features can be found throughout the island, such as light posts, benches, and trash receptacles, few contribute to the site's historic significance, and most of these are located in the LBJ Memorial Grove. The grove has granite-and-wood benches and granite drinking fountains designed by Palmer, along with wooden entrance signs and a modern type of light post. Some of the light posts along the George Washington Memorial Parkway are recent reproductions of a historic design selected for the Mount Vernon Memorial Highway.

Two constructed water features, Boundary Channel and Columbia Lagoon (also called Columbia Basin and Pentagon Lagoon), define the western boundary of the park. The narrow Boundary Channel separates the island from the Virginia shoreline.

The National Register uses seven characteristics or qualities to assess a property's historic integrity. Six are relevant to the landscape of Lady Bird Johnson Park: location, design, setting, materials, workmanship, and feeling.

The location of Lady Bird Johnson Park and its significant features has not changed. The design of most of the features has also not changed. Rehabilitation of features in the LBJ Memorial Grove has followed Section 106 guidelines. The major buildings and structures – the bridges, the two memorials, and the four pylons – have not changed. The most important feature of the circulation, the George Washington Memorial Parkway (including Mount Vernon Memorial Highway), has not been significantly altered. Vegetation is probably the most important single design feature for the island. As stated below, there have been two major design overlays in vegetation. The original 1930s vegetation design consisted of lawns and trees; riparian growth became established along shorelines.

Under the 1960s Beautification Program, the landscape plan by Edward D. Stone, Jr., was developed. Dogwoods and large beds of daffodils were planted first, along with deciduous and evergreen trees around Memorial Circle; the rest of the plantings have been implemented in phases since then. Changes have been made to these plantings as necessary to address management needs, but park administration has endeavored to maintain their character. The integrity of the vegetation design, and

of the island's design as a whole, can be considered fair.

The island's setting has greatly changed on the Virginia side. To the east, views of Washington, and of East and West Potomac Parks, has altered little. Directly to the north, the George Washington Memorial Parkway continues along the Virginia shore, which is also a historic landscape and has changed little over the last 50 years. However, to the northwest and south, construction of high-rise buildings in Rosslyn and Crystal City has dramatically affected the view. Views to the west are buffered by the riparian growth along Boundary Channel, and views of Arlington National Cemetery have not greatly changed; but roads, increasing traffic, and changes to the environs of the Pentagon have altered these views.

The category of materials applies mostly to the features of the LBJ Memorial Grove. These have not altered greatly since its installation, except for relaying of the flagstone walk and paving, following Section 106 review, and relatively minor changes to the grove's small-scale features. Likewise, workmanship is primarily relevant to the Grove, where the original high level of workmanship remains in good condition.

Feeling refers to the perception evoked by the presence of physical characteristics that reflect the historic scene. The island's design was meant to enable it to function as a somewhat bucolic retreat for city dwellers, and as a picturesque parkway allowing for passive or individual recreation – only secondarily as a high-volume traffic corridor. While somewhat difficult to assess, the park's historic feeling, on the whole, remains intact.

Landscape Characteristic:

Natural Systems And Features

Lady Bird Johnson Park is an artificial island made from materials dredged from the bed of the Potomac River and other materials transported to the site and added to a base made of naturally accumulated silt. The island was thus created as a response to the natural process of siltation that occurs in the river at this point, and to fulfill the design needs of Arlington Memorial Bridge and Mount Vernon Memorial Highway.

Engineers shaped the island in response to certain existing natural features, including the Potomac River and the Virginia shore. Its contours were formed as long, gentle curves to reflect the shorelines of East and West Potomac Parks on the river's east side and create generally parallel riverbanks. Along the island's western shore, Boundary Channel was created to allow the free movement of water flowing down from Little River, and was configured to reflect the Virginia shoreline.

In 1967, horticulturist Charles A. Lewis determined that the island's soil was composed of many types of fill with no uniformity: "stratified in layers of sand, clay, gravel and soil – the soil layer being extremely shallow. . .". (Lewis to Nash Castro, letter, July 21, 1967, Beautification files, Cultural Landscapes Program files, NCR) Because the soils were not formed naturally, the environment they provide for vegetation can be quite variable. Colonies of native wetland species, such as cottonwoods, willows, maples, and elms, have been allowed to grow along

shorelines, particularly along Boundary Channel. Native cottonwoods, locusts, and some willows also became established on higher ground.

Even though Lady Bird Johnson Park is an artificial island, its canopy trees and proximity to the Potomac River make it a desirable habitat for waterfowl, songbirds, and small mammals.

Topography

Lady Bird Johnson Park originated as a bar of silt that formed below Theodore Roosevelt Island in the mid-19th century. Beginning about 1915, the Army Corps of Engineers added dredgings taken from the river and other sources to the natural bar, increasing the land mass and raising the elevation. By the early 1920s, the bar appears to have already been raised many feet above the level (mean low water) of the river (aerial photo c. 1922). The island's primary purpose was to serve as the western terminus of Arlington Memorial Bridge, and its highest elevation was established to match the elevation of the Lincoln Memorial at the opposite end of the bridge.

Today, Lady Bird Johnson Park is an island extending about a mile and a half in length north to south. The gently undulating terrain slopes from a central plateau down to the shorelines of the river on the east and Boundary Channel on the west. The elevation is lower at the north and south ends than in the middle, and the plateau drops away more abruptly to the north than to the south.

The highest elevation, about 35 feet, is found at Memorial Circle. The bridgeheads on either side of the circle – the west bridgehead of Arlington Memorial Bridge and the east bridgehead of the extension bridge – stand at an elevation of about 30 to 32 feet. From Memorial Circle, the land slopes to a level of 20 to 25 feet, forming the central plateau (which is particularly distinct just south of the circle). The plateau resulted from grading carried out for the original plan of building cross-axial roads north and south of the circle.

The island closely follows the configuration of the Virginia shoreline, from which it is separated by Boundary Channel. Near the island's southern end, Boundary Channel widens into a large basin, called variously Columbia Lagoon, Columbia Basin, or Pentagon Lagoon. The channel and its banks were straightened as a result of the construction of Boundary Channel Drive on the Virginia shore in the 1940s. The island reflects the Washington shoreline as well, running parallel to East and West Potomac Parks – also land made from fill. These artificial shorelines, shaped as long, flowing curves, formed an even, regular channel for the Potomac River.

The island is graded to accommodate numerous roadways. South of Memorial Circle, George Washington Memorial Parkway (historic Mount Vernon Memorial Highway) proceeds along a generally uniform elevation of about 20 feet. North- and southbound lanes of the parkway are depressed under bridge piers on either side of the circle. Mount Vernon Trail follows the river' s edge, its elevation varying from about 10-20 feet above the river.

Both the Navy-Marine Memorial and the plaza and megalith of the Lyndon B. Johnson Memorial are raised slightly above ground level on artificial mounds to increase their

prominence. A berm along the highway's west side was designed to block both views and sounds of passing traffic from the memorial. Land along the western or entrance side of the Grove, the marina, and the marina parking lot is lower than most other areas of the island.

The addition of roadways and bridges over the years has necessitated grading and some reconfiguration of the island's edges. A section of Boundary Channel was straightened and shifted to the west, and the riverbank, for a short distance north and south of Arlington Memorial Bridge, was widened. Overall, however, the topography of the island has remained largely the same since the 1930s.

Landscape Characteristic Graphics:



The Mount Vernon Trail crosses undulating land parallel to the river's edge. Arlington Memorial Bridge is visible in the background. (2001, NCR CLP digital photofile)



A berm between the east side of LBJ Memorial Grove and the Mount Vernon Memorial Highway was designed to partially obscure views of passing traffic. (2001, NCR CLP digital photofile)

Spatial Organization

A web of roadways divides the space of Lady Bird Johnson Park, making pedestrian passage from one section to another difficult in many areas. The central feature organizing the roads and thus determining much of the spatial character is the traffic rotary known as Memorial Circle. The rotary idea is continued by the looping road to the north: traffic from the east attempting to go south must first head north before turning south. Until the mid-1960s, a similar loop system existed south of the circle. Because the island is about three times wider in its northern half than in the south, the north has a more complicated road system, while the southern part is crossed by only George Washington Memorial Parkway (historic Mount Vernon Memorial Highway).

People primarily see the island from their cars. Views across the river to Washington, D.C., play a defining role in the island's spatial character. Most drivers do not realize that the land mass of Lady Bird Johnson Park is within the District of Columbia and is separated from Virginia by water. Interchanges are so numerous that negotiation of the correct route allows only limited understanding of the surrounding land. Indeed, some areas are largely inaccessible by foot and motorists gain only fleeting images of them.

The greatest concentration of recreational use occurs at the southwest end of the island, where many people visit the marina and snack shop, parking in the large adjacent lot. Areas of quieter, more passive use lie north and east of the marina at the LBJ Memorial Grove and the Navy-Marine Memorial. Picturesque stretches of the multi-use path along the river invite

strolling, though walkers must share the space with bicyclists and joggers.

Plantings or groves of both native and designed vegetation create spaces along the island – for example, the plantings of deciduous and evergreen trees designed by Edward D. Stone, Jr. For its first twenty-five years, as more and more roadways were added, the island's spatial organization underwent significant change. The planting that followed from the Stone Plan of the late 1960s has also transformed its spatial character. The Period of Significance includes most of these changes, so they do not affect integrity (see discussion of most recent plantings and their effect on integrity under Vegetation).

Landscape Characteristic Graphics:



Plateau south of Memorial Circle. This is an unusually open space in a park where open and canopied areas are typically more intermixed. (2001, NCR CLP digital photofile)



The tall white pines in LBJ Memorial Grove create a shaded area quite different in character from the rest of the island. (2001, NCR CLP digital photofile)



The meadow area of LBJ Memorial Grove forms a distinct component of the park's spatial organization. (2001, NCR CLP digital photofile)



The Columbia Island Marina is a another unique component defining the park's spatial character. This view, looking south, shows the marina's piers and Crystal City in the background. (2001, NCR CLP digital photofile)

Land Use

As part of George Washington Memorial Parkway (which includes the historic Mount Vernon Memorial Highway), Lady Bird Johnson Park serves as a ceremonial gateway into Washington, D.C. The island figured prominently in discussions by the commissions overseeing the development of Arlington Memorial Bridge in the 1920s and early 1930s. A key issue soon emerged: whether the bridge was more a conduit for commercial and public transportation, or whether it was primarily a ceremonial route to Arlington National Cemetery. A related issue was the development of Columbia Island as part of Washington's park system. The original landscape architect for the project, James Greenleaf, wanted to keep traffic to a minimum to preserve the island's character as a park. By 1932, the question of how the design of Arlington Memorial Bridge and its related features would accommodate traffic had become a sticking point. Park functions were relegated to lesser importance, especially after more roadways were constructed in the 1940s to serve the new War Department building, the Pentagon.

Nevertheless, some recreational and park development occurred. The bridle path built in connection with Mount Vernon Memorial Highway was extended north of Memorial Circle to the Virginia shore in the mid-1940s, and the marina at the south was developed. In the years since, the bridle path has been transformed into the Mount Vernon Trail, a multi-use path for walkers, joggers, and bikers, and the marina facilities have been expanded. The most intense park use today occurs along the trail.

Commemoration was a primary purpose of the island from its inception. Though the pair of columns symbolizing the reunification of North and South was never built, the extension of Arlington Memorial Bridge to Columbia Island and its passage around Memorial Circle to Memorial Avenue on the Virginia shore fulfill the same purpose. The Navy-Marine Memorial was placed along the river at the island's south end in 1934. Commemorative use increased in the 1960s and 1970s with the renaming of Columbia Island as Lady Bird Johnson Park and the development of the Lyndon B. Johnson Memorial Grove on the Potomac.

Traffic circulation has become the major overall use of Lady Bird Johnson Park. The island is traversed by numerous roadways that evolved to their present configuration through a gradual and complex process.

In the years since the bridge and parkways were first conceived, the character of the Virginia side of the river has changed from semi-rural to urban, and thousands of commuters pass over the island daily. Airplanes flying into Reagan National Airport generate a great deal of noise. Heavy vehicle traffic restricts park use of the island, though George Washington Memorial Parkway still fulfills the aims of the classic parkway, as it runs through a picturesque setting of lawns, massings of trees, and floral displays, with framed and panoramic views of the river and Washington.

Active recreation overlaps with more passive park use on the trail and is the main function of the marina. Boats sail out of Columbia Lagoon under Humpback Bridge to the Potomac River. When the island was first being developed, it was thought that boating parties would use Boundary Channel. Except for the occasional kayak, few boats now ever venture far up the channel. Passage is difficult because of the accumulation of silt.

Other uses are varied. On Independence Day, visitors throng the island to watch the fireworks set off over the National Mall. Informal soccer games sometimes take place on a large open area southeast of the marina parking lot. People fish along the river, mostly at the south end.

The land use of Lady Bird Johnson Park has remained essentially the same since its inception. Its primary use – to carry traffic and act as an entrance into Washington – has expanded over the years, particularly because of construction of the Pentagon Highway Network in the 1940s. The island remains an important gateway into the city, channeling traffic to and from West Potomac Park, Arlington National Cemetery, and the Virginia suburbs. Recreational use has expanded in ways that continue the original intent: Mount Vernon Trail replaced the historic bridle path, and the development of Columbia Marina in the mid-1950s expanded the traditional use of the area for recreational boating.

Circulation

A complex traffic circulation system dominates the landscape of Lady Bird Johnson Park. The island is a nexus of parkways and highways funneling traffic between downtown Washington and Virginia by way of Arlington Memorial Bridge. A heavy volume of traffic from the 14th Street Bridge complex and the Theodore Roosevelt Memorial Bridge travels north and south through the park. This purpose was established early in the island's development, and was a

primary focus of the debate between those who wanted a formal architectural development of the bridge's cross axis and those who sought only a utilitarian conduit for commuter traffic.

The primary road across the island is the George Washington Memorial Parkway (GWMP), built from 1935 through 1965. The older parkway, Mount Vernon Memorial Highway (MVMH), built from 1929-32 between Arlington Memorial Bridge and Mount Vernon in honor of the bicentennial of George Washington's birth, is now part of George Washington Memorial Parkway.

Memorial Circle

Architect William Mitchell Kendall, the designer of Arlington Memorial Bridge, envisioned the creation of a grand, elliptical paved plaza at the western bridgehead. Various architectural features were to have been placed on the plaza, most importantly a pair of monumental columns. Identical axial roads extending north and south from the plaza would have terminated in circular roadways, each embellished with a pavilion in the form of a small, domed classical temple. Formal allees of trees would have lined the roads, surrounded by a rolling landscape of lawns and scattered trees.

Throughout the 1930s, the design of the bridge axis, cross-axial roads, and surrounding landscape was modified and gradually simplified by landscape architect Gilmore Clarke and other professionals associated with the Commission of Fine Arts, the National Capital Park and Planning Commission, and the National Park Service. The result, by the early 1940s, was a circulation system centered on a traffic rotary known as Memorial Circle, which enclosed a 300-foot-diameter grass circle. Today, the diameter of the entire circle, including roads, is approximately 400 feet. The simple treatment of this feature permits clear sightlines for approaching traffic between the Arlington National Cemetery hemicycle and the Lincoln Memorial.

Instead of cross-axial roads, parallel roads to the north and south were built between 1938 and 1940. This relatively simple arrangement was greatly altered in 1942 by the construction of an intricate network of roads and bridges leading to the new War Department building, the Pentagon, on the Virginia shore of Columbia Lagoon.

Memorial Avenue, Mount Vernon Memorial Highway, and George Washington Memorial Parkway

Several major roadways – Memorial Avenue, Mount Vernon Memorial Highway, and George Washington Memorial Parkway – meet at Memorial Circle (Mount Vernon Memorial Highway is now considered part of George Washington Memorial Parkway). Traffic passes from West Potomac Park across Arlington Memorial Bridge to the west bridgehead in Lady Bird Johnson Park, where Memorial Avenue begins. From here, the avenue runs around Memorial Circle and across the bridge known as "Arlington Memorial Bridge: Boundary Channel Extension,"

becoming a broad, formal boulevard on the Virginia shore, lined by monumental statuary and leading to the entrance of Arlington National Cemetery. (See Memorial Avenue Cultural Landscape Inventory.)

Mount Vernon Memorial Highway runs south from Memorial Circle down the island, crossing the Bridge over Boundary Channel (Humpback Bridge), and passing through Alexandria before arriving at the Mount Vernon estate, 15 miles south. The highway was built between 1929 and 1932 by the Bureau of Public Roads for the federal government, both to honor the bicentennial of George Washington's birth and to serve as a model motor parkway. The prominent landscape architect Gilmore Clarke served as an advisor, and its design employed state-of-the-art parkway features, such as grade separations, alignment adapted to existing terrain, gently modulated landscaping, and a reliance on native vegetation. Alignment and landscaping were calculated to direct motorists' attention to important existing views.

Today, the southbound lanes of the highway carry primarily commuter traffic heading to Alexandria-area suburbs and tourist traffic to Mount Vernon. The northbound lanes bring traffic into Washington, D.C., to Arlington National Cemetery, or continue north onto George Washington Memorial Parkway.

The northbound lanes of George Washington Memorial Parkway lead from Memorial Circle up the island to the Virginia shore, where the parkway runs along escarpments above the Potomac River. Created to help protect the scenic and natural features of the Potomac Valley gorge, the parkway also functions as a major commuter route leading to Virginia and Maryland suburbs and U.S. I-495 (the Capital Beltway).

In 1964, a new roadway was added for northbound traffic. This road diverged from the lanes leading to Memorial Circle and Arlington Memorial Bridge, instead passing under the bridge through an abutment before reconnecting with the northbound lanes north of the bridge axis.

