
National Park Service
Cultural Landscapes Inventory

2014



Mount Vernon Memorial Highway-South of Alexandria
George Washington Memorial Parkway - Mount Vernon
Memorial Highway

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The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

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

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

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

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

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

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

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

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

Responding to the Call to Action:

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

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

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

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

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

Responding to the Cultural Resources Challenge:

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

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

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

Scope of the CLI

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

Inventory Unit Description:

The cultural landscape of Mount Vernon Memorial Highway south of Alexandria (MVMH-South) comprises the southernmost component of the parent landscape of George Washington Memorial Parkway (GWMP). The southern portion of GWMP, known as Mount Vernon Memorial Highway (MVMH), extends 15.2 miles along the Potomac River's Virginia shore from Memorial Bridge to President George Washington's historic home and tomb at Mount Vernon (GWMP – North CLI, NPS 2009). For the purposes of this CLI, MVMH – South will refer to the portion of the parkway from the north bank of Hunting Creek to the terminus at Mount Vernon a distance of approximately 8 miles. MVMH-South traverses several distinct areas along its length that have been known by varied names at different times. For the purposes of this CLI, MVMH-South is divided into northern, central, and southern segments, each comprising approximately one-third of the inventory unit. The inventory unit is further divided into eight locales, here described in sequence from north to south: Hunting Creek Bridge refers to the northern end of the inventory unit, where the roadway crosses the mouth of Hunting Creek. Belle Haven refers to the area from the southern bank of Hunting Creek to Dyke Marsh, and includes the sublocales of Belle Haven picnic area, the marina, and Dyke Inlet. Dyke Marsh refers to the section of highway that skirts the low-lying inland edge of Dyke Marsh. It includes the sub-locale of Dyke Pullout, the rounded, marsh-overlooking pullout that was included on MVMH-South's original plans. Wellington refers to that portion of the highway that turns and rises inland after Dyke Marsh to accommodate the pre-existing residential development of Wellington Villa. Collingwood refers to the section of the highway that turns and descends back to the river in preparation for mounting the head-land housing Fort Hunt. It includes the sub-locale of Collingwood Picnic Area. Fort Hunt refers to the section of the highway that climbs and rounds the southeastern edge of Fort Hunt's headland

before dropping back down to the river. Riverside refers to the section of the highway that rejoins the Potomac, tracing the river's edge between Fort Hunt and Little Hunting Creek. It includes the sub-locales of Vernon View, which contained the first designed view of Mount Vernon itself, and Riverside Park. Terminus refers to the section of highway from the southern bank of Little Hunting Creek, up the final climbing approach turn, to and including the roundabout at Mount Vernon (Site Plan Fig.2).

MVMH was conceived and developed both as a patriotic pilgrimage route and as a memorial to George Washington, the first president of the United States. Although construction did not begin until 1928, a roadway from Washington DC to Mount Vernon was first proposed by the Mount Vernon Avenue Association (MVAA) in 1888, and consequently there are two periods of significance, one for the planning phase and one for the construction phase. The first period, the planning phase, extends from 1888, the date of the initial proposal, to 1901, when the Senate Park Commission first proposed the naturalistic parkway that would eventually become the MVMH. The second period of significance began with the congressional appropriation of construction funds in 1928, and extended until 1955, when MVMH's arterial, recreational, and residential development was essentially complete. As plans and construction advanced in preparation for the 1932 bicentennial celebration of Washington's birth, MVMH inspired further action, and on May 29, 1930 the Capper-Cramton Act authorized funds for an expanded parkway that would preserve both the Virginia and DC/Maryland shores of the Potomac River from Mount Vernon to Great Falls. This included the MVMH and would be known as the GWMP.

The first segment of the GWMP to be built, MVMH was also the first modern highway constructed by the federal government. As such, the Bureau of Public Roads (BPR) conceived of MVMH as the grandest, most current example of American highway design. After a thorough study of precedents, notably the works of the Westchester County Park Commission (WCPC) in New York, BPR hired the leading designers of the time to establish new standards for federal highway construction. MVMH was much more than a showcase of modern highway construction techniques, however; it was the first highway to integrate arterial, commemorative, environmental, educational, and recreational functions in one design.

MVMH – South is predominantly a four-lane, undivided, semi-limited access roadway with the primary mission of providing a suitable pilgrimage route to the nation's shrine at Mount Vernon. In doing so, the parkway was intended to celebrate and preserve the natural beauty of the Potomac River and its surrounding lands while highlighting George Washington's personal relationship to them. Wilbur Simonson, head landscape architect on MVMH, best described the project in 1930:

"What will probably be one of the most beautiful highways in the United States, if not in the world, is being constructed from Washington to Mount Vernon by the Bureau of Public Roads of the U. S. Department of Agriculture. It will not be a road of exotic or formal beauty, but a modern superhighway of natural charm in its very simplicity of design. The nation is building along the Potomac River-front of historic Old Virginia a road that will be different from the thousands of miles of highways being constructed each year over our broad land. It is this adaptation to its environment that will give Mount Vernon Memorial Highway its unique charm and universal appeal to the thousands of visitors to the Nation's Capital and to the Nation's Shrine at Mount Vernon...Two years hence, the visitors to the Bicentennial Celebration of the birth of the Nation's First President, will enjoy more than 15 miles of interesting Virginia scenery, preserved almost as it was in Washington's day, when he owned a portion

of the very riverfront it traverses” (Simon-son, unpublished).

MVMH – South was designed to include several recreational areas, as well as to accommodate residential development, specifically at Wellington Villa and Belle View. These two factors contribute to give MVMH – South a distinctly more domestic feel than the rest of the GWMP. Natural features and composed plantings in the Beaux-Arts tradition were combined in the overall design to create a stylized Virginia landscape consistent with the domestic scale of Mount Vernon and to carefully frame a sequence of scenic views. These views focus the user’s attention on specific prominent features along the river, contributing to both the commemorative nature and to the pleasant experience of the parkway.

The MVMH was the first portion of the GWMP to be listed in the National Register of Historic Places, in 1981. Later, the sections of the GWMP north of Memorial Bridge were listed in the NRHP in 1991 as part of a multiple property nomination entitled “Parkways of the National Capital Region.” Then in 1995, a nomination was prepared for GWMP in its entirety. The MVMH – South cultural landscape is significant in National Register of Historic Places Criterion A for its strong role in the broader planning of Washington, DC, as well as for its engineering as an early example of parkway construction. It is significant in Criterion B for its historical and commemorative associations with George Washington, explicit in its name and also in its role as the first commemorative parkway in the United States. It also has significance in Criterion C for the high quality of its land-scape architecture.

Although the landscape of MVMH - South has undergone certain alterations to meet safety guidelines, accommodate varied recreational uses, and respond to regional transportation and residential development pressures, it remains the least-altered portion of MVMH and of the early examples of parkway construction in the United States today. This CLI finds the cultural landscape in Good condition.

From its inception, MVMH has been perceived not only as a scenic, park-like transportation route, recreation area, and conservation area, but perhaps more importantly as a route of pilgrimage.

Brigadier General (then-Lieutenant Colonel) Peter C. Hains of the United States Army Corps of Engineers (USACE) perhaps best foresaw the nature of the high-way in his 1890 report to Congress of possible routes linking Washington, DC to Mount Vernon:

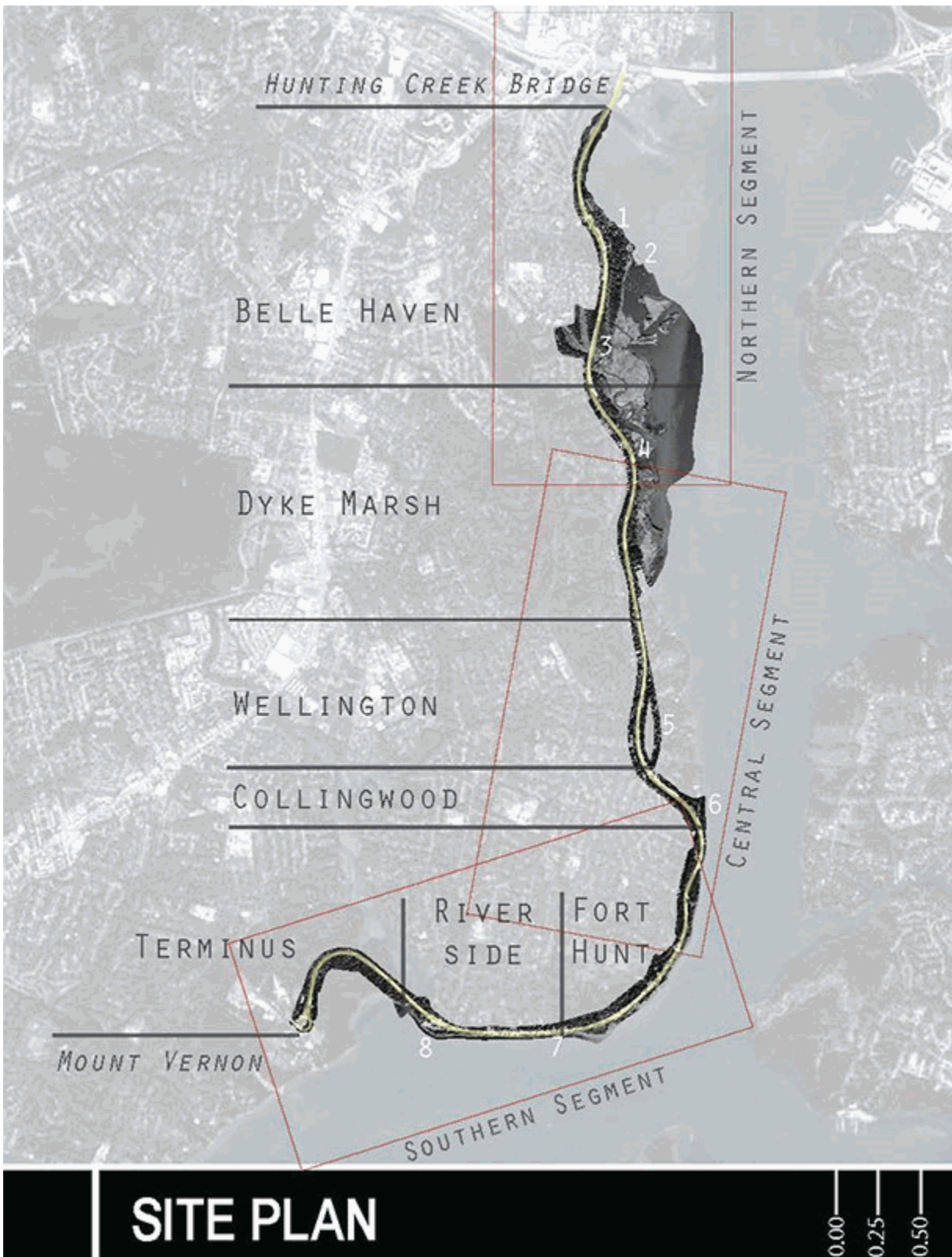
“It is to commemorate the virtues of the grandest character in American history...A road, therefore, built from the capital of the nation to the tomb of its founder, would not be such as built for ordinary traffic. It should have the character of a monumental structure, such as would comport with the dignity of this great nation in such an undertaking, and the grandeur of character of the man to whom it is dedicated...The grades should be light, the alignment in graceful curves, and it should pass over some of the high grounds from which the beautiful scenery along the route could be enjoyed, and possibly near the places that Washington himself frequented—places that now have a historical interest because they are associated with him.... The roadway should be well paved and well kept. It should be such a work as no American need feel ashamed of” (National Register Nomination Form, 1981).

Note: Inventory Unit Size is a place holder

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Site Plan



Site plan-Overview (Fig.2)

Property Level and CLI Numbers

Inventory Unit Name:	Mount Vernon Memorial Highway-South of Alexandria
Property Level:	Component Landscape
CLI Identification Number:	975888
Parent Landscape:	600057

Park Information

Park Name and Alpha Code:	George Washington Memorial Parkway - Mount Vernon Memorial Highway -GWMP
Park Organization Code:	330G
Subunit/District Name Alpha Code:	George Washington Memorial Parkway - Mount Vernon Memorial Highway - GWMP
Park Administrative Unit:	George Washington Memorial Parkway

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This cultural landscape inventory was researched and written by David Bayer and Dave Sheehan, graduate students in the Landscape Architecture Program at Virginia Tech under the direction of Paul Kelsch, Associate Professor at Virginia Tech. Primary and secondary source material from within the National Park Service and local repositories was utilized to complete the inventory and is listed in the bibliography.

Research and editorial assistance was provided by Maureen Joseph, Regional Historical Landscape Architect; Martha Temkin, Regional Cultural Landscape Inventory Coordinator; and Gregory Anderson, Cultural Resource Specialist, and Matthew Virta, Cultural Resources Program Manager, both with George Washington Memorial Parkway.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	08/20/2014
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	09/09/2014

National Register Concurrence Narrative:

The State Historic Preservation Officer for Virginia concurred with the findings of the MVMH-South of Alexandria CLI on 9/9/2014, 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
1100 Ohio Drive, S.W.
Washington, D.C. 20242

August 15, 2014

Memorandum

To: Cultural Landscapes Inventory Coordinator, National Capital Region

From: State Historic Preservation Officer, Virginia State Historic
Preservation Office

Subject: Statement of Concurrence, Mount Vernon Memorial Parkway¹South of
Alexandria Cultural Landscapes Inventory

(DHR DA 029.0218)

I, Julie Langan, Virginia State Historic Preservation Officer, concur with the findings of the
Mount Vernon Memorial Parkway-South of Alexandria CLI as submitted on August 15, 2014.

Julie Langan
Julie Langan
Virginia
State Historic Preservation Officer
DHR File No. 2014-0985

Date 9 September 2014

Concurrence memo signed by the VA SHPO on 9/9/2014

Mount Vernon Memorial Highway-South of Alexandria
George Washington Memorial Parkway - Mount Vernon Memorial Highway

 **United States Department of the Interior**
NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

August 15, 2014
Memorandum:

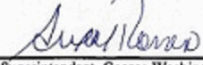
To: Regional Landscape Architect, National Capital Region
From: Superintendent, George Washington Memorial Parkway
Subject: Statement of Concurrence, Mount Vernon Memorial Highway-South of Alexandria Cultural Landscape Inventory

I, Alexey Romero, Superintendent of George Washington Memorial Parkway, concur with the findings of the Cultural Landscape Inventory for Mount Vernon Memorial Highway-South of Alexandria, including the following specific components:

MANAGEMENT CATEGORY: Must be Preserved and Maintained

CONDITION ASSESSMENT: Good
Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.
Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.
Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscapes Inventory for Mount Vernon Memorial Highway-South of Alexandria is hereby approved and accepted.


Superintendent, George Washington Memorial Parkway


Date

Concurrence memo signed by the GWMP superintendent on 8/20/2014.

Revisions Impacting Change in Concurrence: Addition/Deletion of Landscape Characteristic or Contributing Feature

Revision Date: 03/06/2017

Revision Narrative:

Following the completion for the Mount Vernon Memorial Highway- South of Alexandria CLI, the cultural landscape was included in the 2017 George Washington Memorial Parkway National Register Nomination as a contributing site. It was during the completion of the document that an error in the original report was uncovered. The memorial plaques at the Mount Vernon terminus were originally identified as non- contributing. Further research has determined that these features are indeed contributing. The document as presented now reflects those changes.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Geographic Information & Location Map

Inventory Unit Boundary Description:

OVERVIEW

The boundaries for the MVMH-South of Alexandria (MVMH-South) cultural landscape were determined to include the line of the roadway and the adjoining land that supports the intention of the design and planning of the parkway. This includes parkland and picnic areas (Belle Haven Park, Collingwood Picnic Area and Riverside Park) and important natural features (Dyke Marsh and woodlands within the National Park boundaries). The shoreline at Dyke Marsh has eroded substantially from 1932, and the property boundary now includes areas of open water. These areas are included because they are still part of National Park Service (NPS) property.