The parkway was built in sections by the Public Roads Administration (formerly the Bureau of Public Roads) over an extended period of time, from 1935 to 1965. Gilmore Clarke served as the primary design consultant. His involvement probably helped ensure that this road harmonized with the design of the earlier sections. The southbound lanes follow the Virginia shore of Boundary Channel to Boundary Channel Bridge (New), where the parkway crosses over the channel to the island, merging with the southbound lanes of Mount Vernon Memorial Highway just north of the Lyndon B. Johnson Memorial Grove.

Arlington Boulevard – Washington Boulevard (Route 27)

Traffic heading north from Memorial Circle can either circle back around to the south, or continue north across the Route 50 Overpass Bridge to Arlington Boulevard on the Virginia side. Traffic turning south follows a roadway that passes under Memorial Avenue Bridge: Boundary Channel Extension and flanks Boundary Channel. Left-hand lanes lead to

southbound GWMP and right-hand lanes to southbound Washington Boulevard, which crosses over Boundary Channel on the Washington Boulevard Bridge and continues south past the Pentagon.

Northbound Washington Boulevard passes northwest of the Pentagon and runs across Boundary Channel on the Washington Boulevard Bridge to the shore of Lady Bird Johnson Park. Once on the island, Washington Boulevard crosses on the Washington Boulevard Overpass over southbound George Washington Memorial Parkway. Washington Boulevard then forks, with the left-hand lane leading up to join the traffic at Memorial Circle, while the right-hand lanes run under the Memorial Bridge bridgehead and then curve up to join west-bound Arlington Boulevard (Route 50) crossing Boundary Channel to Rosslyn, Virginia.

Parking Lots

Four parking lots are located in Lady Bird Johnson Park, three on the island itself and one on the Virginia shore. The largest is a long lot running between the LBJ Memorial Grove and the Columbia Island Marina. The single entrance to this lot comes off southbound George Washington Memorial Parkway (Mount Vernon Memorial Highway); northbound traffic can also turn into the lot. Willow oaks line its edges and run down the central medians. A second, much smaller parking lot, built in 1973, is located just north of the Navy-Marine Memorial and can be reached only from northbound George Washington Memorial Parkway (Mount Vernon Memorial Highway). It has been reduced in size over the years. Parking here affords easy access to the multi-use trail along the river.

A third lot is a parking lot and boat storage area along Boundary Channel near Humpback Bridge; this was built to replace spaces eliminated at the north end of the marina parking lot to provide more space for the LBJ Grove. A fourth lot, built as an integral part of the primary entrance to the LBJ Memorial Grove, lies on the Virginia shore of Boundary Channel, adjoining the memorial's wooden entrance deck and pedestrian bridge. It can be reached from Boundary Channel Drive, which runs past the huge north parking lot of the Pentagon, leading south to connections to I-395. This 35-car lot was designed by Meade Palmer as part of the LBJ Memorial Grove and has simple landscaping.

Walks and Trails

Bridle trails were planned for the east and west sides of the Mount Vernon Memorial Highway, illustrated on the highway planting plans of 1931. Two trails cross Humpback Bridge to the island, where only the trail on the east side of the highway is shown, marked "single path," suggesting that the two paths merged into one. (U.S. Dept. of Agriculture, Bureau of Public Roads, "Planting Plan of Proposed Mt. Vernon Memorial Highway," 1931; TIC 850/80156.)

A set of trails seems to have been proposed at the time roads on the island were being changed to accommodate Pentagon traffic in about 1942. The parallel trails, one for bicyclists and the

other for pedestrians, would have passed through the central arch of the three-arch Arlington Memorial Bridge: Boundary Channel Extension, alongside the channel itself, while the new road was shown passing through the smaller eastern arch. (At this time, Boundary Channel was being shifted to the west.) The parallel trails were to follow the alignment of the new road rather than that of the channel. No further reference to these trails has been found and it is presumed that they were never built. ("Proposed Widening for Trails, Boundary Channel Bridge, Virginia Shore," Drawing NPC 8-3-5, May 5, 1942.)

Historic drawings depict a bridle path, designed as part of the Mount Vernon Memorial Highway, running along the river shore from the south end of the island and continuing almost to Arlington Memorial Bridge. The path was built in the 1930s by Civilian Conservation Corps Camp NP-6, also responsible for the construction of a low, 50-foot-long retaining wall made of dry-laid stone along one section of the path south of Arlington Memorial Bridge (due west of the meadow area of the LBJ Memorial Grove).

Some of the flowering trees planted in conjunction with Mount Vernon Memorial Highway construction were meant to embellish the bridle path as well. A northern section of the path was constructed in 1945 from near Memorial Circle to connect with George Washington Memorial Parkway on the Virginia shore. From here the path continued north. (There may have been another path on the west side of the island since bridle paths were intended to be placed on both sides of Mount Vernon Memorial Highway. If so, Pentagon road construction in 1942-1943 would have destroyed it.)

Over the 40 years following its construction, the bridle path was probably resurfaced. At some point, it ceased to be used for horseback riding. In 1987, the path was converted to a bike/jogging trail known as the Mount Vernon Trail. The surface is asphalt and a yellow dividing line allows for bike traffic in two directions. Other bike/jogging trails connect to it. The trail still runs along the entire Potomac shore of the island, in places apparently following the same alignment as the historic bridle path. At the south end of the island, the path crosses over the outlet of Boundary Channel on Humpback Bridge; to the north, a separate pedestrian bridge was built in 1987 over the Boundary Channel inlet.

The Lyndon B. Johnson Memorial Grove has its own circulation system. The pedestrian footbridge over Boundary Channel leads to a flagstone walk that winds in a spiral through the grove of white pine trees, flanked by a low wall and leading to the commemorative plaza, also paved with flagstones. The walk, particularly at the entrance to the Grove, near the drinking fountains, appears to have been widened in recent rehabilitation work. Forking off from the flagstone walk is a gravel-topped asphalt walk that encircles the informal grassed portion of the Memorial to the north. At the marina, a paved asphalt walk runs along Boundary Channel, leading to the snack bar and the boat service yard.

An asphalt spiral walkway encircles the Navy-Marine Memorial. Radial walkways extend from the spiral walk to the east, south, and west. This replaced the original plans for a

walkway to be composed of emulsified bituminous binder mixed with limestone chips, dust, and sand; apparently this was never installed. (A.R. Gierasch, Memo for files, July 21, 1941, in Navy-Marine Memorial Folder, FRC box in LUCF)

Pedestrians and runners seeking direct routes between Memorial Bridge, the Boundary Channel bridges, and nearby sites have created numerous social trails over the lawns of Lady Bird Johnson Park. Some of these trails make dangerous crossings over roads with heavy traffic.

Conclusion

The road system on Columbia Island has been altered from its original layout, and the central feature of a ceremonial cross-axis has been virtually eliminated. The main axis of Arlington Memorial Bridge, Memorial Circle, and Boundary Channel Extension bridge, leading to Memorial Avenue on the Virginia shore, are still extant as originally built, extending across Lady Bird Johnson Park. The island's early designers envisioned the creation of a cross-axis to this main roadway, and the resulting configuration would have enlarged the symbolism inherent in the larger composition of the bridge linking the Lincoln Memorial with Arlington National Cemetery – the reunification of North and South through the leadership of Abraham Lincoln during the Civil War. The cross-axial road was eventually built in the form of a pair of parallel roads to the north and south, which were subsequently rebuilt as loop roads. This cross-axis has been altered through road construction in the 1940s-1960s, and today only the northern section retains a vestige of the former loop function.

However, most characteristics of the Mount Vernon Memorial Highway, the George Washington Memorial Parkway, and Memorial Circle – including alignment, landscaping, and the separation of grades and lanes – still evince the intention of Gilmore Clarke and his contemporaries, and the standards they developed for the American parkway. Portions of Mount Vernon Trail follow the alignment of the historic bridle path. Recent repairs made to the walk system in LBJ Grove retained the historic character. Overall, much of the circulation system of Lady Bird Johnson Park still retains a cohesive design character. Its integrity can be described as medium.

Character-defining Features:

Feature: George Washington Memorial Parkway

Feature Identification Number: 105843

Type of Feature Contribution: Contributing

Feature: Lyndon B. Johnson Memorial Grove, walk system

Feature Identification Number: 105845

Type of Feature Contribution: Contributing

Feature: Memorial Circle

Feature Identification Number: 105846

Type of Feature Contribution: Contributing

Feature: Mount Vernon Memorial Highway

Feature Identification Number: 105847

Type of Feature Contribution: Contributing

Feature: Mount Vernon Trail (southern portion, to Humpback Bridge)

Feature Identification Number: 105848

Type of Feature Contribution: Contributing

Feature: Columbia Island Marina, parking lot and entrance to LBJ Memorial Grove

Feature Identification Number: 105842

Type of Feature Contribution: Contributing

Feature: Arlington Boulevard (Route 27)

Feature Identification Number: 105839

Type of Feature Contribution: Non-Contributing

Feature: Columbia Island Marina, asphalt walk along Boundary Channel

Feature Identification Number: 105840

Type of Feature Contribution: Non-Contributing

Feature: Columbia Island Marina, entrance drive to parking lot

Feature Identification Number: 105841

Type of Feature Contribution: Non-Contributing

Feature: Navy-Marine Memorial parking lot

Feature Identification Number: 105849

Type of Feature Contribution: Non-Contributing

Feature: social trails

Feature Identification Number: 105850

Type of Feature Contribution: Non-Contributing

Feature: Washington Boulevard (Route 27)

Feature Identification Number: 105851

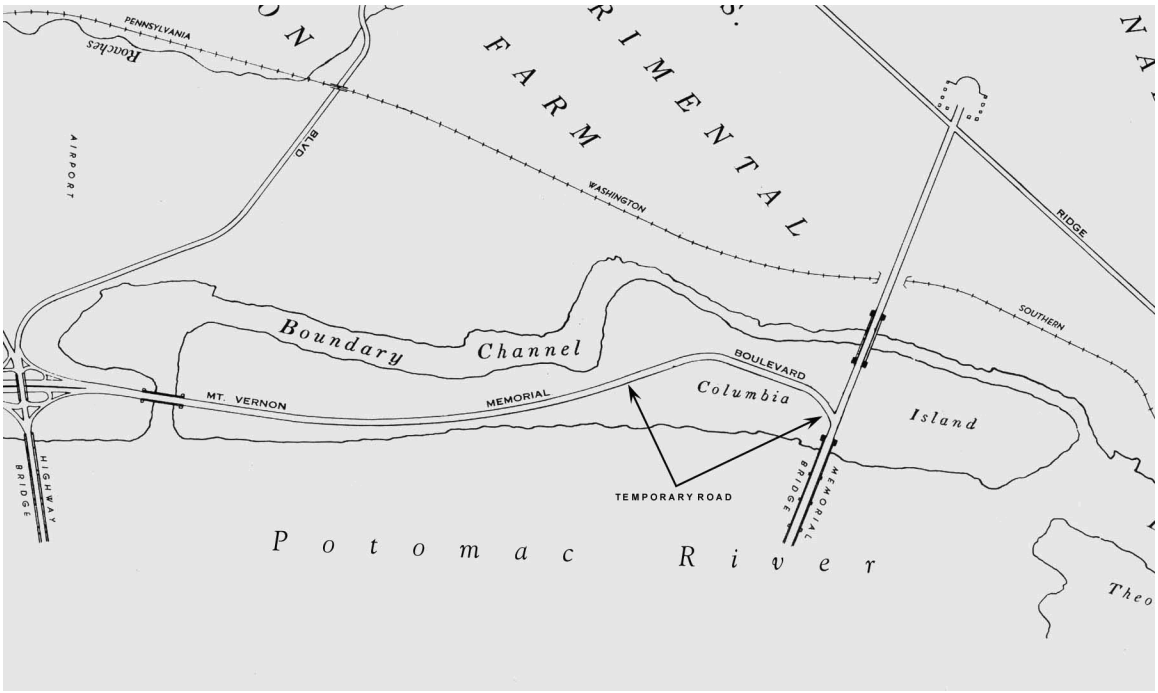
Type of Feature Contribution: Non-Contributing

Feature: LBJ Memorial Grove parking lot, on west shore of Boundary Channel

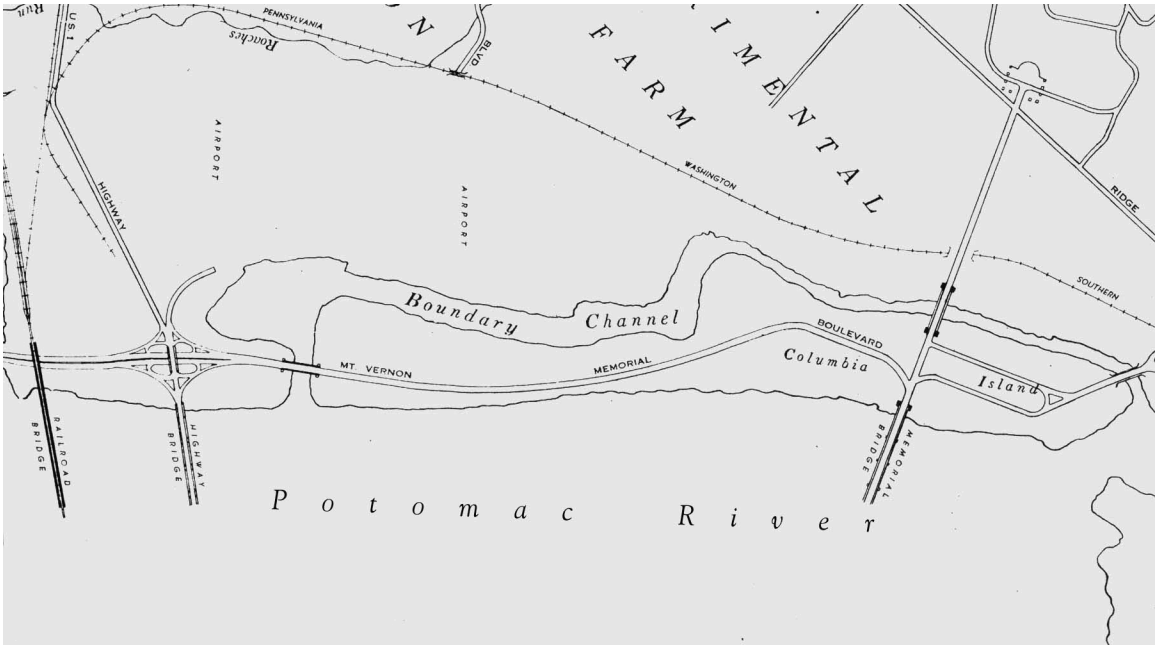
Feature Identification Number: 105844

Type of Feature Contribution: Contributing

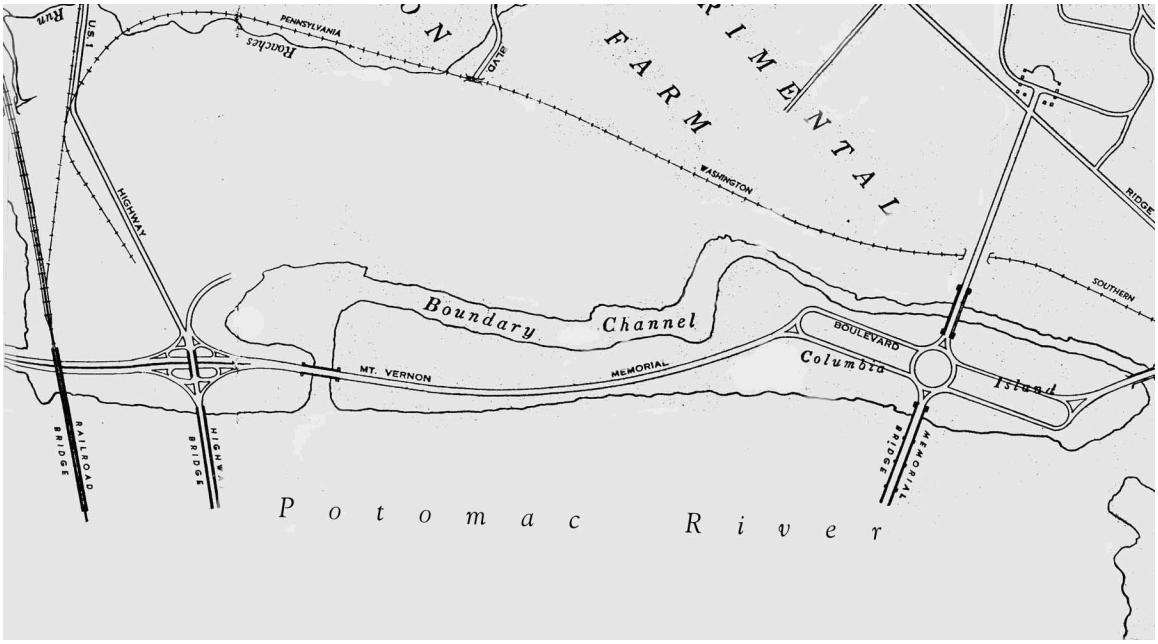
Landscape Characteristic Graphics:



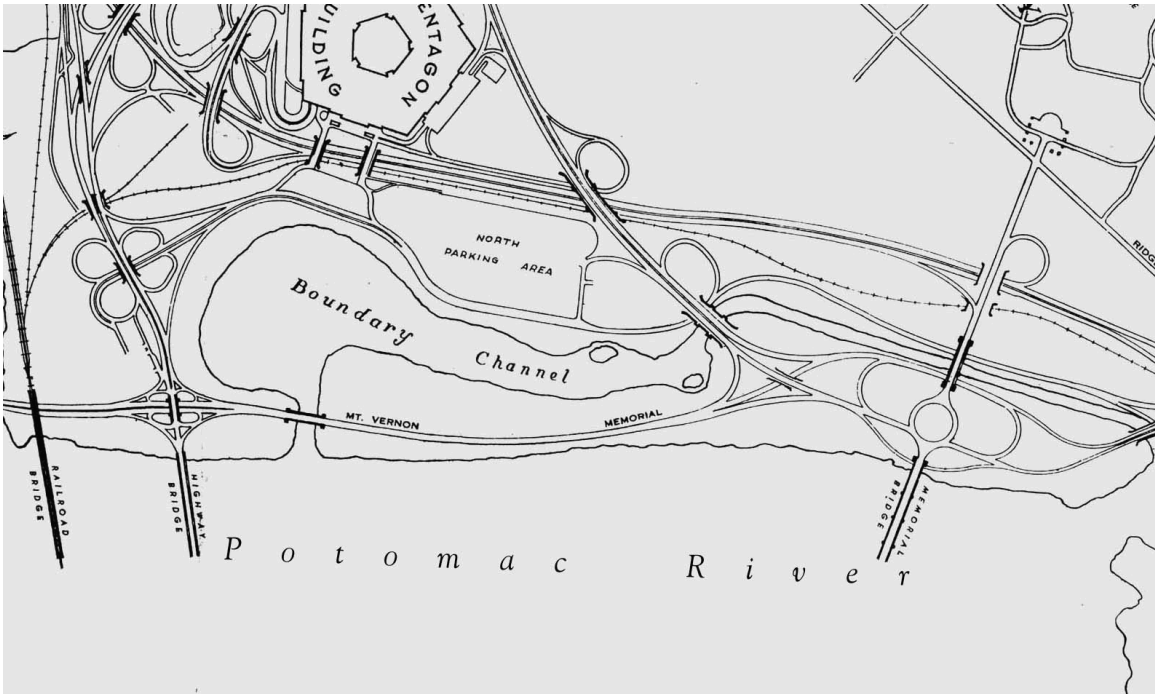
Detail of 1935 Arlington Co. map. Mount Vernon Memorial Highway, built by 1932, was connected to Arlington Memorial Bridge by a temporary road. (These county maps do not show bridle path or later Mount Vernon Trail. LOC, Geography & Maps Div.)



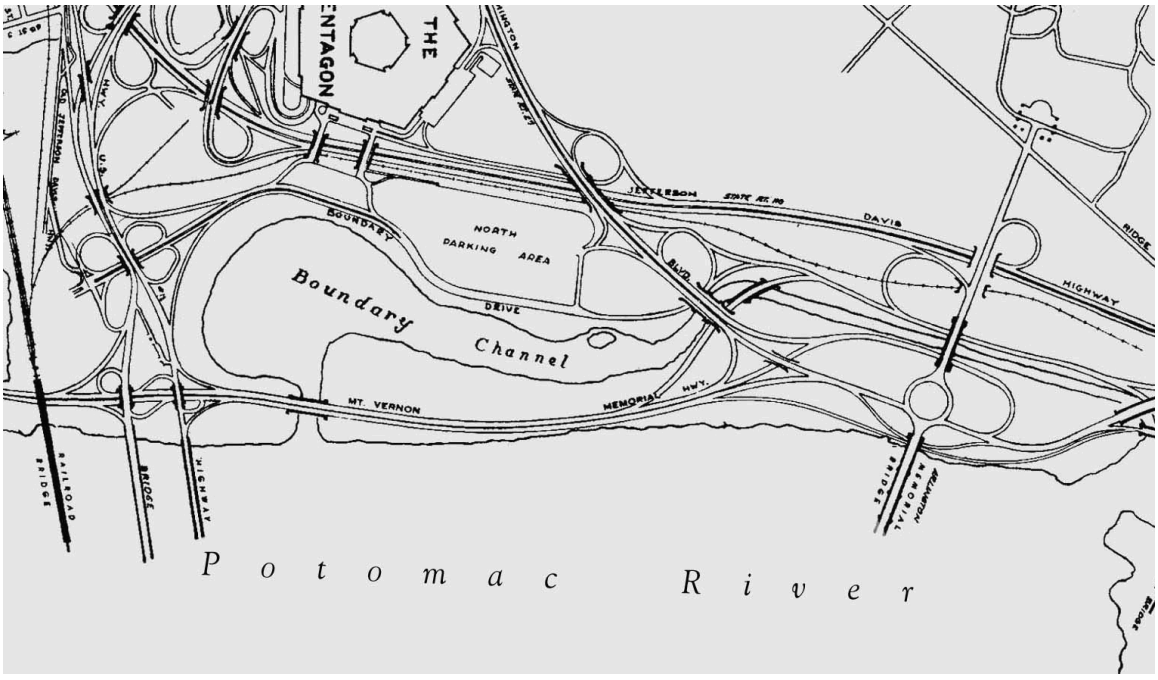
Detail of 1938 Arlington Co. map, showing development of roads at north end of island. (LOC, Geography & Maps Div.)



Detail of 1940 Arlington Co. map. Memorial Circle and parallel roads forming a cross-axis to Arlington Memorial Bridge. (LOC, Geography & Maps Div.)



Detail of 1943 Arlington Co. map. Extensive road development resulted from Pentagon construction in 1941-42. Columbia Lagoon, at the south end of Boundary Channel, has been enlarged. (LOC, Geography & Maps Div.)



Detail of 1966 Arlington Co. map. Further road development occurred in the early 1960s. (LOC, Geography & Maps Div.)



Mount Vernon Memorial Highway, looking south. Lampposts replicate those originally selected for this section of the highway. (2001, NCR CLP digital photofile)



South of Memorial Circle, Mount Vernon Trail partially follows the alignment of the original bridle path. (2001, NCR CLP digital photofile)



After entering the LBJ Memorial Grove the asphalt walk forks, with the right walk leading to the white pine grove and the left to the meadow. (2001, NCR CLP digital photofile)

Vegetation

The history of the vegetation of Lady Bird Johnson Park (Columbia Island) does not extend very far back in time. It begins in the 19th century, when a silted bar developed south of Mason's Island (today Theodore Roosevelt Island). Primary succession supported the gradual development of riparian growth on the bar. With the addition of dredge and other fill material to form the island, a rougher, weedier growth probably spread over the barren ground. (Airview May 1931 in Part 2, History.) Planting for Mount Vernon Memorial Highway, carried out in spring 1932, included a portion of the south end of the island. Over the next thirty years, other limited plantings were implemented. These included planting for the Navy-Marine Memorial, planting in connection with road changes in the 1940s, and planting in the Columbia Island Marina area in the late 1950s and early 1960s.

The major planting of trees on the island did not begin until the spring of 1968 in conjunction with the Beautification Program of Lady Bird Johnson. This was guided by a planting plan designed by the landscape architecture firm of Edward Durrell Stone, Jr., which has been followed, with some modifications, ever since. The construction of the Lyndon Baines Johnson Memorial Grove in 1976, designed by landscape architect Meade Palmer, added another layer to the vegetation history of the island. Existing vegetation today can be ascribed to these several plans, to the natural process of vegetative succession, and to landscape management practices, but the overriding influence has been the Stone plan. The following pages will attempt to separate the various threads of the island's complicated vegetative history and to present a fuller idea of how its vegetation has developed through time.

Natural Processes Affecting Vegetation in the 1920s and 1930s

By 1922, the narrow silt bar below Analostan Island supported a band of tall trees along its length. (Airview c. 1922 in Part 2.) The addition of dredged material from c. 1915 to c. 1931 around and on the bar increased the land mass from what might have been no more than ten acres to over 150. The island that resulted had a profile of five or eight feet above sea level (mean low water) around its edges, rising to a general elevation of 20 feet down the middle, and with a high ground of 30 to 35 feet along the axis of Arlington Memorial Bridge. Even with the great volume of deposited material, the original trees of the silted bar (or their successors occupying the same locations) persisted, and some remain today. These include the massive cottonwoods (Populus deltoides) and, to a lesser extent, the native willows (Salix spp.) that occur intermittently down the island south of Memorial Circle along an elevation of 15 to 20 feet. When the island was narrowed at its north end between 1925 and 1927 to improve the river's hydraulics (Chappell 130-131), the remains of the old silt bar in that location were cleared away, along with its growth of cottonwoods and willows. It is unclear how the cottonwoods and other vegetation might have appeared in 1930. Riparian species, such as the cottonwoods and willows, survive occasional large natural inundations of silt or gravel, and it is possible that some parts of the trees (maybe only their roots) survived the human-initiated deposition that created Columbia Island. Seeds in the dredged or other fill material soon sprouted. Other seeds arrived via the wind or were carried down the river and took hold along the shores of the island.

Mount Vernon Memorial Highway

Though there had been proposals for a road linking Washington, D.C. with Mount Vernon as early as 1887, the idea had lain dormant, especially after the construction of an electric railway to George Washington's home in 1892. In 1924, as plans and drawings for Arlington Memorial Bridge were being finalized, Congress created a commission to oversee the celebration of the 200th anniversary of Washington's birth. The Washington Bicentennial commission was directed to study ideas for a memorial highway, and reported its findings to Congress in 1927. Funds were appropriated to design and build the highway in 1928. It was not until May 1929 that a design team was assembled. The team included the noted designers of the Westchester, New York, parkways. (EDAW vol. 1 1992:28-42.)

Arlington Memorial Bridge was the northern entrance to the Mount Vernon Memorial Highway, but the actual connection between the bridge and the highway was not part of the highway construction documentation package. That connection was contingent on finalization of the bridge plans. Planting plans for the Arlington Memorial Bridge composition included formal rows of trees that would have surrounded the central plaza and flanked the two arms of the cross axis. In late 1931, less than a year before the highway was scheduled to open, a decision on how to complete the Columbia Island section of the bridge composition still had not been reached. Though planting had been relegated to one of the final details for the Arlington

Memorial Bridge project, by 1931 well-articulated ideas about planting Columbia Island had been developed. However, none was ever carried out. The highway project, on the other hand, did succeed in establishing a limited amount of planting on the island.

The area between Arlington Memorial Bridge and the 14th Street Bridge was considered the "transitional area" between the formal character of the Arlington Memorial Bridge and its features, and the more natural treatment of the Memorial Highway (EDAW vol. 2, 23). A temporary roadway, connecting the highway with the Memorial Bridge and Avenue, was built sometime late in 1931 as an interim measure. Planting for the highway was to have extended over the narrow southern section of Columbia Island and a short distance into the wider part of the island, where the south arm of the bridge cross axis and the Mount Vernon Highway were to meet. For unknown reasons – perhaps lack of funds, unavailability of plant material, or simply lack of time – the highway builders curtailed their planting, drawing a line south of its original extent. Planting plans show the new limit of planting marked "to be planted spring 1932". At the south end of the island, where planting was meant to have extended west almost to the lagoon, the planting line was pulled back to the east. The names of many specified trees and shrubs were crossed out. It is surmised from this that vegetation that was crossed out or which fell outside the area to be planted was not, in fact, planted in 1932. There is no record of planting being carried out in connection with the highway after 1932. Several studies – an existing conditions survey conducted in 1967, a study of the Mount Vernon Memorial Highway done by EDAW in c. 1985, and field work for this CLI in 2001 and 2002 – did not produce evidence that more than a portion of the highway planting plan of 1932 was carried out. (The 1967 existing conditions survey is the base map for the daffodil planting of 1967 and 1968 – Drawing No. 8.3-177.)

Of the roughly 200 trees originally specified for the Columbia Island section of Mount Vernon Memorial Highway, less than half were planted. A great many shrubs were intended to be massed along the river shoreline, but most were eliminated. Practically all the trees planted were ornamental flowering types. These included four varieties of crabapple (Malus halliana, M. atrosanguinea, M. floribunda, M. sargentii), six types of ornamental pear (Pyrus pashi, P. serrotina, P. ovoidea, P. bretschneideri, P. calleryana, and, in greatest number, P. ussuriensis), and goldenrain trees (Koelreuteria paniculata). The pear trees were grown at the agricultural experimentation facility at Beltsville, Maryland, which was then in the process of taking over the functions of the Experimental Farm, located east of Arlington National Cemetery (Simonson interview, EDAW vol. 1, Appendix B). Pagoda trees (Sophora japonica), a taller flowering ornamental, were also planted. Though most of the flowering cherries (Prunus serrulata, P. maritima, P. besseyi, P. tomentosa) were crossed off the revised plan, park staff reports that there are a few cherries today, probably from this planting. The native bayberry (Myrica carolinensis) seems also to have been crossed off. Of the shrubs originally specified for the river's edge, only roses (Rosa lucida) were not crossed off the plan, and may have been planted.

The entrance onto the island from the south, at Humpback Bridge, was to have been a heavily

planted area, but many plants were crossed out. Some, such as roses (R. rugosa and R. palustris), viburnum (V. dentatum), a few dogwoods (Cornus florida), hypericum (H. aureum), and possibly some bayberry (Myrica carolinensis) and hawthorn (Crataegus cordata), may have been planted. (MVMH Planting Plan, Memorial Bridge – Columbia Island, Station 10 to Station 30, Station 30 to Station 45, Station 45 to Station 55, 1931; TIC files: MVMH Planting Plan, Memorial Bridge – Columbia Island, Station 10 to Station 30 [Revised], 1931.)

Elms (Ulmus americana) were among the trees specified in the highway plans, but probably were not planted. A grove of about 20 of them, mixed with flowering trees, was to have been planted about 700 to 1,000 feet south of Arlington Memorial Bridge, on the east side of the island. However, the elms were located north of the revised planting line, and then crossed out. Other elms were specified as single specimens at the southeast corner of the island, but these were also crossed off the plan. A small grove of European hornbeam (Carpinus betulus) was to have been planted near Humpback Bridge. Though these trees were not crossed off the plan, there is no remnant of them today.

Grass was seeded as part of the highway project and, presumably, parts of Columbia Island were prepared and seeded as well. Besides the typical grass used by the federal government, research was conducted to obtain short meadow grasses – no higher than three feet – for certain areas intended to be more meadowlike. Grasses were sought that would grow well under adverse conditions with the least amount of mowing, and that would have a ”free and loose waving appearance” (Wilbur Simonson, Final Report 1932 in EDAW Appendix G 1992:88-89). Whether any “meadow” areas were located on Columbia Island has not been discovered in this research. In the late 1930s, when the first section of George Washington Memorial Parkway was completed on the island’s north end, grass presumably would have been seeded there as well. By 1950, large areas of the island were covered simply by mowed grass (Airview 1950 in history section, part 2 of this report).

Planting 1940 to 1965

The Civilian Conservation Corps (CCC) planted the grounds around the Navy-Marine Memorial in 1942. Architect George William Beatty developed a plan for the setting in consultation with other architects and an individual by the name of Sol Bloom (whose professional relationship with the project is not known). In May 1940, Beatty wrote the Acting Superintendent of National Capital Parks, Francis F. Gillen, concerning the intent of the planting:

“These studies show a planting of Marine-blue evergreens, low and in the form of waves – walks in marine-blue crushed stone. The idea of the planting in waves made of evergreen plants the color of the sea, seems to have been met with favor by those who have seen the studies or who have helped to make them and also seems to fit in with Gutzon Borglum’s suggestions – ‘to keep the illusion of the sea.’” (Beatty to Gillen, May 10, 1940, Navy-Marine Memorial Folder, in FRC box, LUCF)

The yews growing on either side of the memorial's steps today probably date to this planting. It is likely that a variety of Japanese yew (Taxus cuspidata) was planted, though a prostrate form of English yew (T. baccata 'Repandens') was also considered. (Fourteen Japanese yews were received from a nursery in 1941.)

At the same time, the National Park Service received six or eight American elms, 14 cockspur hawthorns (Crataegus crus-galli), 160 abelias (Abelia grandiflora), ten eleagnus (E. angustifolia) and 175 low-growing cotoneaster (C. horizontalis). Roses (R. blanda) and periwinkle (Vinca minor) were also ordered, but it is unclear if they were received. Two-hundred and twenty-five southern bayberry (Myrica cerifera) and 185 inkberry (Ilex glabra) were returned to the nursery; the bayberry apparently was the wrong kind. Some of these plants may have been planted near the Navy-Marine Memorial, in addition to the yews. The six or eight elms that were part of the nursery order may have been planted nearby; today there are at least two elms growing south of the memorial, and three or four south of Humpback Bridge. A few abelias and at least one hawthorn are also found near the memorial. Since hawthorns were also specified for the 1932 highway planting, the existing hawthorn may date to that planting instead. (Compiled from various documents in Navy-Marine Memorial folder, Land Use Coordination Files, Federal Records Center.)

Sometime after 1943, about 20 oaks were planted near the redesigned roadways south of Memorial Circle. The majority were planted near existing cottonwoods, east of the new roadways, and the rest were planted south of the grade-separated intersection of Washington Boulevard and a southbound lane of the highway. (Airview 1950; and existing conditions as shown on 1967 daffodil planting plan – Drawing No. 8.3-177.) In the 1950s, approximately 30 trees (some of them maples) were planted in the vicinity of the Columbia Island Marina. Willow oaks (Quercus phellos) that grow in the center of the marina parking lot medians were planted in the late 1950s or early 1960s (Drawing No. 8.3-148, December 18, 1963; 1967 daffodil planting plan).

The Arlington Memorial Bridge Project

As described more fully in the history section, it was intended that the areas adjacent to the Arlington Memorial Bridge plaza and cross axis be planted in a formal manner. Beyond that, Columbia Island was to be planted naturalistically. James Greenleaf, landscape architect for the Arlington Memorial Bridge project, had described his preference for an island of oaks, with no trees of an ornamental nature. He envisioned lawns and trees, and a shoreline with coves and overhanging vegetation. No argument against these ideas was made, but they never came to fruition. Planting carried out in connection with the bridge project was accomplished along Memorial Avenue, around the hemicycle at the entrance to Arlington National Cemetery, and at the bridgehead on the east shore of the Potomac, behind the Lincoln Memorial. Various events and conflicting priorities conspired to prevent planting of the island, primarily a lack of consensus about the design of the bridge plaza on Columbia Island, as well as a lack of funds

for planting. With the involvement of the country in World War II and the consequent construction of the Pentagon, the building of additional roadways on the island was the primary concern. The emphasis on road building continued after the war.