For the most part, the western boundary of the cultural landscape coincides with the property boundary between NPS land and adjacent residential properties. Fort Hunt is also NPS property but is its own cultural landscape, and the boundary for this CLI is the property line drawn on the original 1932 plans for the parkway. The eastern boundary is defined by the shoreline of the river, residential properties at Wellington Villa, and a couple of larger historical estates, notably Collingwood and River Farm. The relationship between the cultural landscape and the adjoining residences is complicated by NPS ownership of East Boulevard Drive and a set of easements on adjacent residential properties. These give NPS the ability to limit what can be done on the property according to the language of the easement. Also, the river has changed the shape of the banks, and the current shoreline does not coincide with the property line, which was determined by the shoreline configuration at the time of construction. The terminus at Mount Vernon is a composite of lands owned fee simple and other lands with easements that accommodate additional parking lots, the multi-use trail, and the entry for the estate itself. The extension of the parkway landscape to the bus turnaround, does not appear to be on NPS property at all, and more research is needed to determine the ownership status of this area.

DETAILED DESCRIPTION

Western Boundary

The point of beginning is the north side of the Hunting Creek Bridge, and from there the western boundary follows the NPS property line southward for approximately 2,600 feet, an undulating line that corresponds to the shoreline of the original causeway when the highway was constructed. Belle Haven Country Club property is separated from the causeway by a narrow channel of water for most of this edge, but it abuts parkway property from the end of this channel to Belle Haven Road. The impact of Belle Haven Country Club on the historical significance of this component landscape is discussed in the Adjacent Lands section.

South of Belle Haven Road, the border of the landscape is defined by the property line between the parkway and residences of the Belle View community. A narrow strip of land separates the roadway of the parkway from Boulevard View Road, and most of this median is NPS land. The contribution of Belle View to the historical significance of the parkway cultural landscape is also discussed in the Adjacent Lands section.

Continuing south, the highway crosses the inlet of Dyke Marsh and the property line extends further inland to encompass the marshland west of the parkway. The marshland is continuous with more extensive marshlands on the eastern side and is NPS property.

From Dyke Marsh south to the Alexandria Avenue Bridge, the western side of the highway abuts

residential properties along Park Terrace Drive and Ridgecrest Drive. An increasing grade change divides the parkway from the private residences, which are largely unnoticeable atop the slope; the property boundary line itself is at the top of the slope.

At Alexandria Avenue the character of the landscape and relevant boundary change significantly. Up until this point, the residential areas adjacent to the highway are largely concealed or buffered from the actual roadway, but beyond Alexandria Avenue, the adjacent housing (Wellington) was an integral part of the planning and design of the parkway landscape. The actual parkway property extends to and includes West Boulevard Drive, which was constructed in order to encourage and accommodate residential development. Most of the residential properties along West Boulevard Drive have scenic easements placed upon them to prevent inappropriate development, and although these private properties are beyond the project area of this CLI, it is important to note their relationship to the intention of the parkway and the legal claim the NPS has on them relative to the adjacent parkway landscape. The contribution of Wellington to the historical significance of the parkway is discussed in the Adjacent Lands section.

The boundary continues this way until Collingwood Road, at which point West Boulevard Drive pulls away from the parkway and the two become increasingly separated by a thicker band of woods. From Collingwood Road to Fort Hunt, the multi-use Mount Vernon Trail winds through the woods, often seeming quite separate from the roadway but always staying on NPS property. The property boundary is within the woods until Fort Hunt.

The project area of the MVMH – South component cultural landscape overlaps that of the Fort Hunt cultural landscape because the two landscapes have both separate and overlapping historical significance. The Fort Hunt cultural landscape inventory project area extends all the way to the river, and the MVMH-South cultural landscape along this stretch is a continuous swath of land along the river approximately 400 feet wide. For the purposes of this CLI, the project area boundary of the MVMH-South cultural landscape is assumed to coincide with the line shown on the 1932 plan for the parkway, which currently runs through the woods separating the open spaces of the parkway and the fort. Although, the entrance to the fort has been altered since the initial construction of the parkway, the boundary shown on the original plan is still relevant. Two entrance drives converge at a triangular intersection that leads into the heart of the fort, and the boundary includes both drives up to and including the intersection where they meet. The contribution of Fort Hunt to the historical significance of the parkway is discussed in the Adjacent Lands section.

From Fort Hunt to the bridge at Little Hunting Creek, the Parkway boundary borders private properties and is intermittently separated by vegetation and a slight grade change.

Mount Vernon Terminus

From the bridge over Little Hunting Creek to the terminus at Mount Vernon, property issues are especially complex. The National Park Service owns the route of the roadway, but the lands adjacent to the road, including some of the parking areas, the multi-use trail, and the bus turnaround are on adjacent lands (including lands of the Mount Vernon estate itself) with easements granted from the landowners.

Eastern Boundary

From the bridge over Little Hunting Creek north to Collingwood Picnic Area, the cultural landscape boundary follows the shoreline of the Potomac River and includes both River-side Park and Collingwood Picnic Area.

From Collingwood Picnic Area to the intersection with Northdown Road, the parkway is bounded by residential and institutional properties (River Farm and the Collingwood Library and Museum) with a complex set of relationships to the parkway property. This is the eastern half of Wellington discussed previously on the western side of the parkway. As with the western side, several roads were constructed in conjunction with the park-way, and of these, East Boulevard Drive is owned and maintained by the GWMP administrative unit, as part of the parkway landscape and is therefore included within the boundary of this CLI. Several private residences exist between the parkway proper and East Boulevard Drive, but these properties are not part of the cultural landscape although like the rest of Wellington Villa they were built after the parkway and were part of the original intention of the cultural landscape. Like the properties on the western side, most of these properties have easements placed on them.

From Northdown Road to the bridge over Hunting Creek, the property line again follows the shoreline of the Potomac River and includes Dyke Marsh, Belle Haven Marina, Belle Haven Park and the causeway constructed across the mouth of Hunting Creek. As shown in the chronology, the boundaries of Dyke Marsh have been contested and revised several times due to changing commercial, political and scientific interests. Furthermore, the shoreline has changed substantially from the time of original construction due to commercial gravel extraction and erosion. The legal property line coincides with the 1932 shore-line, and this is still considered the boundary line of this CLI, even though much of the area within this boundary is currently water. This is discussed further in the Natural Systems and Features section of this CLI. The marina and the park are discussed in the Land Use section.

The northern boundary of this cultural landscape is the bridge itself over the mouth of Hunting Creek, the point of beginning.

NOTE: CORRECT ACREAGE AND LATITUDE/LONGITUDE NEED TO BE ADDED TO THIS CLI. (mt jan 2016)

State and County:

State: VA

County: Fairfax County

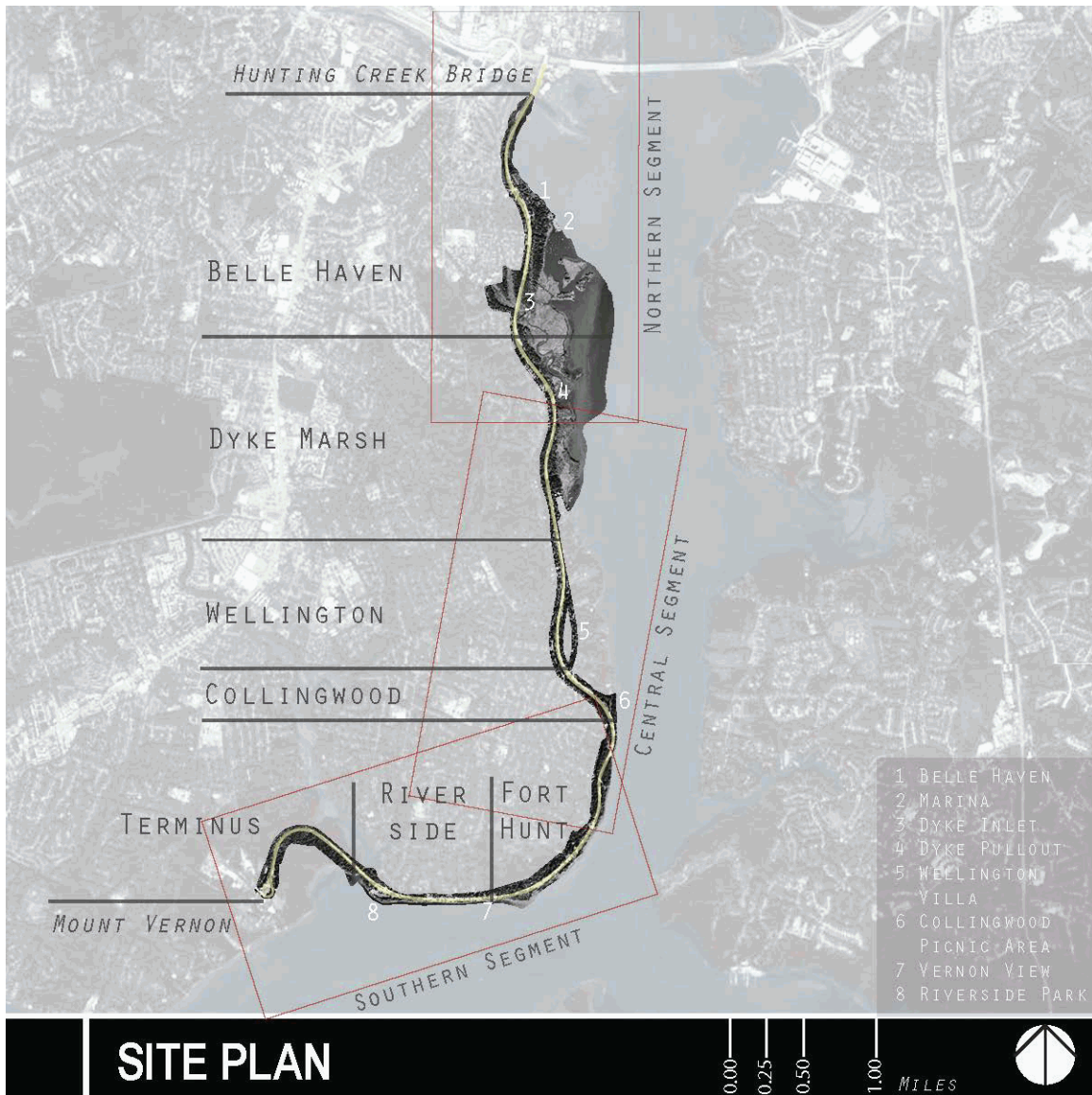
Size (Acres): 25.00

Mount Vernon Memorial Highway-South of Alexandria
George Washington Memorial Parkway - Mount Vernon Memorial Highway

Boundary Coordinates:

Source:	USGS Map 1:100,000
Boundary Source Narrative:	Google Earth
Latitude:	38.4456960000
Longitude:	77.0257100000

Location Map:



Location Map

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 08/20/2014

Management Category Explanatory Narrative:

The Mount Vernon Memorial Highway was listed on the National Register of Historic Places in 1981. Therein it was identified as significant for landscape architecture and association and commemoration of George Washington. The parkway serves as an important historic and recreational touring roadway as well as a commuter route.

The management category date is the date this CLI was first approved by the park superintendent.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement:

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Several areas along the MVMH – South contribute to the significance of this cultural landscape. Mount Vernon, River Farm, and Fort Hunt all contribute to the historic and commemorative nature of the parkway, while the residential areas of Belle View and Wellington Villa contribute as neighboring developments that are fitting to the intention of adjacent parkway developments. Several other properties, such as Belle Haven Country Club and other residential areas abut the parkway but are non-contributing.

Mount Vernon is a significant contributing adjacent landscape and is a National Historic Landmark (1960). Mount Vernon and River Farm were both part of Washington's estate and contribute to the historical and commemorative significance of the parkway. Mount Vernon is the founding reason for the parkway's existence and is the terminus of the GWMP. The Mount Vernon estate is now owned by the Mount Vernon Ladies Association and directly abuts the terminus of the parkway. The landscape of the circular terminus, and its adjoining sidewalks and parking lots, exist partially on lands of the Mount Vernon estate and are secured with easements. Also included in the easement is what is not known as the Mount Vernon Inn. Designed as a concession building for the terminus, it was owned by the NPS until 1993. At that point it was transferred to the Mount Vernon Ladies Association (See EDAW Vol.1; 1992:98). Thus, the estate, beside its historic significance, contributes to other characteristics of the parkway, such as circulation and spatial organization.

River Farm was originally part of a 1,806 acre parcel bought by George Washington from William Clifton in 1760. A portion of this area is now owned by the American Horticultural Society, and is a contributing adjacent land.

Fort Hunt was built largely between 1893 and 1906 after Washington's time, but early parkway planners considered it to be part of the historical importance of the MVMH. Though part of the planners' vision for the parkway, the fort is treated as a separate historic landscape with its own period of significance and is not included in the project area of this CLI, though it does contribute as adjacent lands. Even before the completion of the parkway, Fort Hunt was envisioned as a recreation area connected to the parkway. The original design included a single entrance ramp for northbound and southbound traffic, which has been modified to accommodate only southbound traffic with a second entrance added for northbound traffic. The MVMH-South CLI cultural landscape includes these ramp connections to Fort Hunt.

The residences in Wellington, from Alexandria Avenue south to Collingwood, are an area where boundaries between NPS property and adjacent lands are less clear due to intertwined property boundaries and scenic easements. The developments along West Boulevard Drive were clearly an intention of the design of this part of the parkway in contrast to other adjacent developments that are buffered by steep grade changes and heavy planting schemes. At Wellington Villa the parkway landscape not only opens its edges to the adjacent land, but also includes an access road to permit reasonable vehicular circulation between the parkway and the adjacent properties. Although these residences are not within the MVMH-South cultural landscape project area, the NPS holds scenic easements on many of the properties and they contribute to the character of this portion of the Parkway. On the eastern side of the parkway, properties with scenic easements are located between East Boulevard Drive and the parkway proper. Since both roadways are located on NPS-owned land, the properties in between are surrounded by NPS land. It is important to note the distinctly park-like character of this portion of the parkway, especially the piece of land along the western side of the

Mount Vernon Memorial Highway-South of Alexandria

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MVMH roadway. It is fundamental in bringing residents of the adjacent Wellington community into the park as daily, recreational users. The multi-use path makes a very intentional crossing to the western side of the roadway at this point, reinforcing the connection between the parkway and the adjacent neighborhood, as well as underscoring the MVMH's role as a park, not just a roadway.

The adjacent development of Belle View while not owned or managed by the NPS, is associated with the parkway cultural landscape in both design intention and desired experience. This area was designated on the original parkway drawings as "New Alexandria," a small residential development with direct access to the parkway. This area is in keeping with the original designed intention of these lands and is contributing as an adjacent land.

With the exception of a few residential structures and one restaurant opposite Riverside Park where their landscape merges and complements the parkway plantings, most of these adjacent lands are shielded from the parkway by vegetation and grade changes.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Inadequately Documented

National Register Explanatory Narrative:

Mount Vernon Memorial Highway was listed on the National Register of Historic Places in 1995 as part of a thematic, multiple-property nomination for the parkways of Washington, DC. This nomination discusses all of the major parkways in the Washington, DC area, including George Washington Memorial Parkway (GWMP), Rock Creek and Potomac Parkway, Suitland Parkway and the Baltimore-Washington Parkway. Mount Vernon Memorial Highway is also included in the nomination as part of the George Washington Memorial Parkway. The National Register nomination does not adequately address or analyze the cultural landscape of Mount Vernon Memorial Highway-South of Alexandria.

Existing NRIS Information:

Name in National Register:	Mount Vernon Memorial Highway
NRIS Number:	81000079
Primary Certification Date:	05/09/1991

National Register Eligibility

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

Period of Significance:

Time Period:	CE 1888 - 1901
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Other Expressing Cultural Values
Facet:	Other Expressing Cultural Values
Other Facet:	Development of a commemorative landscape.
Time Period:	CE 1928 - 1955
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The 1930's: Era Of Public Works

Area of Significance:

Area of Significance Category:	Landscape Architecture
Area of Significance Subcategory:	None

Statement of Significance:

The Mount Vernon Memorial Highway – South of Alexandria (MVMH-South) cultural landscape is nationally significant in National Register Criteria A, B and C. It is significant under Criterion A for its association with the broader planning of Washington, DC, for its role in the conservation and protection of the Potomac River shoreline, for its role in the development of parkways and modern highways, and because it was the first modern highway constructed and maintained by the federal government. It is significant under Criterion B for its historical and commemorative associations with President George Washington as the first memorial parkway. And it is significant under Criterion C for its landscape architectural design. In particular, it has a character distinct from many later parkways in its combination of commemoration, scenic drive, recreation, and relationships to adjacent residential communities.

CRITERION A - Planning of Washington, DC and Preservation of the Potomac River

MVMH – South is a component landscape of the George Washington Memorial Parkway (GWMP) cultural landscape. It is significant under Criterion A as an early step in the preservation and conservation of the Potomac River as a natural, scenic and recreational river-scape, the backdrop to the monuments of the capital city, and a natural resource for the capital and the whole nation. The Senate Park Commission of 1901-902 proposed a network of parks and parkways along the Potomac River, the Anacostia River, Rock Creek and several other waterways in the city as part of its plan for the District of Columbia. The “Mount Vernon Road” was included in the proposal because of its importance to the capital region even though it was entirely outside the District.

“If it were desirable merely on account of the historic associations with Mount Vernon we might hesitate to refer to it in this connection, but as a matter of fact it would present such a series of beautiful views of the broad portion of the Potomac Valley as would give it a priceless recreative value for the future population of the District in addition to its sentimental value as linking the nation’s capital with the home of its founder” (Senate Park Commission 1902: 121).

Even before it was finished, the Mount Vernon Memorial Highway (MVMH) influenced Congress in the passage of the Capper – Cramton Act authorizing the expansion of the roadway into a larger proposal for the GWMP, lining both the Virginia and DC/Maryland sides of the river from Great Falls to Mount Vernon. Writings at the time by the planners and designers of the MVMH and the subsequent segments of the GWMP stress the importance of preservation when describing its design (Senate Park Commission 1901, Simonson 1930, Clarke 1932, Mackintosh 1996).

“Restraint, dignity, charm, and restfulness to match the calm beauty of the countryside along the Potomac were the impelling motives. The designers sought to prepare the mind of the traveler for the climax of a trip of fifteen miles from Washington to the most sacred shrine in the possession of the Nation at Mount Vernon. It is to be hoped that the views up, down, and across the Potomac River from the Memorial Parkway will be preserved jealously by our Government for the benefit of succeeding generations” (Clarke 1932: 189).

Preservation had a different connotation in these early writings and in the design of the MVMH than it did in the later segments of the GWMP, and it is important to understand the role the design of the parkway played as an act of preservation. The Potomac River gorge upriver from Washington, DC on the Virginia side was already regarded as a highly scenic landscape and landscape architect Charles Eliot’s first proposal for that section of the GWMP called for using existing roadways so as not to destroy the natural beauty of the gorge (GWMP – North CLI 2009). In contrast, the shoreline between Washington, DC and Mount Vernon was a mixture of uses: railroads, sand and gravel quarries, farmland, woods, swamps, mudflats, etc. The goal of the parkway designers was not simply to preserve this landscape. They wanted to transform it into one commensurate with the potential they saw of a scenic and historic landscape which would connect places important to Washington’s life and his legacy. The alignment of the roadway, the use of plantings to screen unsightly views and frame other views to historic monuments were all part of composing the landscape into a scenic riverfront as part of the preservation of the river.

South of Alexandria, there were more existing stands of woods, farmland, and marshes deemed worthy of true preservation than there were north of Alexandria, but these still had to be integrated into the parkway landscape along with sand and gravel operations, Fort Hunt, the lands of the Washington Alexandria and Mount Vernon Electric Railroad, and the adjoining development that had grown up around the trolley line. Thus, even when there was a fair amount of intact natural scenery, the design of the parkway wove these existing conditions into an overall landscape that transformed the riverfront into a scenic landscape.

Early Parkway Construction and Pioneering Highway Design

The MVMH – South cultural landscape is also significant under Criterion A as an example of early parkway construction using state-of-the-art engineering principles, and as a model for future highway design. The MVMH was the first parkway constructed by the federal government and was envisioned by the Bureau of Public Roads (BPR) as setting a new standard for modern road design (Mackintosh 1996). BPR studied numerous parkway and highway precedents and hired Jay Downer and Gilmore Clarke, the designers of the Westchester County Parkways because their parkway designs were believed to be the most modern roadways at the time with the most appropriate engineering standards for future roads. This included long spiral curves, grade separated interchanges, limited access for uninterrupted flow of traffic, and grading that merged the roadway into the surrounding landscape, all features associated with parkway design of the 1920s and 1930s. These modern features of the road were offset with traditional, picturesque planting compositions to make the modern aspects of the roadway more familiar and comfortable to the general public. It is this combination of modern engineering and traditional scenery that the designers believed would usher in a new era of modern road design, and the BPR believed it was the Mount Vernon Memorial Highway that would establish that standard at the federal level.

CRITERION B – Associations with George Washington

The MVMH – South cultural landscape is significant under Criterion B for its associations with the life of George Washington and for its explicit commemoration of Washington in the design of the parkway. The MVMH was the first commemorative parkway in the United States, and this role is manifested in several ways: in the alignment of the road itself, in the style of the landscape, and in a set of explicit symbolic plantings.

The direct associations of the MVMH – South landscape with Washington’s life are limited but profound. The Mount Vernon estate, an adjacent property, was not only his home and his place of retirement after serving as president, but it was an estate largely of his own design, and it is the site of his tomb. As such it became the most prominent destination for those who specifically wanted to venerate “the father of our country” and has become the most important symbol of Washington’s life as a Virginia gentleman. As the destination of the MVMH, its role in the cultural landscape is paramount.

A second adjacent property, River Farm, owned by the American Horticultural Society, is a portion of the northernmost of Washington’s five farms and is located on the east side of the parkway at Wellington. Though he never lived at River Farm, it remained in his family for several generations until it was sold to the Snowden brothers who renamed it Wellington, the name associated today with the surrounding neighborhood. The American Horticultural Association acquired the property in 1973 and returned the name to River Farm in honor of Washington (American Horticultural Society, <http://www.ahs.org/about-river-farm/history>, retrieved July 2, 2013).

Mount Vernon, River Farm and other places important in Washington’s life (e.g. Christ Church in Alexandria and Abingdon, his step granddaughter’s home) were important to the alignment of the parkway as a memorial highway and pilgrimage route. Two alignments for the roadway were

considered, and these focused discussion on the role of the alignment in commemorating Washington. One alignment, inland from the river and running along higher ground was first advocated due to its firmer ground, distant views, and that it was closer to the actual route taken by Washington and others in his day. In time, the riverside route was chosen because it would be easier to protect the whole shoreline and would physically connect the places with direct connection to Washington into a single narrative of his life along the Potomac. Thus the alignment itself is not historic, but the places it connects are (Mackintosh, 1996).

The style of the parkway is also important to its commemorative purpose. The landscape of the Mount Vernon Memorial Highway – South seems so “natural” today, so inevitable, it can be difficult to see how its easy gracefulness sets up specific expectations of Mount Vernon and George Washington. Its naturalistic imagery is a result of conscious design decisions and was intended to evoke a deliberate sense of Mount Vernon as the home of Washington, “the private gentleman of Virginia.” Earlier proposals for Mount Vernon Avenue had advocated a much grander, formal boulevard lined with statues, graves of presidents, monuments, etc., a sort of American Appian Way that would accommodate parades, pageants and other commemorative gestures. The style of these proposals would have been more formal and monumental in tone, more like the grandeur of the Washington Monument or Arlington Memorial Bridge, and would have reminded travelers of Washington’s importance as statesman, general, and first president (Davis 2001). In direct contrast to those proposals, the composed scenery of the MVMH, restrained and naturalistic, drew upon nature as its authority not monumentality and was intended to evoke a dignified yet suitably humble mood in visitors. The Senate Park Commission, describing its own proposal in 1901, articulated the intended tone of the naturalistic style of the parkway.

“The terminus of such a great national road at Mount Vernon ought to have the most careful and sympathetic study, for with all its tremendous historical associations Mount Vernon is not designed on the scale of a great public monument, but on the more delicate domestic scale of a gentleman’s country place, a character which has been most skillfully preserved by the Mount Vernon [Ladies] Association, and does far more to bring to the visitor a feeling of the personal presence of Washington than the bald historical fact of his residence there. It will be no easy problem to design a terminus dignified and adequate for a broad national road of pilgrimage some 15 miles in length and to relate this terminus frankly to the Mount Vernon mansion as the main object of the pilgrimage without intruding a discordant public note into that place which should speak not of the statesman, but of the private gentleman of Virginia who there made his home” (Senate Park Commission 1902: 122).

In addition to the alignment and the style of the road, associations with Washington were also evoked through a set of memorial plantings along its route sponsored by various women’s groups. The species of trees chosen typically reflected Washington’s home landscape of Virginia, and their numbers often denoted relationships critical to his presidency and the subsequent history of the nation. Most historically significant among them was a single American elm planted at the terminus by the Maryland Daughters of the American Revolution, an “authorized ‘grandchild’” of the Washington Elm at Cambridge Common, the site where Washington assumed command as the general of the Continental Army (Davis 1997: 435). Each of the plantings was marked by a bronze plaque attached to a rock from Great Falls,

VA, where Washington envisioned the construction of the Patowmack Canal, to get around the falls.

CRITERION C – Landscape Architectural Design

The MVMH – South is significant under Criterion C for its landscape architectural design, a design that is unique among parkways in its integration of scenic driving, commemoration, recreation, and human inhabitation, all swathed in a very site-specific design that is more human-scaled than many other parkways. Several characteristics contribute to this: the size and scale of the roadway itself, the abundance and visibility of recreational activities beyond those associated with scenic driving, the relationships to adjoining residential properties, and the planting design which transforms it into a series of specific places rather than a continuous flowing landscape.

The design of the actual roadway is important to the scale and character of the landscape. Though four lanes wide, it is a single forty-foot roadway for the most part instead of two thirty-foot roads with a median separating them, an alternative considered by the designers and used in later stages of the GWMP. This gives it a substantially narrower footprint and a more intimate association with the adjoining landscape. It often sits at or very near the grade of the adjacent land, with little in the way of cut or fill banks, and this too contributes to its immediate relationship to the adjoining land (Clarke 1932). Unlike the section of the GWMP built after the completion of MVMH, this stretch of the roadway has a specific destination, Mount Vernon, and does not readily connect to other regional transportation routes. As a result, it is used far less as a commuter route than other segments, so it retains a balance between commuter traffic, recreational driving, and other park activities more consistent with the ideals of early parkway designers.

A hallmark of the entire GWMP is its emphasis on providing various kinds of recreational access to the Potomac River. This is especially true for the MVMH – South, which included in its original design both a pedestrian path and a bridle trail, a developed park for picnicking and other activities (Riverside Park), access to Fort Hunt for various historical and recreational activities, and several parking areas to access the river for fishing, picnicking and scenic appreciation. Over time, additional recreational facilities were added and upgraded, and today recreational use along the parkway is substantial, much more than the other segments of the GWMP and many other parkways in the United States. Recreational users are visible all along the parkway and are an integral part of the landscape.

The MVMH – South has a distinct relationship to its adjoining residential communities as well, giving it a domestic character that distinguishes it from other parkways, especially at Wellington Villa and Belle View. Early promoters of Mount Vernon Avenue in the late 1800s saw the roadway as an opportunity to spur growth along it, and although their plans were thwarted by the construction of the Washington, Alexandria and Mount Vernon Electric Railroad, the trolley line also encouraged new settlement. New Alexandria was proposed on the south side of Hunting Creek (the site of today's Belle Haven) and several residences, including several large estates, existed in the Wellington Villa section. It is unclear if the designers of the parkway actively sought to promote further development along the roadway, but their design clearly accommodated it at Wellington Villa and Collingwood. New roads were constructed parallel to the parkway to consolidate and control access from adjoining residential roads; new property lines were established in relation to the parkway; and the landscape between the parkway and West

Boulevard Drive was treated as a park-like landscape lined with new home sites. In addition, the designers included bus stops to replace the trolley stops so that people living along the roadway would still have access to public transportation (NPS #850_80156, 1932; Clarke 1932).

The planting of the parkway also contributed to its domestic quality and human scale. Landscape architect Wilbur Simonson's planting plan drew upon Beaux Arts conventions of the time, making the parkway landscape a set of distinct vegetative places, each with its own character, which motorists passed through on their way to Mount Vernon. This is in marked contrast to many other parkways, notably the GWMP – North, which emphasize continuous, free-flowing space, giving them a grander, more modern feeling than the smaller-scaled spaces of the MVMH – South. At a finer scale yet, are the memorial plantings where individual trees, groves and memorial plaques identify individuals and groups along the parkway. In this way there is another level of intimate association with the landscape that is rare in a parkway landscape (Kelsch 2011).

Collectively, the more intimate, smaller-scaled design with its emphasis on specific places along the length of the landscape sets the MVMH – South apart from most other parkways. It is saturated with people compared to many other parkways of the mid-twentieth century, which often rely on scenic pullouts as the primary form of recreation. In contrast to, say, the Blue Ridge Parkway with its sequence of stunning vistas from scenic pullouts, the MVMH – South mixes scenic and recreational driving with recreational cyclists, joggers and walkers, neighbors, picnickers, commuters and riders of mass-transit, historical site-seers, etc., all of whom are visible along the length of the roadway. The combined effect of these multiple users, visible residences, memorial plantings, etc. gives it a human-scale compared to other parkways and gives it a sense of being a more fully inhabited landscape that stands as a very distinct model of good parkway design. Few other parkways, if any, integrate this range of uses, experiences and intentions in a single landscape, and it is exemplary of a set of parkway ideals, especially as they were articulated and manifested in early parkway designs.