Minor planting plans in connection with Arlington Memorial Bridge and Memorial Circle continued to be drawn up, but none were implemented. One plan, proposed by NPS landscape architect Donald Kline in 1940 (when Memorial Circle and the roads that formed the cross axis were completed), would have massed trees near the bridge pylons as a substitute for some of the architectural features of the never-built bridge plaza. Discussions of the island's "unfinished" landscape occurred, but nothing happened until the late 1960s, when a master planting plan was finally drawn up.

Natural Succession on the Island through 1967

In 1950, the area north of Memorial Circle was mostly grass, with only a few trees scattered on the slopes. In contrast, the southern part of the island, beginning several hundred feet south of Memorial Circle, supported groves of trees on the higher ground. Some of these had been planted, such as the 20 oaks in 1943, the 70 or 80 flowering trees in 1932, and the trees near the marina planted in the 1950s and '60s. Others trees included the indigenous cottonwoods, willows, locusts (Robinia pseudoacacia), and maples (Acer spp.).

The character of the shorelines along the river and Boundary Channel varied considerably and supported a greater variety of native species. A thick line of trees grew along the Potomac shoreline from a point several hundred feet north of Arlington Memorial Bridge to the south end of the island. Along the north riverbank to the north end of the island, the riparian growth was sparse and young. The north end of the island had been carved away in 1927, which might partly explain the paucity of vegetation there. Trees grew thickly on both sides of Boundary Channel north of the Arlington Memorial Bridge axis. South of the bridge axis, to a point beyond the bend in the channel, there were hardly any trees. The riparian vegetation in that area had been cleared away when the channel was straightened and its alignment shifted to the west during roadwork in the 1940s. Beyond the bend in the channel, where it began to widen to form Columbia Basin, thick vegetation continued along the east side. (Aerial Aug. 14, 1950. Photograph reproduced in history section, Part 2 of this report.)

Though aerial photographs (particularly the oblique images, such as those taken in the 1950s) reveal a good deal about the island's vegetation, the kinds of trees cannot be distinguished. However, the 1967 vegetation survey identified most of the trees growing on the island by species and size. Along the river's edge, in the vicinity of the bridge axis, the shoreline had an almost continuous line of large willows and cottonwoods, mixed with other species in smaller numbers. Moving south down the shoreline, the trees were shown as long masses, with an occasional notation of the type: "S", "AN", "P", presumably indicating Salix (willow), Acer negundo (box elder), and Populus (cottonwood). At the north end of the island, on both the river and channel sides, were many large elms (presumably Ulmus americana), which were

part of the riparian mix and not planted trees. Trees along Boundary Channel included red and silver maples (Acer rubrum and A. saccharinum), box elders, sycamores (Platanus occidentalis), elms, willows, cottonwoods, and perhaps alders (Alnus sp.). (Edward D. Stone, Jr., and Assoc., Planting Plan – Daffodils, Res. 344 – Columbia Island, 9/29/67, Drawing 8.5-177-7.)

Mount Vernon Memorial Highway Plantings Counted in 1967

Among the trees surveyed in 1967 were some that dated to the 1932 planting. They were shown in an area that stretched from the west part of the island's middle section to its narrow southern end, primarily on the east side. There were about 30 medium-sized "M", presumably Malus (crabapple), and 12 "PS", pear (maybe Pyrus serotina, but other varieties had also been planted), two "K", Koelreuteria paniculata (goldenrain tree), and four "SJ", Sophora japonica (pagoda tree). Field work in 2002 revealed other plantings – primarily shrubs and pear trees – not identified in 1967. These are located along Boundary Channel just west of Humpback Bridge. Trees identified in 1967 were not recounted during the 2001-2002 field work. It is presumed there are fewer of them today than in 1967.

The Beautification Program and Edward D. Stone, Jr.'s Planting Plan

The major tree planting of Columbia Island began in 1968 as part of an effort to beautify this approach to Washington, D.C. The Beautification Program, which at its core focussed on landscape enhancement, was a project launched by the First Lady, Lady Bird Johnson. On Columbia Island, the program's initial major project was the planting of large drifts of daffodils and thousands of dogwoods (Cornus florida and rubra). In the fall of 1967, 800,000 daffodils were planted in huge masses along the island roadways. Planting was carried out by the National Park Service with the aid of members of the National Capital Area Federation of Garden Clubs. More daffodils planted in the fall of 1968 raised the total to over a million. Funds for the planting had been donated by Mrs. Albert (Mary) Lasker, the 1965 Inaugural Committee, and the Society for a More Beautiful National Capital. The daffodil planting plan was prepared by New York horticulturist Charles Lewis in collaboration with Edward Durrell Stone, Jr., who in 1967 designed a master plan for the planting of nearly 5000 trees across the island. Stone's plan called for the addition of 2500 dogwoods, 800 deciduous canopy trees, and 1400 conifers, mostly white pines (Pinus strobus). It was decided to phase the planting of this large number of trees over a period of years, concentrating first on the areas closest to Memorial Circle and moving out from there. The idea to plant dogwoods had probably originated with one of the donors to the Beautification Program, Mary Lasker, who hoped that visitors to the National Capital would have the sense that they were driving through "a bower of flowers," and wanted the dogwoods planted close to the roadways.

Stone's plant list was a fairly simple one – it named only 12 species of tree, and did not include a shrub layer. Besides the dogwoods, the plan called for eight kinds of deciduous trees, specifying almost 300 sugar maples (Acer saccharum), a small number of red maples (Acer

rubrum), about 50 European beeches (Fagus sylvatica), a small number of black tupelos (Nyssa sylvatica), about 80 white oaks (Quercus alba), 200 scarlet oaks (Q. coccinea), 50 willow oaks (Q. phellos), and 80 weeping willows (Salix babylonica). It also called for almost 1000 white pines (planted in four different sizes), about 400 Scotch pines (Pinus sylvestris, also in different sizes), and 70 hemlocks (Tsuga canadensis).

Several design ideas were prominent in Stone's plan. Trees were placed to frame views to Washington, primarily as seen from the road, and would be revealed as the trees grew (site visit with Stone, May 19, 2004; notes in CLP project files. . Large stands consisting of a single species of tree were spread across the island in long informal massings. One large grouping north of Memorial Circle was comprised of sugar maples. A similar configuration on the south side of the circle used scarlet oaks, which eventually merged with white oaks. Some species, such as English beech, were used more sparingly in key locations. Hundreds of white pines were shown planted on the west side of Memorial Circle, framing the western set of pylons and Memorial Avenue. A smaller number would frame the pylons on the east side. Interspersed with the pines around the circle were about 20 white and scarlet oaks, and in front of them were swaths of dogwoods.

Particularly at the south end of the island, where the Mount Vernon Memorial Highway was divided by a grassed median, trees were to be planted as if in drifts extending from one side of the highway to the other across the median. (Trees were not planted this close to the roadway and in the medians, probably out of concern for traffic safety.) In a way, the idea was a simplified version of the manner in which the designers of the Mount Vernon Memorial Highway had manipulated space with plantings to create room-like openings and enclosures (Simonson in EDAW vol. 1, 87). An essential focus of the Stone design was to create a fullness of flowering, both from the daffodils and dogwoods. The Stone plan grouped large numbers of dogwoods, 40 or 50 at a time, near roadways and along the edges of deciduous tree massings. After dogwoods, white pines were the second most numerous tree. Thick plantings of pines along the west side of the island provided a dark background for some of the dogwoods, which bloom before most deciduous trees have leafed out. Hemlocks were grouped along Boundary Channel toward the north end of the island and in its center section. Weeping willows and willow oaks were massed informally along the river, north and south of the bridge axis.

A large number of Scotch pines were to be planted along the east side of Boundary Channel, along the riverbank for a short distance north and south of Memorial Bridge, and north of the Navy-Marine Memorial, where they were mixed with weeping willows. Before any of the Scotch pines were planted, it was decided they were a poor choice, both because they were not an indigenous species and because there were concerns that they were ecologically unsuitable. Other trees, mostly white pines, have been planted where the Scotch pines would have been located.

The first phase of the tree planting occurred in the spring of 1968 when 209 dogwoods, 38

white pines and 18 scarlet oaks were planted in the area surrounding Memorial Circle. (At this time, the island was renamed to honor Lady Bird Johnson because of her Beautification efforts.) Most of the pines were planted near the pylons to create a large massing at the bridgeheads and to echo the dark evergreens on the opposite side of the bridge near the Lincoln Memorial. From 1969 to 1971, all the rest of the dogwoods – about 2,500 – were planted throughout the island; eighty percent of them were white-flowering and twenty percent pink, as specified. The plan had called for the dogwoods to be massed along the edges of deciduous planting masses. Because funds were donated solely for the dogwoods and no government funds were yet available for other plantings, the dogwoods were planted in full sun and many died. No more deciduous or evergreen trees (other than the white pines and scarlet oaks planted in 1968) were planted until 1975 or 1977, when agency funds became available. Some adjustments were made to the Stone plan at this time, including the planting of groups of deciduous trees among, rather than behind, the dogwoods to mitigate sun scorch. Planting of the deciduous and evergreen trees was implemented in numbered phases that were clearly spelled out until about 1983; after that year, the phasing sequence is less clear.

Stone's plan marked for removal about 100 of the volunteer trees – mostly willows, but also cottonwoods – on areas of high ground as well as along the shorelines. The oldest and thickest areas of riparian growth were to be selectively cleared. The plan did not disturb the flowering trees that remained from the 1932 highway planting. Two areas on the Virginia shore were also included in the planting plan: one just north of the island on the west side of the Route 50 Overpass Bridge, and another on the west side of Boundary Channel where it bends to the east (adjacent to New Boundary Channel Bridge).

The last plan carrying a phase number is dated 1979 (Phase V). It is not clear what percentage of the Stone planting plan was completed by this time.

Lyndon Baines Johnson Memorial Grove on the Potomac

While the Stone planting was still being implemented, a memorial to President Lyndon Baines Johnson, designed by landscape architect Meade Palmer, was completed on Columbia Island. This was constructed in 1976 in an area at the south end of the island, just north of the marina. The entrance from the Pentagon side of Boundary Channel was completed in 1978.

The Grove on the island has two main sections. The larger area to the north is open and grassy, with massed wildflower plantings bordered by mixed deciduous and pine tree plantings which partially obscure the sight and sound of the traffic along the parkway. The area to the south contains the 19-feet-tall monument of roughhewn Texas granite, which stands in the center of a flagstone plaza, placed on a mound within a grove of white pine trees. A 12-feet-wide flagstone walk winds in a spiral from the entrance bridge through the grove before arriving at the plaza. The walk is bordered by azaleas, rosebay rhododendrons (R. maximum), and other flowering shrubs, along with perennial wildflowers and spring bulbs. Cherry laurel (Prunus laurocerasus) frames the entrance to the walk. Low growing cotoneasters are planted

at the foot of the monolith. Lady Bird Johnson insisted that white pines be used. A bridge across Boundary Channel and a plaza and parking lot with accompanying plantings on the Virginia shoreline form the official entrance to the LBJ Memorial. (See History and Buildings and Structures sections for more information on the memorial.)

The site on which the grove was planted appears to have been fairly open, with few trees. The open grass area, on the other hand, was sited where a large sweep of daffodils had been planted, and it incorporated part of this feature. A number of trees existed along the edge of the highway. Many were native volunteer trees, such as large cottonwoods, willows, locusts, and possibly a few black walnuts (Juglans nigra). About 12 other trees in this location were flowering ornamentals dating to the 1932 Mount Vernon Memorial Highway planting, among them three pagoda trees, a goldenrain tree, and a number of flowering pears and crabapples. The marina parking lot was shortened slightly at its north end to allow more room for a secondary entrance to the grove. Some of the willow oaks were removed. (Edward D. Stone, Jr., and Assoc., Planting Plan – Daffodils, Res. 344 – Columbia Island, 9/29/67, Drawing 8.5-177-7.) The boat storage area that had been located in the removed section of the parking lot was relocated to the south end of the island, east of the concession building.

For the most part, park staff has been replacing plants in-kind. One exception was the substitution of a dwarf variety of cherry laurel for the variety originally planted (Horticultural Enhancement from Four-Mile Run to the Memorial Bridge 3/23/89).

Stone Planting Plan and Other Changes Since 1979

Plantings carried out between 1979 and 1989 consisted mostly of sugar maples. It is estimated that by 1989 less than half – perhaps less than a quarter – of the 2100 specified deciduous and evergreen trees (not counting the dogwoods) had been planted. Besides the dogwoods (many of which were gone by this date), the most numerous species planted were white pines, sugar maples, and scarlet oaks. These were the most numerous trees on the Stone plan. Specimens of the other six species on Stone's plan had also been planted. (Plans c. 1995 from GWMP Maintenance Division.)

Park staff resumed implementation of the Stone plan sometime in the 1990s. Perhaps another 500 deciduous and coniferous trees had been planted by 1999. In that year, another 400 trees were approved for planting and all 2000 of the dogwoods for replanting. (GWMP Programmatic Exclusion 10/8/99.) Among the trees to be planted were 81 sugar maples, 190 white pines, and another hundred trees of other species. Some of these were substitutions for Stone's selections. Substitutions were made for several reasons. GWMP staff found certain of Stone's selections – the hemlocks, for instance – to be ecologically and horticulturally unsuitable in this area. They also chose to plant swamp white oak in lieu of the regular white oak because of its better ability to become established.

Other changes seem to have been made as a result of an executive order issued by President

Bill Clinton in the mid-1990s, encouraging the planting of native species by government agencies. This is the reason American beech (Fagus grandiflora) was to be planted instead of European beech (F. sylvatica). Almost 60 American hollies (Ilex opaca) replaced white pines in areas that were too shaded (particularly near the comfort station at the marina), and 36 Virginia pines (Pinus virginiana) were substituted for ecologically unsuitable hemlocks and the non-native Scotch pines. It is not clear why northern red oaks (Quercus rubra borealis) were substituted for scarlet oaks (Q. coccinea). The plan specified a few other trees that did not appear in Stone's plan, including green ashes (Fraxinus pennsylvanica), pin oaks (Q. palustris), and silver maples (Acer saccharinum). Seven American elms (Ulmus americana) were also specified. Most of the trees itemized on this list have been planted in the last couple of years. Perhaps as many as 50 eastern red cedars (Juniperus virginiana) not shown on the Stone plan have also been planted since 1999 in two areas of the island (field work 2001).

Daffodils

Daffodils have been replanted numerous times since their initial plantings in 1967 and 1968. By 1970, many of the original bulbs had declined because of their locations and the quality of the soil. It was decided that large yellow varieties were more effective than smaller flowers or the white types of narcissus, which made up a portion of the original planting, and would be the only ones planted in the future. In recent years, however, beds of white daffodils have once again been planted.

The shapes and locations of beds were also adjusted, and continued to be adjusted as bulbs were replanted. In 1987, and for a few years after that, about 200,000 daffodils were planted each year. By then, the bulbs were being planted a little less densely than they had been in the 1960s – ten inches on center rather than six or eight inches – and beds had been simplified in form and size. Since the initial planting, the total number of bulbs planted on the island has been reduced by about half. Beginning in 1995, the daffodil plantings underwent a five-year renovation. Bulbs are replaced as necessary, generally on a five-year cycle.

Miscellaneous Plantings and Management Decisions

About 30 elms were planted in 1993 in an area where they had been called for on the 1932 plan and where about a dozen oaks had been planted in 1943. The oaks were removed at this time. (Communication from Adam Badowski. Feb. 20, 2001.) Four or five zelkovas (Z. serrata) were planted along the south end of island, probably in the 1970s when zelkovas were being planted as substitutes for elms.

In a cooperative project with a graduate student at the University of Georgia, a meadow of native grasses and herbaceous species was planted south of Memorial Circle in the late 1980s in a wetland area that was difficult to mow. It seems to have survived to some degree, and still attracts wildlife. It is mowed periodically.

Sometime during the last 20 years, beds for flowering plants were added near the pylons. Today, red tulips are planted in these beds in the spring, and red-flowering cannas that grow to about three feet in height are planted in the summer. Red tulips and cannas are also planted in the beds around the Navy-Marine Memorial.

In the 1990s, at the recommendation of the chief ranger, park staff stopped cutting vegetation along the shoreline at the north end of the island, allowing the area to naturalize, as along Boundary Channel. One reason for this was to screen the unsightly view of Interstate 66 and the Theodore Roosevelt Bridge.

Vegetative Character Today

Today, the island exhibits the character of tree massings and grassy slopes written about by landscape architect James Greenleaf in 1931 in connection with the Arlington Memorial Bridge project. This open and canopied character also appears to have been Edward Stone's design intent. Most of the Stone design of 1967 has now been planted. Oaks of various species are among the predominant deciduous trees, as Greenleaf had wanted. However, white pines are by far the most predominant. Stone's use of this large number of pines distinguishes the island' s design from the planting design for the Mount Vernon Memorial Highway, where native deciduous trees and very few pines were used. Probably because Columbia Island was to be a transitional area between the highway and Arlington Memorial Bridge, ornamental trees, rather than native canopy trees, were planted in 1932. (Elms had been called for, but only a few were planted, probably in 1942.) Pines became even more abundant on the island when they were planted as the single species in the Lyndon Baines Johnson Memorial Grove in 1976. (In total, Stone's plan called for 900 white pines and Meade Palmer's design for the LBJ Grove called for another 800.) The oldest white pines are those adjacent to the pylons, planted in 1968. More pines have been planted near them at intervals over the years, with the result that there is now a good mixture of ages among them, as desired by Stone. The greatest number of pines in the vicinity of the circle – a couple of hundred at least – are only a few years old. The effect of this large number of pines will only be realized as they mature.

Also, the full effect of the thousands of flowering dogwoods has yet to be achieved because their rate of survival has been so low. The more recent planting of dogwoods is less than five years old. Rather than being placed in continuous drifts in grass areas, as in the Stone plan, these dogwoods are in mulched beds of five to 12 trees to prevent dehydration and mower damage.

Daffodil plantings, originally arranged in long swaths, have gradually been simplified into bed shapes that lack the naturalism and free form of the originals. Many constraints affect where daffodils can be planted, such as moisture and shade. In addition, curing the bulbs so they will bloom again requires a period of several months without mowing. For safety reasons, mowing must be done before the July 4th celebrations. The unkempt appearance of drying daffodil foliage and long grass has caused the daffodil beds to be moved away from Memorial Circle.

In addition to the pines and dogwoods, Lady Bird Johnson Park has been transformed by the masses of deciduous trees that now descend the island's slopes and frame its roadways. Memorial Circle and the land that frames it to the north and south are encircled by a mixture of evergreens, pines, and young dogwoods. Mown grass lies under and between the planting masses.

Fewer native trees exist today than in 1968. Because naturalized growth is controlled by mowing and clearing along the river's edge, natural regeneration is occurring only along Boundary Channel. Even here, in certain newer buffer areas, weed species, such as Ailanthus (A. altissima), compete with natives. The planting of several cottonwoods in recent years will help to continue their presence, but it remains to be seen if they can achieve the character of the older specimens, many of which were multi-trunked trees.

Only a few of the flowering trees associated with the Mount Vernon Memorial Highway remain. One particularly large crabapple from the 1932 planting is visible from the northbound lanes of Mount Vernon Memorial Highway. The few remaining pear trees are most apparent in spring when they bloom.

Vegetation as It Contributes to Historical Significance

The Period of Significance for Lady Bird Johnson Park embraces the influence of the Beautification Program and the planting plan of Edward D. Stone, Jr., but concludes with 1977. By 1977, only a small percentage of the Stone plan had been implemented and many of the dogwoods had died. Presumably the entire Stone design is significant as part of Lady Bird Johnson's Beautification Program. But the inclusion of plantings of the last ten years – which is a large number of trees – as contributing to historical significance is not an easy argument to make. A way of evaluating which plantings should be deemed historically significant may still need to be determined. In addition, because the island for so long was characterized by native trees such as cottonwoods and willows, some acknowledgement of their significance needs to be made.

A few summary statements can be made. The dogwoods, nearly all of which were replanted within the last five years, should be considered contributing because they are replacements of a lost feature. The daffodil planting, though extensively redesigned, retains the basic design intent, and should be considered contributing. The dozen or two dozen trees that remain from the Mount Vernon Highway planting are contributing, as are the yews that surround the Navy-Marine Memorial. The two or three elms and other vegetation that may have been planted at the same time as the yews are contributing. The vegetation planted for all sections of the Lyndon Baines Johnson Memorial Grove is contributing.

All vegetation associated with the Stone plan, as implemented up to 1979, is contributing. However, the substitute plants should not be considered contributing. It is difficult to determine

what of the native growth should be considered significant. Planted cottonwoods may not achieve the effect of the older ones, and planted native willows may conflict with the planted weeping willows. Selecting certain native species among the many that grow along Boundary Channel as significant may imply that when one species is lost it needs to be replaced in kind. What is needed there – and what may already be in effect – is a management strategy that allows for regeneration where desirable, while controlling invasive species.

From this discussion, it can be seen that the integrity of the vegetation, covering such a long period, and determined by natural processes as well as design intent, is very complex. The Stone planting plan is the one that now guides vegetation management, and until such time as a new comprehensive master planting plan for the entire area is drawn up, it remains the guiding document. It seems that the plan is still not fully implemented, and the question arises whether those parts not yet planted should be completed. That is a question that the Cultural Landscape Inventory, which is not a treatment document, cannot answer.

Character-defining Features:

Feature: All of the Stone planting plan (though the plan itself and its implementation are more recent than 50 years used for determining significance; it may be too recent to establish importance of this plan)

Feature Identification Number: 94869

Type of Feature Contribution: Contributing

Feature: Cottonwoods

Feature Identification Number: 94870

Type of Feature Contribution: Contributing

Feature: Crabapple, pear, and elm trees remaining from 1932 MVMH planting

Feature Identification Number: 94871

Type of Feature Contribution: Contributing

Feature: Daffodils

Feature Identification Number: 94872

Type of Feature Contribution: Contributing

Feature: Dogwoods

Feature Identification Number: 94873

Type of Feature Contribution: Contributing

Feature: Large white pines near pylons

Feature Identification Number: 94874

Type of Feature Contribution: Contributing

Feature: Plantings of LBJ Memorial Grove

Feature Identification Number: 94875

Type of Feature Contribution: Contributing

Feature: Yews at Navy-Marine Memorial

Feature Identification Number: 94876

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



This huge crabapple was one of about 75 ornamental flowering trees planted along Mount Vernon Memorial Highway in 1932. (2001, NCR CLP digital photofile)



Trunk of large cottonwood tree south of LBJ Memorial Grove. Largest cottonwoods on island probably date to 1930s, though some older specimens possibly were established on the bar of silt before island was formed. (2001, NCR CLP digital photofile)



Volunteer vegetation along west side of island, between Memorial Circle and Boundary Channel Bridge (New), provides riparian buffer to Chesapeake Bay drainage and shelter for wood ducks and other wildlife. (2001, NCR CLP digital photofile)

Buildings And Structures

Contributing Buildings and Structures

Lady Bird Johnson Park Bridges

The multiple intersecting highways crossing over Lady Bird Johnson Park and Boundary Channel to Virginia have necessitated the construction of nine bridges. Seven are primarily vehicular bridges, though some have sidewalks for pedestrians; one is a pedestrian bridge; and one is for pedestrians and bicycles. Most of the older bridges are arched structures constructed of reinforced concrete faced with dimensioned granite or other stone. Three bridges – the Washington Boulevard Bridge, Route 50 Westbound, and the Washington Boulevard Overpass – were constructed in the early 1940s as part of the new Pentagon network of roads. All three are now owned by the NPS.

Descriptions of all bridges are based primarily on the recent Historic American Engineering Record (HAER) surveys. Confusingly, several of the bridges are commonly referred to as "Bridge over Boundary Channel." Therefore, in this inventory, the authors have endeavored to consistently use official names for clarity.

The Humpback Bridge, also called the Bridge over Boundary Channel, spans Boundary Channel where it empties into the Potomac River, between the south end of Lady Bird Johnson Park and the Virginia shore. Landscape architect Gilmore D. Clarke designed the Humpback Bridge to blend into the surrounding landscape. Built by the Bureau of Public Roads engineers in 1932 as part of Mount Vernon Memorial Highway, it resembles many of the parkway's other bridges. The bridge is constructed of both steel and cantilevered reinforced-concrete girders, with a single, suspended center span. The dimensioned stonework of native granite, used for copings, arch ring, battered abutments, etc., was given a smooth face treatment to harmonize with Arlington Memorial Bridge. The granite and mica schist masonry of the abutments and spandrels has a rock-face finish to give an impression of strength. Stone for the breast walls was taken from the old abutment of the 14th Street Bridge. Six-foot-wide sidewalks flank the 60-foot-wide roadway. The 244-foot-long bridge has a clear span of 100 feet, and rises in a sharp vertical curve to provide adequate clearance for boats entering and leaving the marina in Columbia Lagoon. (Davis, Dissertation, pp. 567-569; HAER DC-19, 1988)

Arlington Memorial Bridge: Boundary Channel Extension carries Memorial Avenue over southbound Washington Boulevard, Boundary Channel, and southbound George Washington Memorial Parkway. It thus functions as an extension of Memorial Bridge from the west end of Memorial Circle, and connects Lady Bird Johnson Park and Washington, D.C. with Arlington County, Virginia at the entrance to Arlington National Cemetery. Architect William Mitchell Kendall of McKim, Mead & White designed Boundary Channel Extension bridge as a classical Beaux-Arts structure to complement Memorial Bridge, which he also designed.

Completed in 1932, the three-arched bridge is constructed of reinforced concrete and faced with bush-hammered dimensioned granite. The central 100-foot-wide arch spans Boundary

Channel, and the two flanking 50-foot archways cross over the two-lane GWMP on the Virginia shore and two lanes of Washington Boulevard in Lady Bird Johnson Park. The side arches have plain keystones, while the keystones of the main central arch are each carved with a buffalo head (similar to Arlington Memorial Bridge), designed by A. Phiminster Proctor. The deck is paved with three-and-one-quarter-inch-square blocks (called "Durax," probably a proprietary name) arranged in a pattern of intersecting fans. The parapet's classical granite balusters support a molded granite rail. At the east end of the bridge stands a pair of 35-foot-high granite pylons, similar to the pair on the west end of Arlington Memorial Bridge (see below). Simpler stone pedestals approximately ten feet high terminate the bridge on the west side. (HAER DC-76, 1988)

The Washington Boulevard Overpass spans the southbound George Washington Memorial Parkway at Washington Boulevard. Originally called War Department Bridge No. 5, the overpass was completed in 1942 as part of the Pentagon Highway Network. The 69-foot-long single-span arch has a rigid-frame cast-concrete superstructure and wing walls covered with stone veneer. (HAER DC-41, 1993)

The Washington Boulevard Bridge spans both Boundary Channel and southbound George Washington Memorial Parkway. Also part of the Pentagon Highway Network, the structure was completed in 1943 and was originally called War Department Bridge No. 3. The reinforced-concrete three-span arched bridge is 319 feet long, with the two longest arches each 110 feet long. The facing is a golden-brown limestone with white granite coping. The concrete deck, including sidewalks, is 98 feet wide. During concrete repairs made in 1988-1989, a granite curb was installed and the original railing replaced. (HAER DC-42)

The U.S. Route 50 Overpass, Westbound, carries U.S. Route 50, also called Arlington Boulevard, from Lady Bird Johnson Park across Boundary Channel to Virginia. Completed in 1946, the steel-girder structure forms part of the Pentagon Road Network and was originally known as War Department Bridge No. 6. (HAER DC-40) It replaced an earlier bridge that had been built in 1938 as part of the first phase of George Washington Memorial Parkway construction.

Boundary Channel Bridge (New), completed in 1965, carries southbound George Washington Memorial Parkway over Boundary Channel from Virginia to Lady Bird Johnson Park. Both Boundary Channel Bridge (New) and the Little River Inlet Bridge were part of a Parks and Parkways Project undertaken in 1964-65, and were designed and built by the Bureau of Public Roads, with oversight provided by the NPS. Boundary Channel Bridge (New) completed the relocation of the southbound lanes of GWMP, and allowed access from Arlington Boulevard and connections to Memorial Avenue and Boundary Channel Drive South.

Boundary Channel Bridge (New) is a three-span continuous concrete-box bridge built on a curving alignment and resting on concrete abutments and piers. The center span measures 140 feet and the end spans are 105 feet; the overall length, including wing walls, is about 394 feet.

Originally designed as a two-lane 28-foot-wide roadway with five-foot-wide elevated sidewalks on each side, today the bridge carries a three-lane road, and its sidewalks are less than three feet wide. The wing walls are faced with dimensioned masonry and the parapet wall is composed of iron pipe. (HAER DC-43)

The Little River Inlet Bridge, also called the North Boundary Channel Bridge or the Bridge over Boundary Channel, was completed in 1964 by the BPR and lies immediately northeast of the U.S. Route 50 Overpass. It carries the northbound lanes of GWMP from Lady Bird Johnson Park over Boundary Channel to Virginia, connecting with the northbound lanes from Memorial Bridge. The multi-beam steel-girder structure has reinforced-concrete abutments. This bridge unites design elements considered typical of the southern and northern segments of George Washington Memorial Highway: the facing of native stone on the concrete wing walls resembles the facing used for the bridges of Mount Vernon Memorial Highway, and the exposed steel structure is similar to the bridges of the north parkway. The two-lane roadway has a width of 28 feet with 5-foot-wide sidewalks on either side. The overall length, including wingwalls, is 193 feet. Steel struts were added for reinforcement in 1966. (HAER DC-39)

The primary entrance to the Lyndon B. Johnson Memorial Grove on the Potomac is from a plaza, or deck, and parking lot on the Pentagon side of Boundary Channel. From here a wooden pedestrian bridge, designed by Meade Palmer as an integral part of the entrance to the LBJ Grove and built in 1977, leads over the channel to the grove. The entrance plaza lies next to a small, 36-space parking lot, located across Boundary Channel Drive from the Pentagon's north parking area and extending along the channel. This parking lot also has a Tourmobile drop-off. The bridge is part of the greater GWMP system of multi-use trails and is the most substantial wooden structure found along the parkway.

A long, grassed median with a row of ten willow oaks separates the LBJ Grove parking lot from Boundary Channel Drive. Along the Boundary Channel side of the Grove's parking lot is a plank walk which suggests, by its material, the character of the entry plaza below. Above the entrance plaza is a planting bed with a line of white pines and a wooden sign, also designed by Palmer, giving the memorial's name. Placed at the center of the bed, it provides a vantage point for viewing the curving pedestrian bridge below and the entrance into the white pine grove on the island.

The wooden sidewalks and their wood balustrades extend along the parking lot, leading to a ramp, on the south, and an L-shaped flight of low stairs, on the north. Both ramp and stairs descend approximately eight feet or so to a four-sided, polygonal wooden deck, or plaza. At the rear, along parking lot side, runs a stone retaining wall of Potomac bluestone, a variety of gneiss. The stone is rough-faced, irregularly coursed, and set in mortar. In the center of the wall is set a wooden panel with the inscription, "Lyndon Baines Johnson Memorial Grove dedicated on April 6, 1976, as a living memorial to our thirty-sixth president." Visitors can press a button in this panel to hear a recording of Lady Bird Johnson discussing the grove's design and its symbolic representation of President Johnson's conservation achievements.

(HAER VA-89; "Report of the Joint Committee on Landmarks of the National Capital. Boundary Channel Bridge and Adjacent Parking Areas, Lady Bird Johnson Park, Columbia Island," 18 March 1976, LBJ file, Land Use Coordination Files, NCR, Division of Lands, Resources and Planning; National Register nomination, c. 1998)

At the north side of the deck, a low, broad stone wall, about two feet high, extends out from the wall and encloses a four-sided polygonal planting bed within the angle of the stairway. The wall steps up along the inner side of the stairs. Within this bed is planted a single crabapple.

The bridge from the main entrance on the Pentagon side to the main body of LBJ Grove has a broad, curving, horizontal arc, and is composed of six spans, the longest of which is 60 feet. The multiple-beam timber superstructure measures 366 feet in length with a 13-foot seven-inch-wide deck. In profile, it slopes up on either end in two segments to a single level segment in the center. The center clearance is about eight feet at high tide. A concealed lighting system is incorporated into the timber handrails. Reinforcement was added to the bridge's support structure in 1980 to enable it to carry additional pedestrian traffic on the Fourth of July, when crowds throng the island to watch the fireworks. Because of trouble with swaying, wire cables have been added to its wooden supports for strengthening.

The last of the Lady Bird Johnson Park bridges was completed in 1987. The Mount Vernon Trail Bridge, designed by NPS architects, crosses Boundary Channel immediately east of the Little River Inlet Bridge and carries the Mount Vernon Trail from the north end of Lady Bird Johnson Park to Virginia. The single-span steel-girder bridge has concrete abutments and spans 130 feet. Its reinforced concrete deck is 12 feet wide and has a four-foot-high aluminum handrail. (The bridge is called the "Mount Vernon Bike Trail Bridge" in HAER DC-44.)

The Columbia Island Marina, originally established in the 1940s and rebuilt in 1955-56, consists of a small building housing a snack bar, a fenced storage area south of the marina parking lot, and about a dozen narrow wooden docks projecting from the shore into Columbia Lagoon. The snack bar, designed by architect Horace Peaslee in 1955, is a small, modern structure, resembling a ranch-style house, that faces towards the lagoon. The façade is composed of a continuous series of fixed pane windows, with a large bay extension on the right – probably a later addition. Horizontally-coursed rock-faced sandstone is used at the northwest corner and runs beneath the windows. Surmounting the building is a small cupola, a Colonial Revival feature. There have been various minor additions, including a concrete-block restroom wing at the south end. In front is a concrete-paved patio surrounded by a dense evergreen hedge of osmanthus.