PERIOD OF SIGNIFICANCE: 1888 – 1901 and 1928 – 1955

There are two periods of significance for MVMH – South, a planning period from 1888 – 1901 and a period of design and construction from 1928 to 1955. The first period begins with the first proposal for Mount Vernon Avenue, a grand route to Mount Vernon that would have included monuments and other statuary to honor Washington and other statesmen. This period ends with the Senate Park Commission's plan of 1901 (published in January 1902) for the plan of Washington DC, which included a naturalistic route to Mount Vernon, influencing the later design for the Mount Vernon Memorial Highway. The second period begins with passage of the Swanson-Moore bill, the legislation authorizing the construction of the memorial highway for the bicentennial of Washington's birth and includes subsequent construction projects in the 1940s that expanded the recreational and historical facilities initiated in the original design and elaborated further in the larger GWMP project. The closing date of 1955 includes the redesign of the roadway to control and accommodate residential development and traffic at Belle View and the entrance to Belle Haven Park. In the original drawings, a parallel access road for housing extended south from New Alexandria is indicated as well as park-like landscaping

along the would-be median between the main roadway and this parallel road, although the road itself was not built. This design intention was finally realized in 1955, and results in a relationship between the parkway and the adjacent residences much like that at Wellington Villa. As at Wellington and other parts of the roadway, the redesign of the roadway median controls access points for clearer circulation patterns.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Automobile

Primary Current Use: Automobile

Current and Historic Names:

Name

Mount Vernon Memorial Highway

Type of Name

Both Current And Historic

Ethnographic Study Conducted:

No Survey Conducted

Chronology:

Year	Event	Annotation
CE 1674	Established	5,000 acres are granted to John Washington and Nicholas Spencer by Lord Culpeper.
CE 1743	Built	Lawrence Washington builds a residence on the 2,500 acres of the original tract descended to him and names it Mt. Vernon after the British admiral under whom he served.
CE 1752	Land Transfer	Lawrence Washington dies. Ownership of Mt. Vernon passes to his wife Anne Fairfax. Anne promptly remarries and moves out, leasing the estate to George Washington.
CE 1761	Land Transfer	Anne Fairfax dies. Ownership of Mt. Vernon passes to George Washington.
CE 1761 - 1799	Expanded	George Washington expands his holdings to nearly 8,000 acres, including River Farm.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1786	Expanded	George Washington enlarges the Mt. Vernon residence.
CE 1799	Developed	George Washington dies on December 14.
CE 1799 - 1858	Neglected	Ownership of Mt. Vernon passes through a succession of George Washington`s descendants, gradually falling into disrepair.
CE 1853	Established	Ann Pamela Cunningham establishes the Mt. Vernon Ladies` Association (MVLA) with the mission to protect George Washington`s home from commercial development.
CE 1858		The Mt. Vernon Ladies Association purchases Mt. Vernon and the surrounding 202-acres from John Augustine Washington Jr. for \$200,000.
CE 1858 - 2013	Maintained	The MVLA has owned and operated Mt Vernon from 1858 to the present day.
CE 1860	Rehabilitated	The MVLA opens Mt. Vernon to the general public.
CE 1886	Planned	Citizens of Alexandria, Virginia originate the idea of a memorial highway to Mt. Vernon.
CE 1887 - 1888	Established	The Mount Vernon Avenue Association (MVAA) is formed in order to promote travel to Mt. Vernon (George Washington`s home) based tourism and improve regional road infrastructure.
CE 1890	Planned	The US Army Corps of Engineers (USACE) surveys three proposed alternate routes from Washington, DC to Mt. Vernon.
CE 1892	Developed	The Washington and Alexandria Electric Railway opens service from Washington, D.C. to Mt. Vernon, locating its` terminal station near the northern boundary of the Mt. Vernon estate.
CE 1893		Mr. Christian Weurich of Washington, DC donates 2 acres to the MVLA, which now owns 237.5 acres.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1894	Developed	The Mt. Vernon Ladies` Association lays flagging as an entrance for Mt. Vernon visitors from the railway terminal station.
CE 1900	Built	The MVLA builds the North Lodge (Texas) Gate as the visitor`s entrance to Mt. Vernon.
CE 1901 - 1902	Planned	The Report of the Senate Park Commission, known as the McMillan Commission, recommends a series of drives and park connections around Washington, DC, including Mount Vernon Drive.
CE 1921	Developed	On Armistice Day, a massive traffic jam on the two existing bridges connecting Washington, DC to Virginia causes President Warren G. Harding to be over 90 minutes late for the entombment of the unknown soldier at Arlington National Cemetery. The incident spurs congress to appropriate funds to build Memorial Bridge, the construction of which gives new momentum to the Mount Vernon Memorial Highway concept.
CE 1922	Planned	The Bureau of Public Roads (BPR) conducts a reconnaissance survey in order to determine the layout, construction, and maintenance of Mt Vernon Avenue with a minimum 80-foot right-of-way.
CE 1924 - 1927	Established	Congress creates the U.S. Commission for the Celebration of the two-hundredth anniversary of the birth of George Washington on December 2, and authorizes them to guide a BPR study of monumental highway proposals. Findings were reported to Congress on January 12, 1927.
CE 1926	Planned	The House Committee on Roads directs the BPR to make survey of locations for the proposed Mt. Vernon Memorial Highway (MVMH) on February 15.
	Established	Congress creates the National Capital Parks and Planning Commission (NCP& PC) to preserve forest and natural scenery and to provide for the systematic and continuous development of parkway systems in the National Capital and its environs.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1927	Planned	The BPR presents to Congress two separate routes: a 12.5 mile, largely inland route, and a 14.6 mile route along the Potomac River. The BPR, the Commission of Fine Arts (CFA) and the NCP& PC all endorse the river route.
CE 1928	Established	The Swanson-Moore bill passes on May 23, authorizing the Secretary of Agriculture to cooperate with the George Washington Bicentennial Commission in order to create and maintain a memorial highway connecting Mt. Vernon with the south end of Arlington Memorial Bridge. Congress authorizes \$4,500,000.00 for the work.
	Designed	BPR conducts preliminary engineering surveys of alternate routes for the MVMH.
	Established	BPR opens a field engineers` office in Naval Torpedo Station, Alexandria, Virginia (The Torpedo Factory) on August 22 to collect information for the selection of a route.
CE 1929	Developed	BPR submits a report on alternate routes for the MVMH to the House Committee on Roads.
	Developed	The Bicentennial Commission selects the Potomac River route for construction on January 23.
	Designed	Final detailed plans for the MVMH begun May 19.
	Built	First construction contract starts on the MVMH on September 12. (Riprap walls, etc.)
CE 1929 - 1932	Built	The BPR builds the Mt. Vernon Memorial Highway (MVMH), finishing in time to commemorate the bicentennial of George Washington`s birth. Officially dedicated on 15 November 1932, the project simultaneously preserves natural scenery, demonstrates the principles of modern highway design, and accomodates burgeoning tourist and commuter traffic.
CE 1930	Land Transfer	The BPR accepts a dedication of 124.790 acres just south of New Alexandria from Mr. Jameson Cotting on February 11.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

	Established	President Herbert Hoover signs the Capper-Cramton Act on May 29, which authorizes appropriations for an expanded parkway to be known as George Washington Memorial Parkway (GWMP).
	Planned	Over one week in June, 4413 vehicles, 12 out-of-state buses, 291 charter buses from the District of Columbia, and 76 regularly scheduled buses visit Mount Vernon. Analysis of these figures results in a recommendation for construction of 50 bus and 400 car parking spaces close to the Mt. Vernon terminus. 8.7 acres of land purchased adjacent to New Alexandria from the First New York Corporation for \$10,000.00.
	Planted	Supplementary planting of Waynewood Avenue intersection is conducted.
CE 1930 - 1935	Developed	The Department of the Interior (DOI) and the National Park Service (NPS) define and codify the term parkway and develop design criteria for federal parkway projects. A parkway is defined as a strip of public land devoted to recreation which features a pleasure-vehicle road through its entire length, on which occupancy and commercial development are excluded, and over which abutting property has no right of light, air, or access.
CE 1930 - 1940	Designed	Tentative plans for a proposed extension south to Woodlawn and Fort Belvoir are drawn up, but eventually abandoned.
CE 1931	Designed	Plan is designed for the recreational development of Fort Hunt in anticipation of its early transfer. The plan envisions the area being used for large group picnics. It also makes provisions for athletic fields and a 18-hole golf course.
	Developed	Congress approves an additional appropriation of \$2,700,000.00 for construction of MVMH-SoA on March 3. (\$7,200,000.00 total)
	Planned	Proposal to extend the MVMH beyond the Mt. Vernon terminus to Woodlawn, the mansion of George Washington's step-daughter, 4 miles west of Mt. Vernon.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

	Developed	MVMH south of Alexandria is opened to traffic during the day only in October.
CE 1932	Planned	A study is conducted for the recreational development of MVMHs west side at Dyke Marsh, including a picnic area, shelters, and a path system.
	Planned	A study is conducted for development of Riverside Park, including concession building, beach, picnic area, and open meadow.
	Developed	A motorcade and unofficial dedication at Mt. Vernon by President Hoover marks the opening of the existing sections of the George Washington Memorial Parkway (GWMP) to traffic on January 16.
	Developed	George Washington`s 200th Anniversary Celebration is officially begun. 4.918 acres in the vicinity of the Belle Haven Road intersection is purchased from the Belle Haven Realty Corporation for \$14,754.00.
	Developed	MVMH is officially transferred from BPR to the Office of Public buildings and Public Parks (OPBPP) of the National Capital for administration and permanent maintenance.
	Established	Mount Vernon Memorial Highway is formally dedicated on November 15.
CE 1933	Altered	10th Street in New Alexandria is connected to Belle Haven Road at Belle Haven intersection.
	Established	President Roosevelt abolishes the OPBPP of the National Capital on June 10, transferring its functions to the NPS, which subsequently manages National Capitol Parks, including the GWMP.
CE 1936	Planted	Bus parking area just past the Mount Vernon terminus is planted.
CE 1940	Built	An addition to the Mount Vernon terminus concession buildings is constructed.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1940 - 1949	Developed	Legislation is introduced in Congress to authorize the Dyke Marsh exchange and others like it, in order to protect more adequately the Mount Vernon Memorial Highway and to add further to its memorial character. It fails to pass. The NPS unsuccessfully attempts to reintroduce this legislation until 1949.
CE 1941	Planned	Gilmore Clarke and Jay Downer of the West Chester County Park Commission (WPCP) study proposals for a river route bypass, an alternative to Washington Street through downtown Alexandria.
	Planned	The Department of the Interior's (DOI) appropriation bill includes funds for the development of the GWMP and other parkways.
CE 1943		The NPS purchases 4.287 acres just south of Belle Haven Road from L.R. Harkey for \$25,000.00.
CE 1945	Planned	Waterfront bypass of the MVMH through Alexandria in order to stave off commercial exploitation and provide for a less interrupted traffic flow; the route calls for the parkway to depart its existing course near Potomac Electric Power Co. plant at the northern edge of Alexandria and join the yet-to-be-built Woodrow Wilson Bridge, after which it would rejoin the original 1932 route. The proposal is intermittently examined over the next 20 years but never built.
CE 1946	Expanded	Parking is expanded at the Mount Vernon terminus.
	Designed	The Belle Haven Picnic Area development plan is designed.
	Graded	The Wellington Lane access at station 570 is re-graded.
CE 1947	Planned	New MVMH Access at Belleview Road is repeatedly requested and denied for an apartment complex and shopping center.
	Planted	Supplemental planting of the Mt. Vernon terminus median strip is conducted.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1948	Built	Belle Haven Picnic area is partially developed, including parking, benches and fireplaces.
	Planned	Highway access is denied for Belle View apartments and shopping center at Belle Haven.
	Built	A new entrance to Collingwood Picnic Area is built.
	Built	Collingwood Picnic Area is built, including a parking lot; the old road to the waterfront is removed.
	Built	Woodland Valley/Hillcrest picnic area is partially developed, including signage, benches, and fireplaces.
	Built	New access on east side of highway to Belle Haven Picnic Area is built.
		The NPS acquires 3.71 acres in the vicinity of Belle Haven from Jeff Ford by condemnation. Mr. Ford receives \$20,000.00.
		1.224 acres in the vicinity of Belle Haven purchased from Annie Turner. Ms. Turner receives \$27,326.00.
	Developed	Plans are developed for parking and picnicking areas at Belle Haven, Collingwood, and Woodland Valley - Hillcrest sites.
	Planned	Request is denied from a developer for special access to the MVMH at Belle Haven for apartments and a shopping center.
	Built	Belle Haven picnic area is built.
	Built	The access road connecting the MVMH to the Belle Haven picnic area is built.
	Built	Collingwood picnic area is built.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

	Altered	New access to Fort Hunt is altered to allow northbound vehicles to ingress and egress without crossing oncoming traffic. A new continuous median reinforces the new circulation pattern.
CE 1949	Established	Belle Haven Boat Club, the predecessor to Belle Haven Marina is established.
	Planned	Development of the land West of the Highway in the vicinity of the Bucknell University access is planned.
	Planted	Supplemental planting at Collingwood picnic area is conducted.
	Altered	Alignment of the access roads to Fort Hunt is altered.
	Removed	South Fort Hunt Overlook and south access road are removed.
	Altered	Fort Hunt access roads are altered.
	Established	A lease for a mooring basin on the northern part of the Dyke Marsh shoreline is granted to Thomas H. Andrews. This mooring basin becomes Belle Haven Marina, and the lease is renewed on a monthly basis until July 1960, when the Marina becomes a concession.
	Planted	Screen planting at Collingwood parking area is conducted.
	Planted	Screen planting at North Belle Haven parking area is conducted.
CE 1954	Developed	The Bucknell University property is subdivided for residential development. A new overpass and lots abutting the highway are proposed.
	Built	Stratford Landing residential community is built just north of Little Hunting Creek.
CE 1955	Built	MVMH access is allowed for Belle View Apartments and shopping center.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

	Built	Collingwood-on-the-Potomac residential community is built west of the highway at Collingwood.
	Planned	NPS Director Conrad Wirth states that one of the most important Mission 66 Program projects in the National Capital area is the GWMP.
	Built	Parkway access is built for Belle View Apartments. The plans include the addition of an intersection at Belle View Boulevard and the MVMH as well as a 200' deceleration lane for right-turning traffic into the apartments.
CE 1956	Altered	Belle Haven Recreation Area development plans are adjusted, altering access roads and parking.
	Built	Stratford-on-the-Potomac residential community is built just north of Little Hunting Creek.
CE 1957	Built	Comfort station at Belle Haven is built.
	Planted	Supplementary planting for Belle Haven comfort station is conducted.
CE 1958	Planted	Planting plan for Belle Haven picnic area is conducted.
	Planned	Parkway extension south of Mount Vernon is planned.
	Altered	Belle Haven area is redeveloped; two service entrances and one existing parking lot are removed, and the current road layout with parking for 106 cars is created.
CE 1959	Established	Dyke Marsh is designated a wildlife preserve.
CE 1960	Planted	Supplemental planting of the Mount Vernon terminus east parking lot is conducted.
	Land Transfer	Smoot Sand and Gravel Corporation deeds its acreage in Dyke Marsh to the Federal Government in exchange for dredging rights.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