Sculptures and Memorials

Four 35-feet-high granite pylons surmounted by eight-foot-tall granite eagles are positioned at the east and west sides of Memorial Circle, one pair at the western entrance to Arlington Memorial Bridge and the other at the eastern entrance to the Boundary Channel Extension of

Memorial Bridge. William Mitchell Kendall, architect of Arlington Memorial Bridge, designed the pylons, and sculptor C. Paul Jennewein was responsible for the eagles and wreaths. (Jennewein also created the series of bas-reliefs located on the piers of Memorial Bridge, which depict eagles in roundels framed between fasces [rods bound around an ax, a conventional classical symbol of authority].) The pylons were erected by October 1929 and the eagles were set in place in 1932. Standing on stepped bases, with corner pilasters supporting entablatures and stepped pyramidal tops, the pylons are simplified versions of the classical Mausoleum of Halicarnassus, a standard model for Beaux-Arts monuments. A bas-relief sculpture of a laurel wreath, a symbol of victory, is set at the top of the center panel of each elevation. With their turned heads and partially spread wings, the eagles symbolically function as protective or guardian figures. (HSR 114)

The Navy-Marine Memorial, a monument commemorating American sailors lost at sea, was erected at the southeast end of Columbia Island, just north of Humpback bridge, in 1934. The sculptor was Ernesto Begni del Piatta. Architect Harvey W. Corbett had designed a base composed of a series of low, curving steps, which was to be made of green granite to resemble the sea; because of insufficient funds, the work was first mounted on a concrete base before a simpler version of Corbett's design, constructed of a poor grade of granite, was installed in 1940 by the Works Progress Administration (WPA). The WPA also installed tile drains and rip rap along the river banks. They removed trees and shrubs that were to be replanted, poured concrete for the foundation, and cut and installed the flagstone pavers. (A.R. Gierasch, "Status of Navy-Memorial Project," Feb. 1, 1941, Navy-Marine Memorial folder in FRC box, LUCF)

The cast-aluminum Art Deco sculpture depicts seven sea gulls hovering over a wave (Goode, Outdoor Sculpture of Washington, 207). Green pigment was applied to the undersides of the wave and the gulls' wings, and yellow pigment on the crest of the wave and the tips of wings, to create the effect of shadow and sunshine. The wave is intricately incised and molded with whorls, scrolls, and stylized fish.

The Navy-Marine Memorial was the first significant memorial built within the bounds of the Mount Vernon Memorial Highway. Though originally placed at Hains Point, the Commission of Fine Arts – in particular Gilmore Clarke – did not care for the statue and relegated it to the more remote location of Columbia Island. Clarke recommended using trees to shield it from the view of motorists. (James Goode, Outdoor Sculpture of Washington, p. 207; Davis, Dissertation, pp. 902-903; Land Use Coordination File)

The monument stands on a mound above the Mount Vernon Memorial Highway. Several flights of broad flagstone steps, framed by dark masses of weeping yew, lead up to the surrounding flagstone plaza. The yews were installed to compensate for the loss of the wavelike effect that would have been created with the more expensive and elaborate granite base originally conceived. Beds of flowers, created sometime after the monument was installed, lie around it. On the east side of the plaza, the land slopes somewhat steeply down to the river, about 20 feet below. The statue bears an inscribed panel (the text is given in

Supplemental Information, Part 4 of the CLI).

The only component landscape within Lady Bird Johnson Park is the Lyndon Baines Johnson Memorial Grove on the Potomac, a 17-acre landscape memorial designed by landscape architect Meade Palmer as a tribute to the 36th president of the U.S. (1963-1969). Groundbreaking ceremonies were held in September 1974 and the Grove officially opened in April 1976. The Memorial Grove is a so-called "living memorial," a term referring both to its status as a landscape memorial and to its fulfillment of social, in this case recreational, needs of the greater community. (See Vegetation for a more complete description of this site.)

Meade Palmer, a prominent regional landscape architect, spent most of his long career working in Virginia. His relatively simple compositions were carefully wedded to topography, and he favored curving roads or paths, which, after passing through dense groves of trees, suddenly open up into expansive views. Palmer's landscapes often include water features, frequently spanned by bridges, and some of his works bear a Chinese influence. Chinese gardens, in fact, inspired Palmer to select pines for the Memorial Grove, though he wanted another species than the white pines First Lady Lady Bird Johnson insisted on using.

At the LBJ Memorial Grove, a flagstone walk leads south from the end of the pedestrian bridge, winding through a grove of white pine trees to a circular flagstone plaza at its center, while a gravel-topped asphalt walk leads north to the meadow area. (For more information on these trails, see Circulation.) The granite monolith, which stands as the focal point of the Memorial Grove, was sculpted by Harold Vogel based on a conceptual design of Palmer's, who envisioned it as an abstract expression of Johnson's strength and power. Palmer, Vogel, and Mrs. Johnson together selected the piece from a Texas quarry located on or near the Johnson ranch in Texas. Known as "Sunset Red," the red granite has black, gray, and clear crystals embedded in it. The granite was used for the megalith and other features within the grove, including bench supports, drinking fountains, and the inscription panels at the monument's foot.

Vogel carved the 19-feet-high, 43-ton monument at a temporary location on site, between the marina parking lot and the parkway, while the Grove was being constructed. The irregular, rough-hewn stone is an abstracted obelisk, a conventional monument form; it likely refers to the Washington Monument, which is a prominent feature of the view. The monolith stands directly on the axis of Maryland Avenue. Its sharp east-facing corner helps direct the gaze of visitors towards the National Mall and underscores the importance of views to the design. (National Register nomination, 1998)

A low wall, constructed of concrete with a broad flagstone top, circles the central part of the grove, creating a slightly raised planting bed surrounding the paved plaza. Within this edging, English ivy grows beneath the white pines. No pines or ivy are located directly east of the plaza, where there is, rather, a wedge-shaped area of lawn, corresponding to the view zone towards the District of Columbia. The wall curves out to line the flagstone walk as it approaches the plaza. At a few places where it intersects the walk, the wall – never more than

a few inches high – gradually descends to ground level. Outside of the low wall, the ground beneath the pines is covered in most places by a thick mulch of pine needles.

The plaza has an irregular flagstone paving, recently rehabilitated. At the foot of the megalith on the north and east is a multi-sided polygonal planting bed. Set into the plaza at four of the bed's corners are four-sided polygonal polished granite panels with beveled edges, raised about two inches above ground level. These panels are inscribed with quotations from LBJ's speeches and writings on education, the environment, civil rights, and the presidency (see Supplemental Information in Part 4 for panel texts).

As a presidential memorial, the Memorial Grove was listed on the National Register at the time of its congressional authorization, December 28, 1972 (Public Law 94-192, 94th Cong., H.R. 9883). Documentation to support the nomination was accepted on July 14, 1998. The nomination listed the contributing elements as one contributing site (the Grove as a whole), one contributing structure (the pedestrian bridge), and one contributing object (the sculpture). Site furnishings were chosen or designed to complement the Grove's simple, modern design. (See Small-Scale Features.)

Other Structures

A dry-laid stone retaining wall runs along the west side of the multi-use trail, east of Mount Vernon Memorial Highway. The 40-foot-long wall was built by the Civilian Conservation Corps along a section of the bridle path that traversed a slightly steep slope. The path still exists, but today is an asphalt trail used by bikers, joggers, and walkers as part of the Mount Vernon Trail.

The stone rip rap used along the island's shore varies in age and type of stone. The large boulders of the older rip rap at the southern end of the island were installed by the WPA c. 1940. Newer stone is light colored, and is probably limestone – a generic rip rap stone.

Non-contributing Structures

At the marina, south of the snack bar and next to the lagoon, is a small shed-roofed structure made of manufactured wood which houses restrooms. The rear is an open shed containing an oil tank and other equipment. About a dozen small wooden docks, providing berths for several hundred watercraft, extend out into the Marina. There is also a concrete boat ramp.

A concrete-block comfort station stands adjacent to the east side of the marina parking lot and contains men's and women's restrooms. Entrances to the blue and white-painted structure are partially screened by American holly.

The Columbia Marina parking lot was built about 1963. When the Grove was installed, the north end of the parking lot was reduced to provide more room for the Grove, and the boat storage area that had been located there was moved to the south end of the island, near

Humpback Bridge. The parking lot has four rows of parking spaces and a central median planted with willow oaks.

Conclusion

Most of the contributing structures are in good condition. Few have been significantly altered since their original construction, though several of the road bridges have been rebuilt, as discussed above. The restrained stonework of the bridges, laid in regular coursing but with somewhat roughhewn surfaces, reflect the nature of Lady Bird Johnson Park as a landscape which mediates between the formal Memorial Bridge and the picturesque landscaping of the two parkways. The original design for the base of the Navy-Marine Memorial was never constructed; the current base is much simpler.

The ten bridges and two memorials associated with Lady Bird Johnson Park have scarcely been altered since their construction. They retain high integrity.

Character-defining Features:

Feature: Arlington Memorial Bridge: Boundary Channel Extension

Feature Identification Number: 102353

Type of Feature Contribution: Contributing

Feature: Bridge over Boundary Channel (Humpback Bridge)

Feature Identification Number: 101730

Type of Feature Contribution: Contributing

Feature: Boundary Channel Bridge (New)

Feature Identification Number: 102354

Type of Feature Contribution: Contributing

Feature: Columbia Island Marina snack bar

Feature Identification Number: 105820

Type of Feature Contribution: Contributing

Feature: Memorial Circle, four pylons

Feature Identification Number: 105831

Type of Feature Contribution: Contributing

Feature: rip rap, historic, south end of island

Feature Identification Number: 105835

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, wooden entrance deck on Virginia shore including walks, stone walls, etc.

Feature Identification Number: 105829

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, megalith

Feature Identification Number: 105827

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, flagstone plaza

Feature Identification Number: 105825

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, entire site

Feature Identification Number: 105824

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, pedestrian bridge

Feature Identification Number: 105828

Type of Feature Contribution: Contributing

Feature: Little River Inlet Bridge

Feature Identification Number: 105830

Type of Feature Contribution: Contributing

Feature: Navy-Marine Memorial

Feature Identification Number: 105833

Type of Feature Contribution: Contributing

Feature: Navy-Marine Memorial, flagstone plaza

Feature Identification Number: 105834

Type of Feature Contribution: Contributing

Feature: U.S. Route 50 Overpass, westbound

Feature Identification Number: 105836

Type of Feature Contribution: Contributing

Feature: Washington Boulevard Bridge

Feature Identification Number: 105837

Type of Feature Contribution: Contributing

Feature: Washington Boulevard Overpass

Feature Identification Number: 105838

Type of Feature Contribution: Contributing

Feature: Columbia Island Marina, wooden docks

Feature Identification Number: 105822

Type of Feature Contribution: Non-Contributing

Feature: comfort station near Columbia Island Marina/LBJ Grove parking lot

Feature Identification Number: 105823

Type of Feature Contribution: Non-Contributing

Feature: Columbia Island Marina, maintenance shed

Feature Identification Number: 105821

Type of Feature Contribution: Non-Contributing

Feature: Mount Vernon Bike Trail Bridge

Feature Identification Number: 105832

Type of Feature Contribution: Non-Contributing

Feature: Arlington Memorial Bridge

Feature Identification Number: 102352

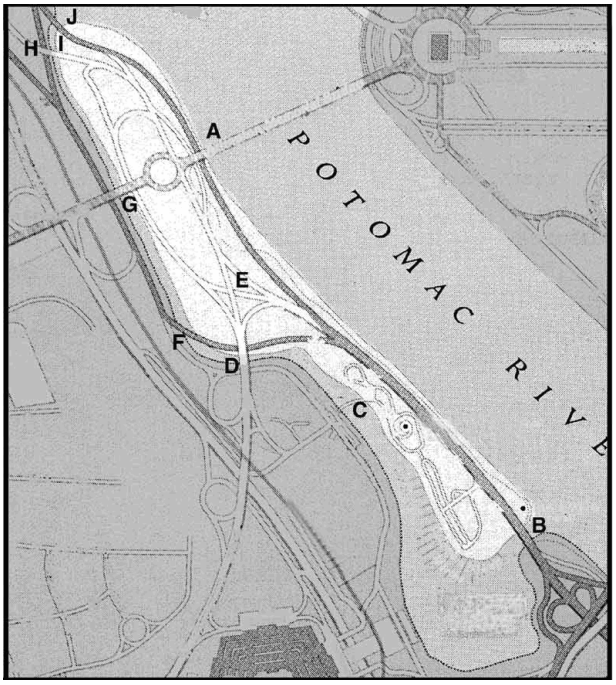
Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, low stone-and-concrete wall along flagstone walk

Feature Identification Number: 105826

Type of Feature Contribution: Contributing

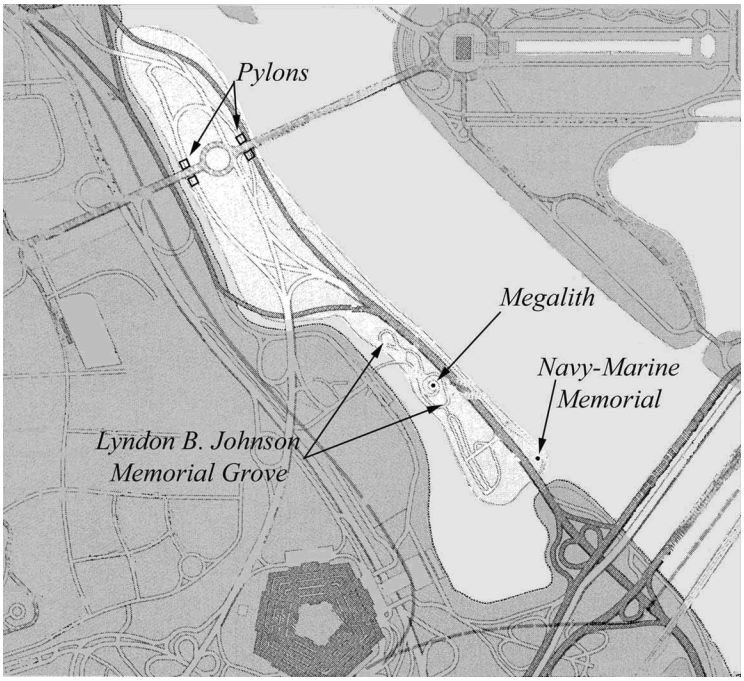
Landscape Characteristic Graphics:



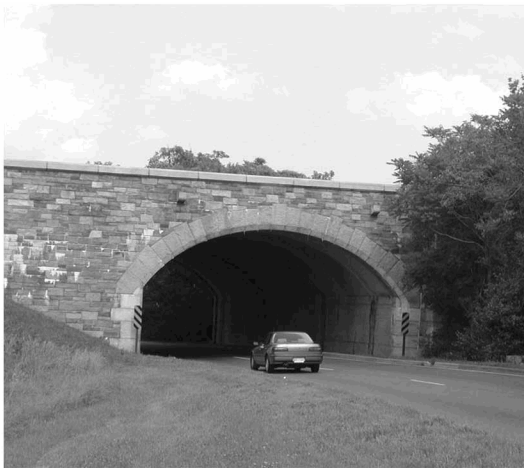
BRIDGES

A	Arlington Memorial Bridge
B	Boundary Channel Bridge (Humpback Br
C	LBJ Memorial Grove Pedestrian Bridge
D	Washington Boulevard Bridge
E	Washington Boulevard Overpass
F	Boundary Channel Bridge, New
G	Arlington Memorial Bridge: Boundary Channel Extension
H	U.S. Route 50 Overpass
I	Little River Inlet Bridge
J	Mt. Vernon Bike Trail Bridge

Arlington Memorial Bridge leads to Lady Bird Johnson Park from Washington, D.C., and eight other bridges cross between the island and Arlington, VA. The tenth bridge is an overpass on the island.



Two memorials are located at the south end of Lady Bird Johnson Park: the living memorial to President Lyndon B. Johnson, and the sculpture known as the Navy-Marine Memorial.

The granite facing of Washington Blvd. Overpass (left) and Washington Blvd. Bridge (right), both built by the War Dept. in 1940s, complement the parkway's older bridges. (2001, NCR CLP digital photofile)



Navy-Marine Memorial, looking south. Trees in background line the river's edge. Prostrate yews which flank steps to the plaza around sculpture are faintly distinguishable in photo. (2001, NCR CLP digital photofile)



Pylons at west end of Memorial Bridge. (2001, NCR CLP digital photofile)



The stone retaining wall built by the CCC in c. 1940 along the historic bridle path now flanks one section of the Mount Vernon Trail. (2001, NCR CLP digital photofile)

Views And Vistas

Views and Vistas Associated with the Circulation System

Views and vistas play a dominant role in the landscape of Lady Bird Johnson Park. While the historical record presents little specific information on the intent of the park's various designers regarding intended views, the different avenues of research undertaken by the CLI team, such as map analysis, site investigations, and the experience of driving over the island's roads, have clearly shown the central significance of views. A site visit with landscape architect Edward D. Stone, Jr., in May 2004 provided valuable information on the role views played in his development of the park's planting plan in the 1960s.

Additionally, the park is the place where Mount Vernon Memorial Highway and George Washington Memorial Parkway meet. It is a connecting link between these two historic parkways and the ceremonial route to Arlington National Cemetery. The fundamental importance of views and vistas to these roadways is well documented.

The most important views are those from Memorial Bridge, along Memorial Avenue, and across Memorial Circle. From these vantage points, motorists, pedestrians, and cyclists can obtain dramatic vistas of the Lincoln Memorial to the east and Arlington House to the west, in addition to views of Arlington National Cemetery, and views north and south along the island.

Also key are the broad panoramas seen from vehicles heading north on Mount Vernon Memorial Highway and George Washington Memorial Parkway. Just after crossing Humpback Bridge, northbound cars gain a view of the Navy-Marine Memorial. The placement of the road near the island's eastern shore allows panoramic views of the National Mall, most prominently the Lincoln Memorial, the Washington Monument, and West Potomac Park, as well as a sweeping view up the river to Arlington Memorial Bridge. The alignment of the Mount Vernon Trail between the parkway and the river allows pedestrians and cyclists to enjoy the same views as motorists. The broad verge between the parkway and the river is landscaped with trees arranged as single specimens or in groups of varying sizes that frame views in picturesque ways. In fact, the spacing of trees and openings in relation to the river and the D.C. shore, with the broad sheets of daffodils spreading over the lawns in the spring, is one of the constant pleasures of the drive north on Mount Vernon Memorial Highway.

Views from the southbound lanes of George Washington Memorial Parkway are not quite as prominent. The southbound parkway runs only along the southern half of the island (after having crossed from the Virginia shore). It then runs next to the northbound lanes, and motorists see views primarily of the island's shoreline, the West Potomac Park shoreline, and down the river to the 14th Street Bridge, though a dramatic view is obtained of the monolith in the Lyndon B. Johnson Memorial Grove, better than from northbound lanes. (Historically, before road changes in the 1950s, the southbound lanes offered good views of the Lincoln Memorial, Arlington Memorial Bridge, and other features.)