	Planted	The NPS conducts planting of the west parking lot at the Mount Vernon terminus.
	Altered	GWMP speed limit is changed from 40 to 50 MPH.
CE 1961	Built	Belle Haven Marina is developed, built, and platted.
CE 1962	Planned	Parkway extension to Woodlawn is planned.
CE 1964	Developed	The NPS makes a new agreement with Potomac Sand and Gravel, the successor to Smoot, regarding dredging in Dyke Marsh. The new agreement subtracts 5 acres from dredgeable area in area D to make up for 5 acres of prime marshland previously destroyed, and identifies the exact 85 acres for dredging in area C, belatedly with concern for marshland restoration.
	Planned	Charles Fairchild, a developer owning 29 acres between the parkway and the river at the south end of Dyke Marsh, unsuccessfully attempts to have this property rezoned for high-rises. He then plans a single-family residential development there.
	Built	As part of the Mission 66 Program, a new roadway, picnic shelter, parking area, and comfort station are built at Fort Hunt.
CE 1964 - 1972	Damaged	Dredging continues in Dyke Marsh: the NPS acquires fill from the Blue Plains sewage treatment plant and the Corps of Engineers dumps material from channel dredging to restore the marsh. The dumping causes extreme sedimentation in the river below.
CE 1965	Planted	Dyke Marsh planting plan is conducted.
	Altered	Deceleration and acceleration lanes are added to Fort Hunt access, a new access road is added for Northbound lanes, access roads widened, and lookout is removed.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1966	Planned	Charles Fairchild offers the NPS the wooded slopes bordering the parkway on his land at the southern end of Dyke Marsh in exchange for fast land in the northern part of Dyke Marsh. The NPS does not accept the offer, wanting Fairchild`s entire holding.
CE 1967 - 1972	Developed	In response to the outdoor recreation boom of the late 1960s, the NPS adopts a policy of closing two lanes of the memorial highway for bicycle and pedestrian use on Sundays from 8 am to 2 pm. Over 5,000 people per day use this option before the multi-use trial is completed.
CE 1971	Land Transfer	Charles Fairchild conveys his 29 acre holding at the south end of Dyke Marsh to the government in exchange for a parkway access easement to his planned Potomac Center high-rise office complex across from Daingerfield Island. Public opposition to Potomac Center eventually keeps the easement from being granted and the complex from being built.
	Planted	A floral display at the Mount Vernon terminus is installed.
CE 1972	Developed	Assistant Secretary of the Interior Nathaniel P. Reed orders the NPS to end dredging in Dyke Marsh after seeing the area from the air.
CE 1972 - 1974	Built	A cinder bicycle path is constructed the length of MVMH-South.
CE 1974	Planned	September 25: Potomac Sand and Gravel agree to rehabilitate Dyke Marsh in exchange for dredging rights.
	Planned	Congress mandates that the GWMP, in cooperation with the USACE, restore Dyke Marsh. The mandate remains unfunded.
CE 1975	Built	New lighting is installed in the Mount Vernon terminus parking areas.
CE 1977	Paved	The bike trail final layout is paved.
CE 1979	Planted	The bike trail is planted from Wellington Overpass south to Mount Vernon Terminus.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1981	Planted	Replacement planting is conducted from Wellington Villa Access connection south to the Mt Vernon terminus in preparation for 50 year anniversary of the parkway and George Washington`s 250th.
	Conserved	MVMH is placed on the National Register of Historic Places (NRHP) on May 18.
	Planted	The bicycle trail is planted from Wellington Villa to Fort Hunt.
CE 1982	Planted	A Village Green Zelkova is planted in the terminus traffic circle.
	Planted	Memorial tree plantings are conducted from Belle Haven to Mount Vernon to commemorate the 250th anniversary of George Washington`s birth.
CE 1983	Planted	Replacement planting from Alexandria to Mt Vernon terminus is conducted.
CE 1984	Altered	Belle Haven parking area, entrance road, marina road, and bike trail are re-located.
	Altered	Belle Haven Marina entrance is reconfigured.
CE 1984 - 1986	Altered	The NPS and the Federal Highway Administration cooperate in a \$20 million effort to refurbish the basic road structure. The project involves repairing or completely replacing damaged concrete slabs with new concrete designed to replicate the appearance of the original, as well as extensive roadside planting.
CE 1985	Altered	The extensive roadway refurbishing plan continues where it left off in 1984, moving south from Wellington replacing selected concrete slabs, curbs, and gutters, and building left turn lanes and deceleration lanes at all intersections.
	Built	New masonry guardrails are installed north and south of Wellington underpass on both sides of the highway.
	Altered	The bike trail is relocated west of the highway in the vicinity of South Wellington in order to allow for drainage swale construction during road improvements.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

	Built	New Bus Stop turn-out is installed at Sta. 575 to 577 on the west side of the highway.
	Altered	The entrance to Collingwood Picnic Area is given larger radii.
	Altered	A new alignment is built at Woodland Valley Overlook at South Wellington Riverfront, and the parking area is expanded.
	Altered	Left-turn and deceleration lanes are added to Waynewood intersection.
	Altered	Parking is widened at Waynewood overlook.
	Altered	Southbound deceleration lane is added to Fort Hunt entrance.
	Altered	Bike trail is relocated during road improvements between South Wellington and Fort Hunt.
	Altered	Fort Hunt access is improved: Resurfacing, drainage improvement, median installation, curb and gutter replacement, and southbound deceleration lane installation are completed.
CE 1986	Built	A raised timber bike trail between Fort Hunt overpass and North Overlook access is constructed.
	Planted	Supplemental planting is conducted between Fort Hunt South and Mount Vernon terminus.
	Planted	Supplementary planting is conducted from station 704.5 to the Mt. Vernon terminus.
CE 1990	Rehabilitated	The NPS concludes that Belle Haven requires a \$2.2 million renovation. When the concessioner, Belle Haven Marina Inc. is unable to pay its` share, the NPS announces plans to close the marina when the concession contract runs out in 1995. Public outcry from the Marina`s patrons encourages a revision of the cost estimate to \$500,000.00, and the marina is able to remain open with a \$200,000 NPS outlay plus a county loan, a state grant, and private donations.

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

CE 1995	Built	A rest area for multi-use trail users, complete with benches, a water fountain, and screen plantings is constructed just south of Wellington underpass.
CE 1997	Built	As part of a \$3.6 million environmental mitigation settlement from the Colonial Pipeline Company, the NPS receives new viewing facilities and a wetland interpretation center at Dyke Marsh Wildlife Preserve, including a boardwalk terminating in an observation platform, providing views of the Potomac River and the marsh.
CE 2001	Retained	Belle Haven Marina is once again threatened with closure. At the urging of U.S. Representative James P. Moran, Congress appropriates \$100,000 to complete an Environmental Assessment evaluating whether the marina should be restored, scaled back, or closed down.
CE 2003	Developed	Belle Haven Marina becomes certified as a Virginia Clean Marina. The Dyke Marsh boardwalk is destroyed by Hurricane Isabel and subsequently rebuilt.

Physical History:

1608 - 1752 NATIVE AMERICAN AND EUROPEAN SETTLEMENT

INTRODUCTION

The physical history of the Mount Vernon Memorial Highway South of Alexandria (MVMH-South) cultural landscape from early colonial development to modern pilgrimage route establishes the basis for its significance. Transitioning from Native American to European settlement, the land the highway traverses had varied ownership before being purchased by George Washington's ancestors. As a key landowner, one of the wealthiest men in the region, and our nation's first president, Washington was instrumental in the area's infrastructural and economic development during the early years of the republic. After his death and entombment at Mount Vernon, a patriotic pilgrimage to his estate gradually grew in popularity, eventually leading to the construction of the Mount Vernon Memorial Highway. Linking the capital city which he founded, Washington DC, with his home estate and passing through his home town of Alexandria and other places associated with his life along the way, the highway serves a multitude of purposes. It literally and symbolically commemorates the life of George Washington, it provides a suitably dignified pilgrimage for patriotic Americans to the nation's shrine, it preserves the Potomac Riverfront, and it provides recreational opportunities for the citizens of the national Capital region.

NATIVE AMERICAN AND EUROPEAN SETTLEMENT: 1608 - 1752

When Captain John Smith ascended the Potomac in 1608, he found a region inhabited by a number of Algonquian-speaking native tribes. They lived in semi-permanent villages at creek mouths and points of land, where they farmed and engaged in seasonal hunting, fishing and gathering. Numerous native settlements existed on both sides of the river, the largest of which contained 100 houses and boasted permanent defenses. Captain Smith noted significant villages at the mouths of both Little Hunting and Great Hunting Creeks. The land now occupied by Fort Hunt Park itself lay in the territory of the Tauxenents, a tribe centered at Mason Neck. The transition from native settlements to George Washington's estate was a process of nearly 150 years, but it involved just a few major Virginia families (Laird, 2000).

NATIVE AMERICAN AND EUROPEAN SETTLEMENT

In 1649, King Charles II granted what is now northern Virginia to several of his supporters, although instability in England and frictions with the natives discouraged development. A few landowners amassed vast amounts of property that they generally held in speculation. Ownership of large tracts was typically split between the children of the deceased. Over time, intermarriage between land-owning families and land sales between relatives and neighbors fragmented these large contiguous holdings (Laird, 2000), (HAER VA-69, 1993).

In 1653, Captain Giles Brent became the first European owner of the property located within the project area of MVMH-South when he patented 1800 acres near what is now Fort Hunt Park. Brent's and other area plantations were built on high ground near the river, usually on "necks" of land that offered sheltered estuaries for shipping wharves. Piscataway Neck, as the land that was to become George Washington's River Farm was called, remained in the Brent family until the 1730s, when William Clifton, who had married into the Brent family,

amassed an estate of 1806 acres through several land deals with his brothers-in-law; thus Piscataway became Clifton's Neck (Laird, 2000).

In 1674, Lord Culpeper granted 5,000 acres just south of Giles Brent's land to Nicholas Spencer and John Washington, George Washington's great-great-grandfather. Title to John Washington's 2,500 acres passed in 1743 to George's half-brother Lawrence Washington, who named the estate Mount Vernon and built the existing residence (Laird, 2000).

The 1730s and 1740s saw the establishment of many of the larger plantations in the area, including William Fairfax's Belvoir and George Mason's Gunston Hall. Fairfax County was formed in 1742, and by the time a decade had passed, 95 percent of the land in the county had been titled; this was the situation that greeted George Washington (Laird, 2000).

1752-1858 GEORGE WASHINGTON, THE LAND, AND REGIONAL DEVELOPMENT

Many of the places important in Washington's life and the associations commemorated in the alignment and purpose of the parkway can be traced to his direct history with the land and his career as an engineer and a speculator. When Lawrence Washington died in 1752, Mount Vernon passed as a life estate to his widow Anne Fairfax, who promptly re-married and re-located; George Washington leased the estate from her in 1754, a year after he accepted Lawrence's vacant post in the Virginia Colonial Militia. This post put Washington in the forefront of events leading to The Seven Years War between England and France. Wartime service in the Ohio Valley and along the Virginia frontier gave Washington, a trained land surveyor, a thorough familiarity with the region containing both the headwaters of the Ohio and of the Potomac Rivers and a strategic sensibility that would serve him well as Commander in Chief of the Continental Army, our first president, gentleman farmer, and businessman.

After resigning his commission in 1758, Washington returned to live at Mount Vernon and inherited the estate in 1761 after Anne Fairfax died. He gradually expanded Mount Vernon from 2,500 to nearly 8,000 acres, beginning in 1760 by purchasing 1,806 acres from William Clifton, just across the mouth of Little Hunting Creek from Mount Vernon. Washington called this addition River Farm (Laird, 2000). George Washington's wartime service had made him intimately familiar with the Ohio Valley and the Forks of the Ohio, and he was one of many Virginians who believed the Potomac River to offer that area's most direct access. He was newly rich, thanks to his 1759 marriage to Martha Custis, and also stood to gain land in the newly acquired territory based on a 1754 promise of land bounties in return for voluntary military service. As early as 1762, he began joining several organizations devoted to improving navigation on the Potomac River, and he remained a tireless promoter of development in the region until his death in 1799 (Laird, 2000), (HAER VA-69, 1993).

Coincident with the spread of European settlement and the plantation economy, trading centers formed around official tobacco inspection stations, and sporadic improvements were made to the regional road network. The Potomac River was the area's primary transportation artery below the fall line, it being much easier to sail a boat up the broad river than to traverse the thick woods, tidal marshes, and broad estuaries of Virginia's coastal plain. Streams which posed major obstacles to overland travel such as Occoquan Creek, Little Hunting Creek, Great Hunting Creek, and Four Mile Run conversely provided harbor to ships as well as access to the

scattered riverine plantations.

The first roads in the area stayed inland, keeping to high ground and giving wide berth to the coastal marshes and estuaries where possible. The Potomac Path was the first improved road in the region, and followed an old Indian path from the Rappahannock to the Potomac River. It was surveyed and cleared as far north as Giles Brent's holding at Aquia Creek by 1667, and eventually extended past the Occoquan toward the plantations south of Alexandria (HAER VA-69, 1993).

The 1691 opening of the Occoquan ferry allowed the Potomac Path to take a more direct route to Alexandria, in the process passing closer to the riverfront plantations. In time, the Indian path became known as "the back road" and is most closely succeeded by today's Telegraph Road; US Highway 1 loosely follows the route of the Potomac Path, which was also known as King's Highway and was a major long distance roadway of the colonial era (HAER VA-69, 1993). Potomac Path gradually increased in importance as the Eastern Seaboard's primary mail and stage route, and improvements in the area's East-West running road network occurred slowly as the port at Alexandria became the primary link between the lower colonies and the rapidly developing agricultural heartland of the Shenandoah Valley. Two trade routes were established between Alexandria and the Shenandoah by 1755; both followed inland routes to avoid the upper Potomac gorge and crossed the Blue Ridge at William's and Vestal's Gaps, respectively. The Potomac River remained the region's primary trade route below the fall line. Rolling roads connected large plantations to primary inland roads for the purpose of literally rolling large barrels, or hogsheads, of tobacco to inland transport. These were generally poor in quality, and were built and maintained by the plantation owners. George Washington's rolling road ran from the southwest portion of the Mt Vernon Estate, along the high ground between Pohick and Accotink creeks to join Braddock's Road in western Fairfax County. Virginia Route 638, tellingly named Rolling Road, most closely follows this route today (HAER VA-69, 1993).

Government indifference to the poor road quality in northern Virginia eventually led to the proliferation of turnpikes; roads which were owned, operated, and maintained by private corporations and funded by tolls. Hunting Creek Turnpike, which was built in 1810, followed the route of today's Fort Hunt Road along the eastern edge of the high-ground south of Great Hunting Creek. In 1856, the Alexandria, Mount Vernon, and Accotink Turnpike Company purchased Hunting Creek Pike, extended it to Accotink, and re-named it Accotink Pike. Their charter application of that year cited the need to provide better service for Mount Vernon-bound tourists (HAER VA-69, 1993).

1858-1886 AMERICAN MECCA: PRESERVATION AND VENERATION OF MOUNT VERNON

After George Washington died in 1799, Mount Vernon languished under a succession of his descendants until John Augustine Washington III sold the estate to the Mount Vernon Ladies' Association (MVLA) in 1858. Founded in 1853 by Ann Pamela Cunningham, the MVLA owed its existence to Miss Cunningham's mother, who, after seeing Mount Vernon from a passing steamboat, described the scene to her daughter: "I was painfully distressed at the ruin

and desolation of the home of Washington, and the thought passed through my mind: Why was it that the women of his country did not try to keep it in repair, if the men could not do it? It does seem such a blot on our country” (www.mountvernon.org, retrieved 13 June 2013). Ann Pamela launched a then unprecedented grassroots fundraising campaign to purchase the estate from John Washington, who had already tried to sell it to both the federal and Virginia state governments without success. He was only too happy to sell Mount Vernon and its surrounding 200 acres to the MVLA for \$200,000. The MVLA took possession of the estate in 1858, planning to renovate it and open it to the public in 1860. The recently refurbished Accotink Pike was to be the primary land route to Mount Vernon, and an 1859 issue of Harper’s New Monthly Magazine called the road “a very pleasant one, with cultivated fields spreading out on every side.” After reaching Gum Springs, however, the magazine reported that “the road that winds through the wooded ravines and up the timbered slopes of the old Mount Vernon estate, leading to the mansion, was rough and gullied” (HAER VA-69, 1993).

The Civil War curtailed the numbers of visitors to Mount Vernon, although the estate was declared neutral ground and was visited by soldiers from both sides. After the war the numbers of visitors rose, most traveling via steamer. Begun in 1815, by the late 1860s the Mt Vernon-bound steamer service departed Washington’s Seventh Street Wharf at 10 a.m. every day save Sunday. The fare for the all-day trip was \$1.00, which discouraged all but the respectably well-to-do and created an unfulfilled demand among the increasing numbers of less affluent pilgrims.

The 1876 United States Centennial celebration triggered a nation-wide wave of nationalism and sparked new interest in America’s historic and natural sites. In the national capital region, tourist destinations included Mount Vernon and the Great Falls of the Potomac, both firmly associated with the life and vision of George Washington; founding father, commander in chief, and first president. Mount Vernon was described as “the Nation’s Shrine”, the “Mecca of America”, and “The Home and Tomb of the Immortal Washington.” Guidebook writer A.J. Wedderburn dedicated his 1876 Mount Vernon Guide to “the LIBERTY LOVING PILGRIM who, as naturally as the Musselman turns to Mecca, comes to Mount Vernon to pay his tribute of respect to America’s Greatest Son” (HAER VA-69, 1993).

Increased tourism to Mount Vernon had another effect; it called greater attention to the sorry state of the area’s roads, and by the 1880s there was widespread concern that the abysmal roads in Alexandria and Fairfax Counties were slowing the region’s economic development (HAER VA-69, 1993). The patriotic pilgrimage continued to grow in popularity. In 1885, 35,000 pilgrims visited Mount Vernon. Although it was possible to take a carriage from Washington or Alexandria, the region’s now infamous roads ensured that the steamboat remained the more attractive option.

1886-1928 EVOLUTION OF AN AMERICAN PILGRIMAGE; PLANNING THE MEMORIAL HIGHWAY

In 1886, citizens of Alexandria originated the idea of a memorial highway connecting their city to Mount Vernon. In 1888, they obtained a Virginia charter to form the Mount Vernon Avenue Association (MVAA) in order to promote the construction of a road extending from “a point

south of the Aqueduct Bridge...through the county and city of Alexandria, and through the county of Fairfax to the grounds... [of] Mount Vernon, over the most practicable route to be selected by the trustees of the Association” (HAER VA-69, 1993). The proposed boulevard promised to provide an improved road system to address the needs of tourists bound for Mount Vernon and boost local commerce. The MVAA advocated a formal boulevard lined with elaborate exhibition buildings, statues of former presidents and vice presidents, and memorials honoring civil and military heroes from every state in the Union (HAER VA-69 1993). In 1890, the MVAA’s efforts were rewarded when Lieutenant Colonel Peter C. Hains of the United States Army Corps of Engineers (USACE) surveyed and reported on three alternate routes for the proposed road. No further action was taken, as the building of the Washington, Alexandria, & Mount Vernon Electric Railway quieted calls for a memorial highway, but the idea was resilient: In 1901, the Report of the Senate Park Commission recommended a series of improvements for the DC park system including both a Mount Vernon route and a “Potomac Drive” to Great Falls which was championed by Frederick Law Olmsted Jr., a landscape architect on the Commission. The style and purpose of the Senate Commission’s proposed drive radically departed from that of the MVAA proposal, and the debate between the two highlights people’s differing opinions of how to commemorate Washington.

The Washington, Alexandria & Mount Vernon Electric Railway began plans to establish rail service to Mount Vernon in 1890. While the railway planning seems to have been conducted concurrently with the Hains Report, available evidence does not support any direct connection between them. Further research is needed to determine if the Hains Report’s impacted the railway’s alignment in any meaningful way. Concerned that the new railway would bring a lower class of people and undermine the dignity of the pilgrimage, the MVLA opposed it. After personal appeals to Virginia’s Governor failed to stop the railroad’s development, the MVLA attempted to obtain more land north of Mount Vernon as a buffer from the expected hordes. The owner of the existing lunch-room there refused to sell, however, and even planned to expand his operation to take advantage of the expected railroad crowds. Construction of the electric railway began in late April 1892, was finished on September 18, and the first car reached Mount Vernon two days later. The railway was immediately popular with tourists and locals alike; farmers used it to bring milk and produce to Washington’s Central Market, children rode it to school in Alexandria and Washington, and a growing number of people took advantage of it to live in the Virginia countryside and commute to work. Ridership was high even on Sundays when Mount Vernon was closed; picnickers frequented Collingwood Beach, near the old site of William Clifton’s ferry, Dyke Station at Dyke Marsh, and Riverside on the north bank of Little Hunting Creek. All three of these informal picnic areas would be formalized in the plan of the Mount Vernon Memorial Highway. Mount Vernon’s visitorship more than tripled in the first year of the railway’s operation, from 26,966 to 87,685. And although the railway’s officials promised the Mount Vernon Ladies’ Association (MVLA) that they would operate in a manner “thoroughly friendly and patriotic towards Mount Vernon,” the trolley tourists were not always as reverential as the ladies’ association would have liked, picnicking on the grounds, lolling about, and strewing trash on the lawns (HAER VA-69 1993).

Despite the Mount Vernon pilgrimage’s popularity, by the early 1920s rising automobile ownership had begun to seriously erode the appeal and financial base of suburban electric

railways. Riders of the Mount Vernon line began complaining that the company's service and equipment were in decline, and the Washington and Virginia Railway Company declared bankruptcy in 1924. The Alexandria to Mount Vernon line kept operating as a separate entity but never made money, and the decision to build the MVMH was what finally put it out of business. The last car made the trip to Mount Vernon on February 28, 1930, after which the track was sold for scrap and the right-of-way partly used for the MVMH-South.

The MVAA continued to advocate for the highway, favoring a route south of Alexandria that more or less followed the route of the Accotink Turnpike as far as Gum Springs before turning to Mount Vernon. While this wasn't the route Washington had used, it afforded better views, wrote John Reavis, author of the MVAA's 1888 manifesto *Mt. Vernon Avenue: A National Memorial Highway from Washington to Mt. Vernon*. Reavis argued that the view from the heights east of this route was "the most comprehensive, grandest view on the entire route from Washington to Mt. Vernon, and one of the most remarkable to be enjoyed on the American continent" (HAER VA-69 1993). This alignment would have made for a much different experience than the one enjoyed today, but the biggest difference between the MVMH that was eventually built and the one that the MVAA envisioned was programmatic; the association envisioned a formal boulevard, lined by statues and memorials honoring the nation's civic and military leaders. Each state and territory would be given a quarter-mile on which to erect testimonials to its contribution to America's greatness. The original thirteen would receive quarter-miles of honor closest to Mount Vernon, with the remaining states strung out to the north in order of admittance to the union. Where the road crossed federal property at Arlington Cemetery, the national government was expected to install statues of the presidents and vice presidents. Additionally, each state's section would be planted with plants native to that state. This apportionment of the roadway was meant both to broaden political support for the venture as well as to distribute the costs. Proposals for this "American Appian Way" grew more grandiose as time went by, eventually calling for a 250' right-of-way (HAER VA-69 1993).

The Hains Report examined a river route, a middle route, and a western route. The river route ran along the base of the hills to the east of the existing Accotink Pike, turning inland to cross Little Hunting Creek and then south to Mount Vernon. This route involved the least amount of grading, but had the fewest views and posed drainage problems. While this was the least desired route at the turn of the century, it most closely resembles the one eventually taken by the MVMH-South. The middle route followed Accotink Pike until Gum Springs, from where it paralleled the shorter, east route to Mount Vernon. This was the route advocated by the MVAA; it had the longest, broadest views of the Potomac and the greatest number of historical associations with George Washington. The western route avoided Alexandria, proceeding in a nearly straight line from the height known as City View to Mount Vernon. This route involved the most extensive grades and offered the fewest views of the Potomac, but it was nearly a mile shorter than the others and offered a quicker round trip. Hains presented two options for the roadway itself, both using a 250' right of way; one calling for a 120' wide roadbed, and a less expensive option with an 80' roadbed (HAER-VA, 1993).

Construction of the electric railway in 1892 dampened enthusiasm for the Mount Vernon Avenue project, and the MVAA kept a low profile until 1899, when a design competition for

Memorial Bridge between Washington and Alexandria briefly revived interest. The association's Virginia charter was renewed in 1900, this time with a proviso allowing them to convey all their rights, powers, and property to the Federal government, should the government assume responsibility for the avenue. This was designed to encourage federal support for the project. The Daughters of the American Revolution (DAR) threw their weight behind Mount Vernon Avenue in 1910, lobbying congress to build both the bridge and the avenue, and in 1913 the MVAA revised their proposal to allow each state to construct a building along the avenue "for the purpose of advertising its educational, commercial, mining, manufacturing, and agricultural advantages" (HAER VA-69, 1993). World War I slowed further progress on the avenue, and the MVAA dissolved by the 1920s.

The MVMH might have ended there, if not for a little luck and the right kind of attention: on November 11, 1921 The Tomb of the Unknown Soldier was dedicated in a ceremony at Arlington National Cemetery. President Warren G. Harding presided, although he was over 90 minutes late due to traffic jams on both existing Potomac River bridges. The incident and attending executive scrutiny galvanized congress, which soon after appropriated funds to build the long-contemplated Arlington Memorial Bridge. The bridge construction in turn breathed new life into the dormant memorial highway idea, and when congress created the U.S. Commission for the Celebration of the two-hundredth anniversary of the birth of George Washington on December 2, 1924, they authorized the new commission to guide a Bureau of Public Roads (BPR) study of monumental highway proposals (HAER VA-69, 1993).

In April 1924, the House Committee on Roads (HCR) met to consider a memorial highway bill submitted by Congressman R. Walton Moore of Alexandria, but declined action on the matter until the BPR could conduct a detailed survey of proposed routes. Congressman Moore re-introduced his Mount Vernon Avenue bill in 1926, requesting \$750,000.00 to get the project started. The HCR again withheld their endorsement, but they did vote in February 1926 to authorize the BPR to produce an official report detailing the width and character of the proposed highway, the advisability of using existing roadways, and the probable cost of the right-of-way and construction (HAER VA-69, 1993).

It was around this time that Frederick Law Olmsted, Jr., a landscape architecture expert for both the Commission of Fine Arts and the National Capital Parks and Planning Commission (NCP & PC), recommended the riverfront route to the BPR. For its part, the BPR was content with a formal boulevard along the ridge-top route endorsed by the MVAA and the Hains report of 1890, although this assessment was soon modified.

When the BPR presented its findings to congress in 1927, they were firmly in favor of the riverfront route due to its commemorative, scenic, recreational, and development potential. Bureau Chief Thomas MacDonald believed that the river route was mandated if the government wanted to build "a highway of fitting character ... to do justice to the expectations of the citizens of this country." The report further argued that the earlier suggested inland routes had become obsolete due to industrial, residential, and commercial development, as well as to the increase in motor vehicle traffic. In BPR's assessment, even a revised inland route "should not be seriously considered when all the memorial, historical, and scenic advantages are

in the river route” (HAER VA-69, 1993). The report declared the river route to be brimming with historical interest and extolled its scenic and recreational virtues, assuring that the estuaries that had previously hampered development could be transformed into marinas and sailing basins; or, failing that, filled to create additional park land. Reversing their previous stance, the BPR argued “When so developed, this route would be unrivaled in beauty by any highway in the country, and would form a recreational driveway unsurpassed in any capital of the world” (Wilson, 1928).

The new route would pass through Alexandria on Washington Street, cross Great Hunting Creek on a new bridge, and then parallel the electric railway to Wellington/Collingwood before returning to the Potomac shoreline at Fort Hunt for a sweep along the riverfront. Next, a slight inland jog would bring it across Little Hunting Creek to gracefully curve up the hill to Mount Vernon. The riverfront location was suited to the park agencies’ plans to provide waterfront recreational facilities and to preserve the Potomac shoreline. Additionally, it was ideal for modern parkway development, having none of the 5-7% grades present on the hillier inland routes; grades considered too steep for modern motorway construction. The federal government would own almost all of the land between the parkway and the Potomac shoreline, and the route would be virtually free of at grade intersections south of Alexandria. The biggest disadvantage of the river route was its cost, which was calculated at 4.2 million, versus 3.1 million for the inland route. This was mainly due to its 14.6-mile length, compared to 12.5 miles for the more direct inland route. Both estimates were based on a 200’ right-of-way, which allowed room for landscape on either side of an 80’ wide graded section, initially paved 40’ wide but available for additional traffic lanes to be constructed at a later date. BPR warned that the highway was not meant to be a ‘speedway’, but that its design provided for “a smooth flow of traffic” and “for maximum safety under all conditions” (HAER VA-69, 1993). The BPR concluded its report, stating “We have no hesitation in strongly recommending as superior to any other the location conforming approximately to the line which has been described as the river route” (Wilson, 1928).

The Secretary of War, the Commission of Fine Arts, the NCP & PC, the Virginia State Highway Commission, the Alexandria Chamber of Commerce, and noted planner Harland Bartholomew went on record supporting the river route; although Bartholomew recommended that BPR conduct a more detailed study from a landscape architectural point of view before finalizing plans, estimates, or land acquisitions. Proponents of the inland route conducted a letter writing campaign directed at BPR officials and local newspapers. Their main criticisms of the river route were its longer, circuitous alignment, the elimination of panoramic vistas from the ridges behind Alexandria, the expensive filling required at Four Mile Run, Roaches Run, and Great Hunting Creek, and the ugly portion where the roadway would be sandwiched between the river and industrial sprawl at Potomac Yards. For its part, the BPR contended that inland route proponents were business and real estate interests who wanted to capitalize on inflated real estate prices along the development corridor. The bureau even went so far as to produce a real estate brochure touting the highway’s impact on land values to bolster its argument about the selfish motives of inland route proponents.

The BPR conducted additional surveys of the river route, and in March of 1928, Congressman

R. Walton Moore and Virginia Senator Claude Swanson introduced parallel legislation calling for “construction of a memorial road leading from the Capital to Mount Vernon”, stressing the need for immediacy in order to be ready for the bicentennial, and upping the funding request to \$4.5 million; \$500,000 available in 1928, \$2 million in 1929, \$1 million in 1930, and \$1 million in 1931 (HAER VA-69, 1993). The Swanson-Moore bill called for the U.S. Commission for the Celebration of the Two Hundredth Anniversary of George Washington’s Birth to oversee the project and directed the Secretary of Agriculture to provide surveys, plans, and specifications in addition to supervising land acquisition, construction, and landscape development. Neither the patriotic fervor surrounding the approaching bicentennial nor the unanimous endorsement of the House Committee on Roads prevented the memorial highway bill from encountering opposition in the House of Representatives, however. Objections were raised to the project’s overall cost, to the precedent it might set of using a memorial designation to obtain federal funds for local road projects, and to the appropriateness of honoring Washington with a highway.

Representative Louis Cramton led a vocal opposition bloc, who, as advocates of a broader proposal to preserve both banks of the Potomac from Mount Vernon to Great Falls, saw the memorial highway as a threat to their own aims. Cramton called it a pork barrel project, “for local benefit, for one section of one state, the most extravagant piece of road building that this country has ever known” (HAER VA-69, 1993). Despite this opposition, Congress passed the Swanson-Moore bill on May 23, 1928 by a vote of 177 to 61 (HAER VA-69, 1993).

The BPR began assembling a design team and preparing plans for the parkway’s development, and the bicentennial commission officially approved the river route on January 24, 1929, reasoning that it was lower in estimated cost of construction than the upper route; it possessed qualities, both scenic and historic, which the inland route did not provide, and it afforded better opportunities for the creation of shorefront areas for recreational use and enjoyment; it was therefore the more desirable route for a memorial honoring our first president.