Beautification Program and Stone Planting Plan

The major projects for Columbia Island resulting from the Beautification Program of the mid-1960s were the planting of enormous quantities of daffodils in naturalized beds along with thousands of white and pink flowering dogwoods. Little documentation has been found concerning the intent of NPS designers and others involved in the projects regarding desired views of these features. A letter of February 1968 records the wishes of Mrs. Albert (Mary) Lasker, the philanthropist who donated the dogwoods. Lasker requested that dogwoods be planted within 100 feet of roads, with the nearest trees standing about 15 feet from roadways and none placed too far in the background, so that visitors would have the impression of driving through "a bower of flowers." (Lasker to Castro, "Columbia Island" file, Beautification files, Cultural Landscapes Program files, NCR) In another communication, Mrs. Lasker mentioned that she did not think designers should concern themselves with the view of plantings from across the river. (Lewis to Alexander, Sept. 5, 1967, Beautification files, Cultural Landscapes Program files, NCR)

Other than the plans themselves, few documents exist pertaining to Edward D. Stone, Jr.'s intention relative to views. Recent conversations with Stone, and a site visit with him to the island, have revealed the views were key to his placement of trees. He designed tree plantings to frame views to Washington – to the National Mall and the monuments generally – primarily as seen from the road. Views were to be revealed as the trees grew.

Stone had expressed this intent in a May 1967 letter from Stone to Robert W. Andrews, Chief Landscape Architect for the National Park Service's Washington Planning and Service Center. He discusses Memorial Circle in relation to plans for a fountain that was never built: "We agree to give further study to the formal planting at the fountain with a view to possibly enlarging the circle to provide better sight distances." He writes about an overlook, also never built: "We will also study the relocation of the proposed overlook so that this element forms a strong link between the parking area and the statue of the gulls." The exact location and appearance of this overlook are not known, but apparently it would have been placed along the shore and so would have afforded views of D.C.

Stone concludes this letter with the following statement:

"It was suggested that we further examine our planning [sic] at the river's edge to be absolutely sure that the open vistas to the monuments across the Potomac area [are] consistent with the traveling speed on the parkway. We will also include a time-distance scale on our final submission." (Stone to Andrews, Letter, 12 May 1967, LUCE, LBJ Grove file)

A recent letter from Stone states that he recalls that creating "view corridors to monumental Washington" was one of the "driving forces in the design." (Edward D. Stone, Jr., to Kay Fanning, letter via e-mail, Feb. 5, 2004)

Over the years, the Stone planting plans have been gradually implemented by GWMP staff.

Implementation has caused views of the river and the eastern shoreline to become partially blocked by small groves and clusters of trees. Stone may have wanted to create an alternation or combination of close, detailed views and broad, open views, the sort of visual rhythm that underlies the designed landscape of the Mount Vernon Memorial Highway and which its designers believed to be appropriate for a modern motor road.

Stone did not, however, attempt to screen less desirable views, such as those to Crystal City and Rosslyn. Tall structures in Virginia were not an issue at that time. (Site visit with Stone, May 19, 2004; notes in CLP project files.)

LBJ Memorial Grove

Views formed a critical part of Meade Palmer's design for the Lyndon B. Johnson Memorial Grove on the Potomac, though the two different areas of the site – the white pine grove with its commemorative plaza and monolith, and the meadow – have opposed orientations. Major views in the grove area are directed out across the river to the Mall, and are framed by clusters of white pines; views within the tree-sheltered meadow remain largely internal.

The primary entrance to the Memorial Grove is from the Virginia shore of Boundary Channel. From the wooden entrance plaza, visitors look along the bridge to the beginning of the flagstone walk through the pines. As visitors proceed along the spiraling walk, they glimpse the monolith through the pines before reaching the plaza and the dramatic view to the east. Pine trees were probably selected, in part, because properly maintained mature pine trees would allow visitors to gain filtered views beneath their boughs.

Palmer controlled the direction of views in the grove area through several means: surrounding the plaza on three sides with a dense planting of white pines; raising the sculptural monolith on a low artificial mound; aligning the monolith with the axis of Maryland Avenue, across the river; and planting groups of white pines on the opposite side of the parkway, along the shore, to frame the views to the Mall. Visitors standing on the plaza see West Potomac Park and the National Mall, including a striking juxtaposition of the megalith with the Washington Monument. These views are meant to encourage visitors to consider President Johnson's relation to his predecessors and his place within U.S. history.

The lawn area of the LBJ Memorial Grove has the opposite orientation. Informal massings of trees buffer views of the parkway, located a short distance to the east; berms also helps block views of passing cars, and partially mitigate their noise. Instead, attention is directed to close views of the features that comprise the informal landscape – specimen trees, such as huge old cottonwoods, and massings of ornamental shrubs and wildflowers.

Conclusion

Few of the views described above have been altered since completion of the roadways and

structures. Most areas surrounding Lady Bird Johnson Park are National Park Service properties, and their visual characters have not significantly changed for many years. Implementation of the Stone planting plan, however, is gradually altering the existing expansive views of the National Mall and Washington shoreline, which form a dominant part of the experience of driving along the island. As stated above, it is not yet known to what extent this was intended.

Other Views

Few areas offer clear views of Boundary Channel, and it is not known what was intended in this regard. Pedestrians get good views along the channel from Arlington Memorial Bridge: Boundary Channel Extension and from the LBJ Grove pedestrian bridge. Motorists get quick glimpses of the channel from various points on the parkway, particularly the southbound lanes, and crossing the different bridges.

Some tree plantings have been established to obscure, as much as possible, the tall buildings of Pentagon City and Crystal City to the south and Rosslyn to the north. Pines have been planted on the north part of the island to partially hide views of Rosslyn.

Character-defining Features:

Feature: LBJ Memorial Grove: views and vistas along entry route, from plaza on VA shore, across bridge, along walks to meadow area and to Grove and flagstone plaza

Feature Identification Number: 97228

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove: views within meadow area

Feature Identification Number: 100844

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove: vistas from flagstone plaza to National Mall and East and West Potomac Parks

Feature Identification Number: 100845

Type of Feature Contribution: Contributing

Feature: Mount Vernon Trail: views along trail near Potomac River shore, corresponding to views from northbound and southbound George Washington Memorial Parkway

Feature Identification Number: 100847

Type of Feature Contribution: Contributing

Feature: George Washington Memorial Parkway and Washington/Arlington Blvd.: views from lanes in both directions to daffodil beds and flowering dogwoods in spring

Feature Identification Number: 94878

Type of Feature Contribution: Contributing

Feature: GWMP, northbound: views north along Virginia shore, Virginia corridor of GWMP

Feature Identification Number: 94879

Type of Feature Contribution: Contributing

Feature: GWMP, northbound: views to LBJ Memorial Grove, megalith, and Navy-Marine Memorial

Feature Identification Number: 94881

Type of Feature Contribution: Contributing

Feature: GWMP, northbound: views to Washington shoreline and National Mall

Feature Identification Number: 94882

Type of Feature Contribution: Contributing

Feature: GWMP, northbound: views up river to Arlington Memorial Bridge

Feature Identification Number: 94883

Type of Feature Contribution: Contributing

Feature: GWMP, northbound: views north of Arlington Memorial Bridge to Roosevelt Island, D.C. shoreline, Kennedy Center

Feature Identification Number: 94880

Type of Feature Contribution: Contributing

Feature: GWMP, southbound: views to island's shoreline and river

Feature Identification Number: 94884

Type of Feature Contribution: Contributing

Feature: GWMP, southbound: views to LBJ Memorial Grove, megalith, and Navy-Marine Memorial

Feature Identification Number: 94885

Type of Feature Contribution: Contributing

Feature: GWMP, southbound: views to Washington shoreline

Feature Identification Number: 94886

Type of Feature Contribution: Contributing

Feature: Memorial Circle: views east to Lincoln Memorial, west to Arlington House and Arlington National Cemetery, north up island and south down island

Feature Identification Number: 100846

Type of Feature Contribution: Contributing

Feature: Columbia Island Marina, view to Pentagon

Feature Identification Number: 94877

Type of Feature Contribution: Non-Contributing

Feature: views to Rosslyn

Feature Identification Number: 100849

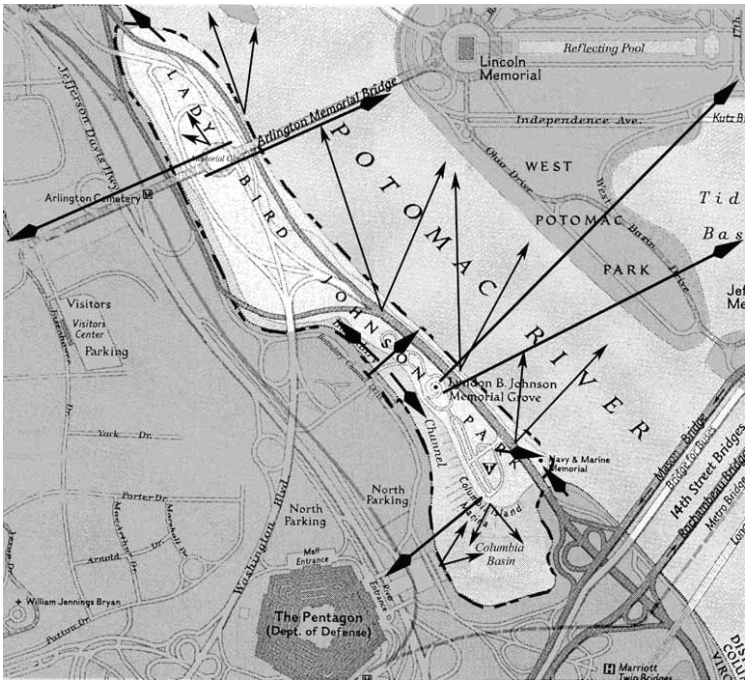
Type of Feature Contribution: Non-Contributing

Feature: views to Pentagon City and Crystal City

Feature Identification Number: 100848

Type of Feature Contribution: Non-Contributing

Landscape Characteristic Graphics:



The most important views from Lady Bird Johnson Park are panoramas across the river to Washington from Mount Vernon Memorial Highway, Mount Vernon Trail, and LBJ Grove.



The Washington Monument is one of the most prominent features in the panorama from the plaza in LBJ Grove. (2001, NCR CLP digital photofile)



View from Mount Vernon Memorial Highway up the Potomac River to Arlington Memorial Bridge shows the skyline of Washington. Washington National Cathedral and Kennedy Center are prominent. (2001, NCR CLP digital photofile)

Small Scale Features

Lighting

Since it was part of Mount Vernon Memorial Highway, the southern half of Columbia Island was originally lighted by the type of metal light post used on the highway between Washington and Alexandria. The design was based on the streetlights used for the Westchester County, New York, parkways. Poles were spaced about 75 feet apart along the Mount Vernon Memorial Highway, though this distance was varied when necessary to minimize visual intrusion. When lit, the parkway was "one of the longest stretches of continuously lighted highway in the world." (Davis, diss.:514) The design of the metal post was meant to harmonize with the types of poles used in Washington's federal parks and along Washington Street in Alexandria.

The lighting system was in use by May 1932. It was shut off during the Depression and again during World War II to save money. The lamps were not removed during these times, and many were broken by vandals. (Davis, diss.:514-515) In the 1950s, most of the original standards were replaced by modern "Cobra-headed" lamp posts (designed by industrial designer Donald Deskey), with a simple, unarticulated post supporting an elliptical lamp on a curving neck, often reinforced by a strut. Cobra lamps were selected because they directed light to the ground rather than the sky, and thus did not interfere with the visibility of planes using National Airport. The Cobra standards were removed and replaced in 1998 by lamp posts that replicate the original style, following Section 106 review (design details may have been slightly simplified from the original). The fluted posts bear single pendant light fixtures suspended from a straight arm. Finials cap the posts and the ends of the perpendicular arms. (The design, manufactured by Union Metal, is known as the "Union Metal Standard"; e-mail, Tim Buehner to Virta/cc. to Fanning, March 30, 2004).

Around Memorial Circle stands the single Washington Standard lamp, designed by artist Francis Millet in 1913 and therefore sometimes often called a "Millet" lamp. This is the standard, Beaux-Arts Washington, D.C., street lamp, and is used on Arlington Memorial Bridge and along Memorial Avenue. Fluted posts resemble a slender classical column, and support an urn-shaped globe, these days typically made of Lexan, a thermoplastic resin, rather than glass.

The LBJ Memorial Grove is lit by a different kind of modern lamp, a black-painted steel standard about 15 feet tall, bearing a square light box perpendicular to the post. These illuminate the paths for night-time visitors. Illuminating the marina parking lot are tall light posts carrying multiple lights, which can be swiveled in various directions. Another type of modern lamp is used in the marina, a simple steel post capped by a curved reflector.

Benches

Several types of benches are used on the island, including two different benches in the LBJ Memorial Grove. Meade Palmer designed a bench especially for the memorial plaza, with a base made of two slabs of the same red granite used for the megalith, supporting seats of 4-inch by six-inch wood slats. Four of these benches are spaced evenly around the plaza; a few others can be found at other spots within the grove. The second type of bench is a standard design used in the National Capital Parks since at least the mid-1920s. This armless bench has an iron base, with a broad curving strut connecting the rear legs and curving struts also connecting front and back legs on either end. The curving seat and back are composed of wood slats. This type is used along the Mount Vernon Trail. Along the path circling the meadow is another type. A pair of plain, bent steel legs supports a straight seat and back, each composed of four straight slats. Money to pay for these benches and the "Tulip" type of trash receptacle (below) was raised by the National Democratic Women's Club by selling copies of Lady Bird Johnson's book, "White House Diary." (Neal to Sup. GWMP, memo, Feb. 22, 1973, LBJ Folder, LUCF)

Drinking Fountains

Standing along the flagstone walk within the Memorial Grove, a short distance from the pedestrian bridge, is a pair of sculptural, polished granite drinking fountains. Designed by Meade Palmer of the same Sunset Red granite as the megalith, the two fountains, of different heights, are square pillars with tapered chamfered edges.

Across the walk from the Palmer fountains, a handicap accessible drinking fountain has been added. All three drinking fountains within the grove stand on flagstone aprons extending from the walkway. An older variety of drinking fountain, in the form of a battered, tiered concrete column, can be found at the marina.

Plaque

The bronze plaque, approximately two-feet square, is located southeast of Memorial Circle, set in a concrete apron that curves off of the sidewalk. The plaque has raised lettering and a plain raised border, and bears the following dedication: "Lady Bird Johnson Park/The dogwood and daffodil plantings on this island are dedicated to President and Mrs. Lyndon B. Johnson who challenged America to make more beautiful the environment of all its citizens/1968".

Other – Signs, Trash Receptacles, Picnic Tables, etc.

A variety of conventional signs can be found throughout the island. Numerous road signs are placed along the island's roadways. Meade Palmer designed two simple wooden signs with routed letters giving the memorial's full name. The routed letters are not painted; the signs are monochrome. One sign stands at the grove's Virginia entrance, in the planting bed along the parking lot, above a spot where visitors get a clear view of the footbridge and its island destination. This sign is considerably faded. The other stands at the entrance to the grove

from the marina/memorial parking lot, beneath a canopy of white pines. Both signs are contributing features.

In the Grove and throughout the island can be found a standard type of National Park Service trash receptacle. The "Tulip" type of receptacle is a cylindrical wood-slat container with a metal liner and supported by a single post. A removable plastic trash can is set inside it.

Wooden picnic tables are located in the meadow area of the Memorial Grove, and other types on the lawns near the marina. On the patio in front of the snack bar stand several picnic tables made of plastic resin or metal. Other wooden picnic tables are scattered on the lawn around and behind the building.

Steel "w"-beam guardrails are used on the island along most of the parkway, wherever adjacent lanes run in opposite directions. Wooden guardrails are found at the north end of the island along the George Washington Memorial Parkway. Along the east side of the northbound parkway, beneath Arlington Memorial Bridge and next to the sidewalk, is a short section of steel guardrail and a railing made of steel pipe. Other miscellaneous, non-contributing small-scale features include brown-painted wooden mile markers along the Mount Vernon Trail; a bulletin board on the Mount Vernon Trail, near its intersection with trails leading up to Memorial Circle; and a mast-shaped flagpole at Columbia Island Marina.