1928-1932 DESIGN AND CONSTRUCTION

As the first federally constructed highway, the BPR intended for the MVMH to set the standard for modern highway design. Noting their lack of practical experience building parkways, Division of Design Chief E. W. James organized an inspection trip of east coast parks and parkways during the summer of 1928. In Pennsylvania, the group toured Valley Forge State Park, Fairmount Park, Roosevelt Boulevard, and Wissahickon Parkway; in New York, Palisades Interstate Park, Bear Mountain Park, the Bronx River and Westchester County Parkway; in Massachusetts, the Boston Metropolitan Park System and Springfield’s Forest Park (HAER VA-69, 1993). Recognizing that the upcoming project would require a symbiotic blend of technological, recreational, preservationist, and aesthetic concerns, the designers chose a wide selection of parks, formal, and informal roads to study.

After careful consideration, BPR decided that the Bronx River Parkway and Westchester County parkway system in New York represented the best model for the memorial highway. They were impressed by the Westchester County Parkway Commission’s (WCPC) integration of engineering concerns and landscape art; avoiding lengthy tangents and conforming roadbed to the terrain produced a more attractive integration of highway and landscape while reducing

the expensive cuts and fills which characterized conventional highway construction. WCPC's planting practices, wetland rehabilitation methods, and fast-track construction management policies all held considerable interest for a BPR facing the rapidly approaching 1932 bicentennial. Thus, Gilmore Clarke and Jay Downer of the WCPC were logical choices to supervise the landscape development of MVMH-south. After initially accepting the project, both men realized that their primary jobs with the WCPC precluded their devoting the required time to it, and they persuaded the BPR to hire their assistant Wilbur Simonson as the project's full-time Senior Landscape Architect.

Now familiar with the WCPC's methods and mindful of the need for haste, the BPR assembled their design team by the end of May 1929. Led by R. E. Toms, the team instituted a phased, fast-track design and construction program. The MVMH team pioneered the extensive use of aerial photography to facilitate the final designs, and the first construction contract broke ground on September 12, 1929 (HAER VA-69, 1993). Construction went quickly, with landscape improvement and planting immediately following major construction. With only two planting seasons to create the finished landscape, planners used a combination of topsoil reclamation, extensive nursery and native transplanting, hydro-seeding, and the conservation and integration of existing scenic resources with new plantings. This was accomplished by taking unusual care to wind the parkway around attractive existing growth, and by extensively transplanting native flora from the surrounding area (Simonson, 1932).

By dividing the various stages of construction into separate units and carefully coordinating contracts to minimize lag time, the BPR was extraordinarily successful in ensuring rapid completion of the project; the road was opened to traffic in January 1932, final landscape touches were in place by the following summer, and the MVMH was officially dedicated on November 15, 1932. The entire project, from its authorization on May 28, 1928 to its formal dedication took just under 4 ½ years. By contrast, Washington's Rock Creek and Potomac Parkway took 25 years to complete, and the Bronx River Parkway dragged on for almost twenty (HAER VA-69, 1993).

When MVMH was officially dedicated on November 15, 1932, the BPR had accomplished a unique achievement. The four-lane undivided highway used the latest in modern highway innovations; long, spiral curves, limited at-grade intersections, "banana-split" and tear-drop intersections, concrete surfacing, and conformance of the road-bed to the terrain. What made the MVMH truly unique, however, was not its use of current technology, but its synthesis of "best" practices from a variety of disciplines. During their summer 1928 tour, the BPR design team visited formal memorial boulevards, avenues with limited residential access, parks, traditional Olmstedian parkways, and modern parkways designed primarily for high-speed automobile travel. These precedents had a variety of primary purposes; commemoration, preservation, recreation, community development, and transportation; but none combined them all as the BPR was about to do.

The MVMH in 1932 commemorated George Washington symbolically, by paralleling the Potomac River, the primary transportation and trade route of his day; by linking his capital, his hometown, and his home via a dignified pilgrimage route which linked sites important to his life;

and literally, with memorial plantings complete with rocks from Washington's regional development dream, the Potowmack Canal. The highway's route next to the river preserved the Potomac Riverfront. Recreational opportunities were provided not only in the form of the pleasure of the drive, but in planned pullouts and parking areas at significant views. Riverside Park was built for picnicking just before Little Hunting Creek, with a view of Mount Vernon atop its hill across the creek's mouth. Both a bridle and a walking path were staked and planted, extending along the full length of the highway. Further recreational development was envisioned, planned for, and realized over the ensuing decades, with the addition of multiple recreation and picnic areas, Fort Hunt Park, Belle Haven Marina, Dyke Marsh Preserve, and a paved multi-use trail. Existing residential communities at Wellington and New Alexandria were incorporated into the original highway plan, and further residential development along the highway corridor gained access in the mid-1950s. Through it all, the MVMH has remained an arterial transportation route from Washington D.C. to Mount Vernon. Thus, the true innovation of the MVMH's design lay not in its technological innovation, but in its ability to integrate practices from several disciplines to create a true multi-use parkway; a model for all others to follow.

1932-Present USE, DEVELOPMENT, AND ALTERATIONS

On May 29, 1930 President Hoover signed the Capper-Cramton Act into law, providing for the "acquisition, establishment, and development of the George Washington Memorial Parkway along the Potomac from Mount Vernon and Fort Washington to the Great Falls", and "to provide for the acquisition of lands in the District of Columbia and the States of Maryland and Virginia requisite to the comprehensive park, parkway, and playground system of the National Capital" (Capper-Cramton Act, 71st Congress, Sess. II, Chap. 354, 1930). The MVMH was to be incorporated into the larger George Washington Memorial Parkway as soon as the earlier highway was finished.

On July 1, 1932 the MVMH was incorporated into the as-yet nonexistent GWMP when it was transferred from the BPR to the Office of Public Buildings and Public Parks of the National Capital. By this inclusion, the MVMH, a highway "planned primarily for through traffic as a main arterial highway between Washington and Mount Vernon" (Simonson, 1932) added to its mandate recreational development and preservation of natural resources. This is not to say that they were not already in the highway's mandate, but that they were now coequal with its arterial mission. Indeed, in 1931, anticipating the eventual transfer of the facility, the BPR had devised recreational development plans for Fort Hunt that included a picnic area, athletic fields, and a 18-hole golf course. Studies were also commissioned to explore the recreational development possibilities of both Dyke Marsh and Riverside Park. June 10, 1933 saw the abolishment of the Office of Public Buildings and Public Parks of the National Capital by presidential order. It was renamed the Office of National Parks, Buildings and Reservations, Department of the Interior, and on March 2, 1934 this office was renamed the National Park Service. Over the years preceding World War II, the NPS codified the term "parkway" to mean "A strip of public land devoted to recreation which features a pleasure-vehicle road through its entire length, on which occupancy and commercial development are excluded, and over which abutting property has no right of light, air, or access" (HAER VA-69, 1993).

RECREATIONAL AND RESIDENTIAL DEVELOPMENT: 1932-1955

No sooner had the MVMH opened than various interests began lobbying for additional access points. In April of 1933, the intersection at Belle Haven Road was modified to allow access at New Alexandria's 10th Street. Residential development pressures remained negligible through the depression and war years, until, coincident with recreational development at Belle Haven, developers requested highway access in the vicinity of Belle Haven for an apartment complex and shopping center in September, 1947. The NPS resisted, and access was denied. The developers were persistent, however; in 1954, the Bucknell University property opposite Dyke Marsh was subdivided, and lots abutting the highway as well as a new overpass were proposed. The Stratford Landing residential community was developed north of Little Hunting Creek in October 1954, and 1955 saw the development of both Collingwood-on-the-Potomac and the long contemplated Belle View Apartments, all with corresponding parkway access. The year 1956 brought the development of Stratford-on-the-Potomac, also just north of Little Hunting Creek (HAER VA-69, 1993), (EDAW, 1992), (Mackintosh, 1996).

Although Fort Hunt lies outside the project area of this CLI, its impact on the cultural landscape of MVMH-South warrants the inclusion of some aspects of its history. Fort Hunt was built during the last decade of the 19th century as part of the Coastal Defense Fortification System. These forts are often referred to as Endicott period fortifications after the Secretary of War, William C. Endicott, who chaired the congressionally authorized board that developed the plan for these defenses. Largely completed by 1903, Fort Hunt remained in operation as a military facility until 1931. Fort Hunt operated as a Civilian Conservation Corps (CCC) camp during the depression years and it was transferred to the NPS in July of 1933. Between 1941 and 1948, the War Department, under a special use permit, operated Fort Hunt as an Axis prisoner of war (POW) camp and interrogations center, as well as for other secret military operations. In January of 1948 it was once again reoccupied by the NPS (Laird, 2000). In concert with the booming post-war economy, this transfer spurred a spate of recreational development on the MVMH-South of Alexandria. Between 1946 and 1949, the Belle Haven, Woodland Valley/Hillcrest, and Collingwood Picnic areas were developed and built, Fort Hunt access was updated, and a lease was granted for the predecessor of Belle Haven Marina (EDAW, 1992). Although alterations and renovations of various aspects of MVMH would continue, by 1955 development of the highway's memorial, preservative, arterial, recreational, and residential functions was essentially complete.

In 1955, NPS Director Conrad Wirth declared the GWMP one of the most important projects of his ambitious Mission 66 service wide development plan, precipitating another flurry of recreational development on MVMH-South. Between 1956 and 1961, Belle Haven Picnic Area was redeveloped and expanded, culminating with the construction of Belle Haven Marina in 1961. In 1959, Dyke Marsh was designated a wildlife preserve, and its master planting plan was implemented in 1965, while Fort Hunt gained new recreation facilities and an access overhaul in 1964 and 1965 (EDAW, 1992).

In the late 1960s, outdoor recreation soared in popularity, prompting the NPS to provide two lanes of the MVMH-South for pedestrian and bicycle traffic from 8 am to 2 pm on Sundays.

5,000 people per day availed themselves of this option, prompting the NPS to further accommodate this evolution of the highway's linear use. In June, 1972, with extensive volunteer participation, the NPS began laying out a cinder bike trail. The trail was completed over the length of MVMH-South in 1974, and incorporated portions of both the original 1930s MVMH bridle and hiking paths in its layout. The Mount Vernon Trail, as it became known, was so popular that it soon became apparent that its cinder surface would not long hold up to the traffic. Accordingly, the trail was re-surfaced with asphalt in July of 1977 (HAER VA-69, 1993), (EDAW, 1992).

DYKE MARSH

Dyke Marsh, originally planned with preservation in mind, was not designated a nature preserve until 1959, and was subject to environmentally damaging dredging operations until 1974. The NPS made a series of agreements with Smoot Sand and Gravel, and the Potomac Sand and Gravel Company, awarding dredging rights in exchange for land titles. The NPS did not gain title to the final 29 acres of the marsh until 1971. In 1972, Assistant Secretary of the Interior Nathaniel P. Reed was "horrified" upon seeing Dyke Marsh from the air, and ordered the NPS to come up with a "rational plan to end the dredging operation on a priority basis" (Mackintosh, 1996). Congress mandated that the NPS and the US Corps of Engineers restore Dyke Marsh in 1974, and in 1997, the NPS built viewing facilities, and a boardwalk at Dyke Marsh with funds from the Colonial Pipeline environmental mitigation settlement. The marsh is currently in a net erosional state due to the long-term effects of the dredging operation, and is expected to disappear entirely without intervention (USGS, 2010). In the fall of 2013, the NPS received \$24.9 million to restore Dyke Marsh and regain land lost to erosion over the last 80 years.

ALTERATIONS

Extensive supplementary and screen planting has been executed since the MVMH-South opened. After the Mount Vernon Trail was paved in 1977, it was extensively planted in 1979 and again in 1981 as part of efforts to prepare the highway for its 50-year anniversary. The original cedar light poles were removed shortly after World War II. It is not known precisely when the original locust guardrails and wooden bus stops were removed, but they were gone by 1986 (EDAW, 1992). In 1982, the NPS conducted an extensive replacement planting of memorial trees from Belle Haven to the Mount Vernon terminus in celebration of George Washington's 250th birthday, and from 1984 to 1986 a \$20 million joint effort with the Federal Highway Administration refurbished the basic road structure and updated its safety features. All at-grade intersections, parking areas, and recreation areas were recipients of left-turn and deceleration lanes. Belle Haven Marina required renovations in both 1990 and 2000 in order to continue safe and environmentally responsible operations, but continues to operate; since 2003 as a certified "Virginia Clean Marina". Alterations have generally been designed with the scenic, aesthetic, and commemorative qualities of the original design in mind, so that the highway retains much of its intended character. It was noted by NPS historian Barry Mackintosh in his 1981 National Register of Historic Places (NRHP) nomination for MVMH-South, and still holds true today; "Although predated by other parkways, notably in Westchester County, New York, the Mount Vernon Memorial Highway south of Alexandria is probably the least altered of such early roads in the United States today" (Mackintosh, 1981).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

INTRODUCTION

The Mount Vernon Memorial Highway – South of Alexandria (MVMH – South) is a component landscape of the George Washington Memorial Parkway. MVMH is the oldest and most representative segment of the original design of the parkway. As with the entire GWMP cultural landscape, its significance rests on a combination of its role in the planning of Washington DC and preservation of the Potomac River, its association with George Washington, and the inventiveness and quality of its landscape architecture. Initially constructed to commemorate the 200th birthday of George Washington, the landscape of the original Mount Vernon Memorial Highway was expanded and altered in later decades to expand its recreational mission and refine its circulation and relationships to adjacent lands. Its period of significance, 1928 to 1955, begins with the date of enabling legislation for the parkway and includes development of significant recreational and circulation facilities.

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

NATURAL SYSTEMS AND FEATURES

The MVMH – South was designed to showcase the area’s natural attributes, chiefly the Potomac River, its tributaries and marshes, and the rolling, forested terrain meeting them. The specific natural systems traversed by the parkway included Dyke Marsh, the mouths of Great and Little Hunting Creeks, and the mature forest inland of the roadway. In the decades since the period of significance, several changes have occurred to the natural systems, including the following three impacts. First, Dyke Marsh has eroded and is substantially smaller. Second, the adjacent forest has been fragmented due to extensive suburban development, but the woods along the edge of the parkway have matured and expanded, which makes it seem more forested than it actually is. These woods are heavily impacted by invasive non-native plants that had originally been planted along the roadway. And third, the mouth of Hunting Creek has been filled and converted to a golf course, changing the character of the causeway at the northern end of the project area. Despite these changes, the overall condition of the natural systems and features retains high integrity to the period of significance.

SPATIAL ORGANIZATION

The cultural landscape of the MVMH – South is linear, and its topography, alignment, and planting design combine to create a series of distinct places or rooms through which motorists and other users pass. This gives it a spatial character that can be likened to a string of pearls – linear, yet made up of separate places. Heading north to south, the series of rooms includes: the wide space open to the Potomac River just south of Alexandria (the former causeway over Hunting Creek); the semi-enclosed, savannah-like landscape of Belle Haven; the small but notable open space at Dyke Overlook; an unusual cedar landscape at Wellington; a series of irregular spaces and striking views along Riverside; the dense, mature forest of the ascent to Mount Vernon; and finally, the quiet

openness of the terminal circle. The specific character of the rooms differ in their integrity relative to the period of significance, especially at the former causeway over Hunting Creek and the cedar landscape at Wellington but overall, spatial organization has high integrity. The open circle at the terminus is only slightly different in spatial character, but that difference is important in terms of its impact on the actual approach, view and entrance to Mount Vernon itself.