Character-defining Features:

Feature: Mount Vernon Trail, NPS benches

Feature Identification Number: 94864

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, four inscribed granite panels

Feature Identification Number: 94857

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, granite and wood benches

Feature Identification Number: 94858

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, light posts

Feature Identification Number: 94859

Type of Feature Contribution: Contributing

Feature: benches along path circling meadow area in LBJ Memorial Grove

Feature Identification Number: 105854

Type of Feature Contribution: Contributing

Feature: LBJ Memorial Grove, pair of granite drinking fountains

Feature Identification Number: 94860

Type of Feature Contribution: Contributing

Feature: Lady Bird Johnson plaque

Feature Identification Number: 94855

Type of Feature Contribution: Contributing

Feature: Columbia Island Marina, concrete drinking fountain

Feature Identification Number: 105858

Type of Feature Contribution: Contributing

Feature: Mount Vernon Memorial Highway replacement light posts

Feature Identification Number: 94862

Type of Feature Contribution: Contributing

Feature: Memorial Circle, Millet light posts

Feature Identification Number: 94861

Type of Feature Contribution: Non-Contributing

Feature: Columbia Island Marina parking lot, electrical transformer encased in metal cover with Greek key design

Feature Identification Number: 105856

Type of Feature Contribution: Non-Contributing

Feature: Columbia Island Marina parking lot, light posts

Feature Identification Number: 105857

Type of Feature Contribution: Non-Contributing

Feature: Columbia Island Marina, light posts

Feature Identification Number: 94851

Type of Feature Contribution: Non-Contributing

Feature: Columbia Island Marina, flagpole

Feature Identification Number: 91850

Type of Feature Contribution: Non-Contributing

Feature: GWMP, wooden guardrails

Feature Identification Number: 94854

Type of Feature Contribution: Contributing

Feature: GWMP, steel "w"-beam guardrails

Feature Identification Number: 94852

Type of Feature Contribution: Non-Contributing

Feature: GWMP, steel pipe fence beneath Arlington Memorial Bridge

Feature Identification Number: 94853

Type of Feature Contribution: Non-Contributing

Feature: LBJ Memorial Grove, accessible drinking fountains

Feature Identification Number: 94856

Type of Feature Contribution: Non-Contributing

Feature: Mount Vernon Trail, wooden mile markers

Feature Identification Number: 94865

Type of Feature Contribution: Non-Contributing

Feature: Mount Vernon Trail, bulletin board

Feature Identification Number: 94863

Type of Feature Contribution: Non-Contributing

Feature: benches, all other types

Feature Identification Number: 105855

Type of Feature Contribution: Non-Contributing

Feature: picnic tables outside of LBJ Grove

Feature Identification Number: 94867

Type of Feature Contribution: Non-Contributing

Feature: trash receptacles

Feature Identification Number: 94868

Type of Feature Contribution: Non-Contributing

Feature: picnic tables in LBJ Grove

Feature Identification Number: 94866

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Lamppost at left along MVMH is the traditional fixture associated with this section of the parkway. Lamppost at right is the Washington or Millet standard used on the island only around Memorial Circle. (2001, NCR CLP digital photofile)



This example of the type of modern light post used in the Lyndon B. Johnson Memorial Grove stands in the meadow area.



Variety of benches. Left to right: at plaza in LBJ Memorial Grove; in meadow of Grove; standard NCR bench design from 1920s, along Mount Vernon Trail. (2001, NCR CLP digital photofile)



Drinking fountains. On left is pair of sculptural granite fountains designed by Meade Palmer for LBJ Memorial Grove. On right is octagonal concrete fountain, a historic design used in NCR parks; this has been removed. (2001, NCR CLP digital photofile)

Constructed Water Features

Two constructed water features are associated with Lady Bird Johnson Park: Boundary Channel and Columbia Lagoon. Both resemble natural features, but were created as a result of extensive dredging operations carried out in the early 20th century. Boundary Channel and Columbia Lagoon both lie within the boundaries of the George Washington Memorial Parkway and of the District of Columbia, since D.C. jurisdiction over the Potomac River and its features extends to the mean low water line of the Virginia shore.

Boundary Channel is a narrow waterway running between the western shore of the island and the Virginia shore, essentially the boundary between the island, which is in D.C., and Virginia. Water flows from the Potomac River into the channel through an inlet at the north end of the island, emptying at the south into Columbia Lagoon. The flow of water reverses during incoming tide. Before Columbia Island was built, a natural channel coursed through the mud flats along the Virginia shore. After formation of the island, the channel was dredged to a width of 100 feet from its north end to the point where the Virginia shoreline bends and became wider. The northern half now appears to be narrower than 100 feet.

The channel was intended both to continue the natural flow patterns of the river, and to be a park feature enjoyed by boating parties. Canoes and kayaks sometimes venture along it today. Originally, the channel had somewhat irregular banks. In the 1940s these were considerably straightened, particularly in the northern half, in conjunction with road-building activity.

Numerous vehicular bridges and two pedestrian bridges cross over Boundary Channel. Dense riparian vegetation, including large mature trees, grows along its banks.

At its south end, Boundary Channel widens into a roughly circular basin of 44 acres known as Columbia Lagoon (also known as Columbia Basin or Pentagon Lagoon). The basin's east shore is formed by Columbia Island. To the west and south, the basin curves deeply into the Virginia shoreline, composed in this area of dredged material deposited during the construction of Mount Vernon Memorial Highway in 1929-1932. As a result of this road building, the existing small lagoon was doubled in size.

Water empties from the basin back into the river through a narrow outlet at the southern end of Lady Bird Johnson Park. The Bridge over Boundary Channel (commonly called the Humpback Bridge) carries the north- and southbound lanes of Mount Vernon Memorial Highway over this outlet. The small Columbia Island Marina is situated at the southern end of the island next to the basin, and its dozen or so wooden piers extend into the basin from the island's western shore. Across the basin from the marina are the landscaped grounds and busy roadways of the Pentagon. The east elevation of the Pentagon, and a couple of formal, paved terraces off Boundary Channel Drive, overlook Columbia Lagoon. There is no direct access to the basin from the Virginia shore south of the Pentagon, where the basin is closely bordered by the 14th Street Bridge Interchange and U.S. 1.

Neither Boundary Channel nor Columbia Lagoon have been significantly changed since they were first built, though modifications have been made to both and the channel is heavily silted in places. Sometime between 1968 and 1972, the southeastern shore of Columbia Lagoon was altered from a smooth, continuous curve to a slightly irregular line, when apparently more fill was deposited to support construction of the new northwest loop of the 14th Street Bridge Interchange.

The changes made over the decades to these two significant water features have been relatively minor. They retain high integrity.

Character-defining Features:

Feature: Boundary Channel

Feature Identification Number: 105852

Type of Feature Contribution: Contributing

Feature: Columbia Lagoon (also called Columbia Basin, Pentagon Lagoon)

Feature Identification Number: 105853

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Docks in Columbia Island Marina, looking west to Pentagon. (2001, NCR CLP digital photofile)



Towers of Rosslyn are visible looking north up Boundary Channel; this view is from Arlington Memorial Bridge: Boundary Channel Extension. April 2003. (NCR CLP digital photofile: I:\LBJP/JE final graphics/Boundary Channel . . .)

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 08/30/2004

Condition Assessment Explanatory Narrative:

The Assessment Date refers to the date that the park superintendent concurred with the Condition Assessment. The Date Recorded information refers to the date when condition was first assessed by the author of the report.

Condition Assessment: Good

Assessment Date: 09/28/2010

Condition Assessment Explanatory Narrative:

Landscape was reassessed for condition in FY2010. It was found to have remained in Good condition.

The Condition Assessment Date refers to the date that the park superintendent concurred with the Condition Assessment.

Impacts

Type of Impact: Vegetation/Invasive Plants

External or Internal: Internal

Impact Description: Dense weedy vegetation, including ailanthus, has invaded the edges of some naturalized areas along Boundary Channel. This should be controlled to the degree possible.

Type of Impact: Other

Other Impact: Traffic

External or Internal: Both Internal and External

Impact Description: Visitors to Lady Bird Johnson Park cannot enjoy the scenery on a leisurely drive because of amount of traffic and its excessive speed. A key part of the intended parkway experience is therefore lost.

Type of Impact: Planting Practices

External or Internal: Internal

Impact Description: Conflict sometimes arises between strictly following the Stone plant list and making substitutions. One reason substitutions have been made is to follow the Presidential Executive Order encouraging use of native plants; however, it is neither required nor appropriate to apply this to designed landscapes, unless native plants were part of the original design. Some substitutions may have been appropriate, but others were not. There is a danger that the Stone plan may be altered too much by the use of substituted species.

Stabilization Costs

Cost Date: 08/01/1991

Landscape Stabilization Cost Explanatory Description:

See above under Approved Treatment, Explanatory Description. The LCS web site did not provide more information than is given here on stabilization costs.

Treatment

Treatment

Approved Treatment: Preservation

Approved Treatment Document: Cultural Landscape Report

Document Date: 01/17/2000

Approved Treatment Document Explanatory Narrative:

The only treatment document currently pertaining to Lady Bird Johnson Park is a draft "Treatment Plan for the Rehabilitation of the Lyndon Baines Johnson Memorial Grove, Columbia Island," prepared by John Milner Associates, Inc., of Alexandria, Virginia, Contract No. 1443CX300097028, Work Order No. 3, dated January 17, 2000. Work covered by this document includes replacement of deteriorated section of the flagstone walk; replacement in-kind of sections of the asphalt path; repair in-kind of the stone retaining wall along the path; replacement or repair of deteriorated wood of the pedestrian bridge, plaza, and boardwalk; and the improvement of accessibility from the entrance at the Boundary Channel parking lot. This work has received Section 106 review and has recently been implemented. There is also a five-volume Cultural Landscape Report on Mount Vernon Memorial Highway that was prepared by EDAW in the mid-1980s. The CLR provides a thorough history and analysis of the landscaping of this parkway, the northernmost section fo which lies in Lady Bird Johnson Park.

Approved Treatment Completed: Yes

Approved Treatment Costs

Cost Date: 01/17/2000

Level of Estimate: C - Similar Facilities

Cost Estimator: Regional Office

Landscape Approved Treatment Cost Explanatory Description:

This is the aggregate sum for treatment costs for the following structures: LBJ Grove plaza, monolith, and pedestrian bridge; Navy-Marine Memorial statue and plaza; roadway from Memorial Circle to Spout Run; Little River Inlet Bridge, Bridge over Boundary Channel (Humpback Bridge), Route 50 Overpass; and Memorial Circle pylons. A few structures used an HSR for Arlington Memorial Bridge by the architectural firm Kress-Cox and dated 5/26/1986 for their Level of Estimate. Preservation is the recommended treatment for all these structures. All this information was obtained from the LCS web site.

Bibliography and Supplemental Information

Bibliography

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Citation Title:	Cultural Landscape Report: West Potomac Park, Lincoln Memorial Grounds, National Capital Parks Central. Part I: Site History, Analysis and Evaluation, and Design Guidelines
Year of Publication:	1999
Source Name:	CRBIB
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Chappell, Gordon
Citation Title:	Historic Resource Study, East and West Potomac Parks: A History
Year of Publication:	1973
Source Name:	CRBIB
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Krakow, Jere
Citation Title:	Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, and Baltimore-Washington Parkway
Year of Publication:	1990
Source Name:	CRBIB
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	KressCox Associates, P.C.
Citation Title:	Historic Structures Report: Arlington Memorial Bridge, Washington, D.C.
Year of Publication:	1985
Source Name:	CRBIB
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Fanning, Kathryn (Kay), Ph.D.
Citation Title:	American Temples: Presidential Memorials of the American Renaissance
Year of Publication:	1996
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Myer, Donald Beekman
Citation Title:	Bridges and the City of Washington
Year of Publication:	1992
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	Library of Congress

Citation Author:	McClelland, Linda Flint
Citation Title:	Building the National Parks: Historic Landscape Design and Construction
Year of Publication:	1998
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Reps, John W.
Citation Title:	Monumental Washington: The Planning and Development of the Capital Center
Year of Publication:	1967
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	Library of Congress

Citation Author:	Davis, Timothy M.
Citation Title:	Mount Vernon Memorial Highway and the Evolution of the American Parkway
Year of Publication:	1997
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Moore, Charles, ed.
Citation Title:	The Improvement of the Park System of the District of Columbia
Year of Publication:	1902
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	Library of Congress

Citation Author:	Goode, James M.
Citation Title:	The Outdoor Sculpture of Washington, D.C.: A Comprehensive Historical Guide
Year of Publication:	1974
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	Library of Congress

Citation Author:	Reps, John W.
Citation Title:	Washington on View: The Nation's Capital Since 1790
Year of Publication:	1991
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Fisher, Perry G.
Citation Title:	Historical and Design Issues: Memorial Avenue and the Great Entrance to Arlington National Cemetery
Year of Publication:	1991
Source Name:	Other
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	Denise Bradley and John C. Howland
Citation Title:	National Register Nomination: Lyndon B. Johnson Memorial Grove on the Potomac
Year of Publication:	1998
Source Name:	Other
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Cultural Landscape Office Library

Citation Author:	none given
Citation Title:	The Lyndon Baines Johnson Memorial Grove on the Potomac
Year of Publication:	1977
Source Name:	Other
Citation Type:	Narrative
Citation Location:	National Capital Region, NPS, Technical Information Center Library

Citation Author:	Leach, Sara Amy
Citation Title:	Multiple Property Nomination: Parkways of the National Capital Region
Source Name:	Other
Citation Type:	Narrative
Citation Location:	National Register of Historic Places

Citation Author:	Robert Breunig and Karen Louise Enyedy
Citation Title:	Lady Bird Johnson: First Lady of the American Landscape
Year of Publication:	2002
Source Name:	Other
Citation Type:	Both Graphic And Narrative
Citation Location:	vol. 19, pp. 20-24; CLP files

Citation Author:	Lewis L. Gould
Citation Title:	Lady Bird Johnson and the Environment
Year of Publication:	1988
Citation Publisher:	University Press of Kansas
Source Name:	Library Of Congress/Dewey Decimal

Citation Author:	Lewis L. Gould
Citation Title:	"Lady Bird Johnson and Beautification" in The Johnson Years, Vol. Two: Vietnam, the Environment, and Science
Year of Publication:	1987
Citation Publisher:	University Press of Kansas
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Both Graphic And Narrative
Citation Location:	photocopy in CLP files

Citation Author:	Lewis L. Gould
Citation Title:	Lady Bird Johnson: Our Environmental First Lady
Year of Publication:	1999
Citation Publisher:	University Press of Kansas
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Both Graphic And Narrative
Citation Location:	CLP library

Citation Author:	none given
Citation Title:	The Work of Meade Palmer: Sixty Years of Landscape Architecture
Year of Publication:	1990
Citation Publisher:	University of Virginia School of Architecture
Source Name:	Other
Citation Type:	Both Graphic And Narrative
Citation Location:	National Capital Region library

Citation Author:	Gordon Chappell
Citation Title:	Historic Resource Study, East and West Potomac Parks: A History
Year of Publication:	1973
Citation Publisher:	National Park Service
Source Name:	DSC/TIC
Citation Type:	Both Graphic And Narrative
Citation Location:	NCR library

Citation Author:	Barry Mackintosh
Citation Title:	Mount Vernon Memorial Highway
Year of Publication:	1981
Citation Publisher:	n/a
Source Name:	Other
Citation Number:	n/a
Citation Type:	Both Graphic And Narrative
Citation Location:	National Register of Historic Places archives; copy in CLP project file

Citation Author:	Sara Amy Leach
Citation Title:	Parkways of the National Capital Region
Year of Publication:	1991
Citation Publisher:	n/a
Source Name:	Other
Citation Number:	n/a
Citation Type:	Both Graphic And Narrative
Citation Location:	National Register of Historic Places archives; copy in CLP project file

Citation Author:	Denise Bradley and John C. Howland
Citation Title:	Amendment to National Register nomination, Lyndon Baines Johnson Memorial Grove on the Potomac, Lady Bird Johnson Park
Year of Publication:	1988
Citation Publisher:	n/a
Source Name:	Other
Citation Number:	n/a
Citation Type:	Both Graphic And Narrative
Citation Location:	National Register of Historic Places archives; copy in CLP project file. As a presidential memorial, LBJ Memorial Grove was automatically listed on the National Register when it was established in 1973. The amendment provides supporting information.

Citation Author:	U.S. Senate
Citation Title:	Report of the Arlington Memorial Bridge Commission.
Year of Publication:	1924
Citation Publisher:	68th Congress, 1st Sess., Doc. No. 95
Source Name:	Library Of Congress/Dewey Decimal

Citation Author:	various
Citation Title:	George Washington Memorial Parkway Documentation Project
Year of Publication:	1994
Source Name:	HABS
Citation Type:	Both Graphic And Narrative
Citation Location:	Library of Congress

Citation Author:	Robinson & Associates
Citation Title:	East and West Potomac Parks Historic District, Washington, D.C. (amendment to the original 1973 nomination)
Year of Publication:	2001
Source Name:	Other
Citation Type:	Both Graphic And Narrative
Citation Location:	National Register of Historic Places; copy in Cultural Landscape Program files

Supplemental Information

Title: Beautification Files

Description: The Cultural Landscapes Program, Lands, Resources, and Planning, National Capital Region, holds the region's Beautification Program files, covering work done from 1964 through the late 1990s.

Title: Historic Photos

Description: The Museum Resource Center (MRCE) of the National Capital Region holds historic photographs of Lady Bird Johnson Park (Columbia Island)

Title: Inscription on the Navy-Marine Memorial

Description: To/the strong souls and ready valor/of those men of/the United States/who in the Navy and Merchant Marine/and other paths of activity/upon the waters of the world/having given life or still offer it/in the performance of heroic deeds/this monument is dedicated/by a grateful people

Title: Inscriptions, Lyndon B. Johnson Memorial Grove on the Potomac

Description: Environment: All my life I have drawn sustenance from the rivers and from the hills of my native state. . . . I want no less for all the children of America than what I was privileged to have as a boy.

Education: I believe that every boy and girl in this great land has a right to all the education he or she can use . . . I intend to work to make this right a reality.

Civil Rights: The promise of America is a simple promise: Every person shall share in the blessings of this land.

The Presidency: I hope it may be said a hundred years from now, that by working together we helped to make our country more just for all its people . . . I believe at least it will be said that we tried.

Title: Land Use Coordination Files

Description: Referred to in the text notes as "LUCE files." The Land Use Coordination office files of Lands, Resources and Planning, National Capital Region, contain much valuable historical information on many National Capital parks.

Title: Plans

Description: Plans covering Lady Bird Johnson Park are held in the NCR map room and have been digitized.

Title: Site Visit with Edward D. Stone, Jr.

Description: Site vist to Lady Bird Johnson Park on May 19, 2004, with landscape architect Edward D. Stone, Jr., and NCP and GWMP staff. Stone discussed his memories of the project and provided his opinions of current conditions and management practices.