LAND USE

As a commemorative and recreational driving route for tourists to George Washington's former home, Mount Vernon, MVMH - South combined transportation and recreational uses. Transportation uses included the main circulation of the roadway for tourists going to Mount Vernon, for local residents going to and from their homes, for people driving to parks and pullouts along the river, and for regional bus service. Residential development along the parkway through the 1940s and 1950s prompted changes to accommodate increased traffic volumes as the roadway was increasingly used as a commuter route for residents traveling to and from Washington, DC. Belle Haven Park, Collingwood Picnic Area and Riverside Park were designated for recreational use, and numerous roadway-adjacent pullouts provided access to picnicking, scenic overlooks, and other recreation along the Potomac River. The original design included two trails, sinuously shadowing the roadway on either side; one on the eastern side for pedestrians and a bridle trail on the western side. The NPS developed the multi-use Mount Vernon Trail in 1972 in order to meet growing recreational demand; although outside the period of significance, it is compatible with the intent of the original design. Although both have increased in volume, transportation and recreational uses remain the same, and retain high integrity with the period of significance.

TOPOGRAPHY

The topography of the MVMH – South influences the alignment and character of the cultural landscape in important ways, yet those influences are relatively subtle. The natural topography along this stretch of the parkway is characterized by low, rolling terrain descending to sea level at the banks of the Potomac River. Easterly running tributaries break the shoreline, forming broad estuaries and marshlands near the river. The combination of relatively low-relief, descending terrain and intersecting creeks forms a series of low, wide headlands or “necks” separated from each other by wide estuaries and marshes at tributary mouths. The parkway designers took advantage of these varying conditions by aligning the roadway so that it rises and falls with the land as it variously adjoins the river and pulls away from it onto higher ground. These topographic conditions remain intact, with the only notable exception being the filling of the mouth of Hunting Creek, so overall this characteristic retains high integrity to the period of significance.

VEGETATION

The original planting design for the MVMH – South transformed the existing forest, fields and marshes into a naturalistic, stylized version of the surrounding coastal plain landscape and was important to the parkway's success both as a modern highway and a commemorative landscape honoring George Washington. Though lauded at the time for its natural character, when it was originally planted, the landscape appeared more stylized and composed than it does today with substantial flowering, fruiting and fragrant vegetation ornamenting the landscape. In the years since the initial planting, various plans

have been implemented to augment or replace the original vegetation, and while few of these plantings have been consistent with the palette and intention of the original plan, they have not been substantial enough to radically change the character of the parkway. The most significant changes to the character are the increase in forest cover and the loss of almost all the flowering and ornamental vegetation, making the present landscape seem less consciously composed and consequently more natural than it would have been in its most fully realized condition. Many of the larger trees are in place, but most of the ornamental trees and shrubs are substantially diminished, so it is as if the structure provided by large trees is intact, but the detail and expression given by smaller plants is missing. A consistent part of the design was a nearly continuous planting of vines along the guardrails and light fixtures. However, many of these have proven to be highly invasive, and some of the borders of the parkway landscape and its woodlands are now heavily invaded by these species.

In addition to the overall planting plan, numerous memorial groves of trees were sponsored by patriotic women's groups and planted along the parkway. About half of them were also marked by bronze markers mounted on stones from the "Washington Canal" (most likely the Patowmack Canal at Great Falls, VA). Typically the species and number of trees planted in each grove were symbolic of Washington and his place in American history, and sometimes the trees themselves had literal connection to Washington's history. Few of these memorial plantings have much integrity today. Three at the terminus are missing entirely; three have been fully or partially replaced but are now interspersed with other trees and are not coherent with their markers; and only two read clearly as memorials, though neither is in its original location.

Overall the vegetation has modest integrity, and the memorial groves have some integrity.

CIRCULATION

Circulation is the most critical component of the cultural landscape of the MVMH – South, since the main function of the parkway was to provide a pilgrimage route connecting Washington, DC to George Washington's home, Mount Vernon. The parkway is a four-lane concrete roadway, with limited access provided by at-grade interchanges, and it terminates in a slightly oblong traffic circle and a series of discreet parking lots, all subtly designed to focus on the entry to Washington's estate, the Texas Gate. In addition to motorists traveling to Mount Vernon, the parkway accommodates local traffic to adjacent communities and access to recreational facilities along the route. Particularly innovative for the time were a series of teardrop medians, built along sweeping curves, so the road could widen as necessary for left hand turn lanes and to safeguard entering traffic. A series of bus stops also accommodates local residents, typically occurring at intersections adjacent to residential development. Roadside pullouts and parking lots in adjoining parks and picnic areas provide recreational access, an important component of the cultural landscape. Overall, the circulation has high integrity to the period of significance.

There have been numerous alterations to the circulation patterns and structures, most notably the addition of the multi-use trail, which, however, is compatible with the original design. Other changes have been minor in scope and have had little effect on its function and character.

BUILDINGS AND STRUCTURES

Buildings and structures play an integral role in making the route along the Potomac River possible. The structures consist of bridges and culverts that carry the roadway over creeks and intersecting roads, and two retaining walls that help fit the parkway to the surrounding topography. The use of stone facing on many of the structures is one of the defining characteristics of the design of the parkway, conveying a sense of rusticity that the designers strived for. The use of traditional stone, combined with more advanced construction techniques like reinforced concrete, contributes to the modern character of the MVMH-South cultural landscape, while still retaining the rustic feeling important to the parkway's design. Most of these structures are extant. Additionally there was a series of wooden bus stop shelters that added to the rusticity of the landscape. These were removed, probably within the period of significance, and their removal is not considered a loss of integrity. Finally, there are numerous boardwalks and wooden bridges built in conjunction with the multi-use Mount Vernon Trail in the 1970s. Although the trail features were built after the period of significance, they are consistent with the original intention of the parkway and are considered compatible with the rest of the cultural landscape. Overall, the buildings and structures are considered to have high integrity.

VIEWS AND VISTAS

Motorists driving the parkway experience a series of striking views of the Potomac River and occasional historic structures, and these are important to its overall character and especially to its commemorative purpose. Despite seeming relatively natural or at least un-designed, each view is itself a scenic composition, laid out in the original planting design for the parkway and indicated on the planting plans. Collectively, these individual views tell an informal story about Washington's life and legacy with the Potomac River as the backdrop to a set of views of historical structures and monuments. Landscape architect Wilbur Simonson planned three types of views: views of specific sites historically linked to George Washington (Mount Vernon, Fort Washington, and the Masonic Temple), views of and across the Potomac River, and inland views of the region's wooded hillsides. Of these, the views of historical structures were most critical to the specific story of Washington's history and his presence in this cultural landscape, but the views of the Potomac River were far more prominent in the experience of motorists. Today few of the views of historic structures remain (none of Mount Vernon), views of the river have diminished, and none of the inland views remain, however, many of the historic views could be reclaimed. In spite these impacts views and vistas retain integrity.

SMALL-SCALE FEATURES

The signs, lampposts, guardrails, curbs, and memorial plaques of MVMH – South contribute to the character and experience of the cultural landscape by adding a level of detail to the cultural landscape. Signs guide traffic flow to Mount Vernon and back, directing the visitors' attention to views of the Potomac River, historical elements along the highway, and important locations such as Riverside Park, Fort Hunt, and Dyke Overlook. Wooden lampposts and guardrails lined the roadway in the original design, presenting rusticity in keeping with the overall style of the landscape. The curbs along the parkway give a defined edge between the roadway and the grass margins, distinguishing it from conventional roadways. The colonial style of the original signage added to the parkway's distinctive character, complementing the overall design and providing a continuous reminder of MVMH's commemorative role while remaining consistent with the domesticity and pedestrian-scale of the

cultural landscape.

The wooden, colonial style signs have been replaced by modern, steel signs that convey much of the same information but have none of the character of the originals. The rustic light fixtures and guardrails were removed, most likely during the period of significance, and their absence is consistent with the slightly more modern style of the landscape as it evolved as part of the larger George Washington Memorial Parkway. The curbs have been replaced with a compatible design. Plazas with benches and water fountains have been added along the multi-use trail as well as additional memorial plaques. They are non-contributing, but are compatible with the intention of the cultural landscape as a place of active recreation and commemoration. Overall, the small-scale features of the parkway have moderate integrity.

ARCHEOLOGICAL SITES

The vicinity of Washington, DC, including the Virginia shore of the Potomac River, was used for various purposes by Native Americans before the arrival of European settlers. Villages in the Potomac River Valley were typically located on bluffs, terraces, or high floodplains near rivers or major tributaries, while seasonal satellite camps tended to be established along smaller interior streams (Laird, 2000). The area was subsequently settled by Europeans. At present, a total of 11 sites have been identified along the parkway corridor, although many as-yet unidentified prehistoric and historic period sites are presumed to exist. Overall, the archeological sites have high integrity.

SEVEN ASPECTS OF INTEGRITY

LOCATION

At the time of initial construction, the landscape of the Mount Vernon Memorial Highway included the lands immediately adjacent to the roadway and only limited other lands adjacent to it. Over the ensuing decades additional properties were acquired, most notably between the roadway and the Potomac River at Belle Haven and Dyke Marsh, and today almost all the lands of the MVMH – South cultural landscape are owned and managed by the National Park Service. Consequently, location retains high integrity to the period of significance.

DESIGN

The design of the MVMH – South cultural landscape retains high integrity to its period of significance, and this adds to its historical significance as an urban parkway from the era of early parkway construction. Although changes have been made to its circulation, these have been compatible with the original design and character. Structures retain integrity, and the experiential aspects of the parkway, the spatial organization and views also retain fairly high integrity to the period of significance. The vegetation has changed the most from the original design in several places, but it retains critical distinctions between places, even if the places themselves have different characters from the original

design. The mixed use of the cultural landscape was expanded and realized throughout the period of significance, and retains its sense of being a well-utilized landscape by visitors to Mount Vernon, local residents, scenic drivers, and various recreational users along the multi-use trail. All these attributes contribute to the high integrity of the design.

MATERIALS

The materials of the parkway are consistent with those of the original design. Perhaps most significant but easily overlooked is the concrete surface of the roadway itself, which has been modified and repaired several times with concrete of a similar color and finish. Stone work on the various bridges, retaining walls and culvert headwalls is either intact or has been repaired with similar materials. New headwalls are of similar stone as the original ones, but their design is slightly different. The biggest material change is the loss of rustic wood used in bus shelters, lampposts and guardrails. All of these structures and small-scale features have been removed from the cultural landscape, most likely within the period of significance, and the cumulative effect is a reduction of the rusticity of the original design. Overall, the materials retain high integrity to the period of significance.

ASSOCIATION

The Mount Vernon Memorial Highway was built as an explicit, commemorative landscape to honor George Washington at the 200th anniversary of his birth, so its associations with George Washington are paramount to its historical significance in this regard. The primary circulation and land use as a pilgrimage route to Mount Vernon and the subtle traffic circle that terminates the roadway in front of the main gate and visitor center remain intact and serve their original intention. The associations with Washington are intact.

FEELING

The style of the parkway was an important part of its commemorative and recreational roles. Its naturalistic design was intended to engender expectations in visitors to Mount Vernon that they were coming to an estate of a Virginia gentleman, as opposed to a grand memorial to the first president. Rather than white stone monuments and formal design, the design is envisioned as a stylized version of the Virginia coastal plain landscape. In this way it allows for a more humble approach to Mount Vernon as well as a setting for picnicking, scenic driving and a variety of outdoor recreation. In the eighty years since it was first constructed and planted, the vegetation of the parkway has grown to appear more natural in character than its original, more ornamental and composed scenery. Although it has lost some of the ornamental aspects of the design, its more natural character today is consistent with the intentions of the parkway designers, thus the characteristic of feeling has high integrity.

SETTING

The setting of the parkway has changed as suburbanization has spread out from Washington DC along the Potomac River to Mount Vernon and beyond. Newer development adjoins almost the entire length of the MVMH – South on the inland side of the roadway, sometimes quite visible from the roadway and at other times effectively screened by topographic differences and dense vegetation. When visible, it often is integrated into the parkway landscape through the design of adjacent roads and by house lots that face directly toward the parkway but are screened by intentional plantings. In this way they

contribute to a rather domestic quality that characterizes the cultural landscape. The development that does not integrate with the cultural landscape of the parkway is usually not visible, so overall the setting of the MVMH – South has high integrity.

WORKMANSHIP

Workmanship is manifested in the construction and maintenance of the numerous structures along the parkway, the condition of the road surface, and the management of the vegetation throughout the cultural landscape. Most of the structures are well maintained and in good shape with only a few noticeable places where cracks in the mortar and stonework are in need of repair. Roadways are similarly well maintained, as are the grass margins along the roadway and much of the mature trees. Throughout the landscape, shrubs and smaller trees are frequently overgrown. Many have become too large, massing too big and misshapen and so are no longer in-scale with the original landscape design. Non-native vines, shrubs, trees, and herbaceous species that were once planted along guardrails, lampposts, and at memorial sites have invaded the adjoining woodlands. These are the most evident signs of a loss of quality of workmanship, but overall the cultural landscape has high integrity in this regard.

SUMMARY

The Mount Vernon Memorial Highway – South of Alexandria has high integrity to its periods of significance. Several changes have occurred to the landscape since then, particularly with regard to circulation and with the growth, death and succession of vegetation and the establishment of invasive species. Many of these changes have been consistent with the intention of the parkway designers, though the changes in the vegetation have changed the character of the landscape in places and have disrupted several important views to Mount Vernon and other structures. This has impacted the commemorative aspects of the design, which are critical to its historical significance.

Aspects of Integrity:	Location
	Design
	Setting
	Materials
	Workmanship
	Feeling
	Association

Landscape Characteristic:

Natural Systems and Features

INTRODUCTION

The MVMH – South was designed to showcase the area’s natural attributes, chiefly the Potomac River, its tributaries and marshes, and the rolling, forested terrain meeting them. The specific natural systems traversed by the parkway included Dyke Marsh, the mouths of Great and Little Hunting Creeks, and the mature forest inland of the roadway.

HISTORIC CONDITIONS

The Potomac River:

The Potomac River formed gradually during the geological formation of the current Washington DC metropolitan area, as the Piedmont Plateau lifted and a series of smaller streams merged into a single river. Running south along its giant watercourse, the land transitions from the Upland Piedmont physiographic province in the north to the Coastal Plain physiographic province by the time it passes present-day Alexandria (GWMP-North CLI 2009).

After crossing the fall-line at Great Falls, the Potomac transitioned from a fast-moving mountain river to the wide, relatively sluggish tidal waterway that lapped the shores of MVMH – South. The wide tidal basin and the relatively flat terrain of the river’s western shore combined to create a shoreline characterized by wide, marshy stream mouths separated by low necks of land and tidal marshes.

MVMH – South traced the shoreline of one such neck; formed by a long ridge running from Alexandria to Fort Hunt and bookended by Hunting Creek and Little Hunting Creek, it bulged into the Potomac at its southern end, creating a ninety degree bend in the river and a defensible choke point before the straight-north run to Washington DC.

Hunting Creek:

Hunting Creek provided a natural delineation between the City of Alexandria and the relatively pastoral lands to the south. The parkway’s designers recognized and accentuated this effect, designing Hunting Creek Causeway to take advantage of the tributary’s wide, estuarine mouth. The creek flows into the Potomac River around the low, blunt headland of Belle Haven north of Dyke Marsh.

Dyke Marsh:

Adjacent to George Washington’s historic estate and seven miles south of Washington DC on the Potomac’s western shore, this 184-acre freshwater tidal wetland was a migratory resource for approximately 250 species of migratory birds (United States Geological Survey 2010). Although the marsh did not fully come under government ownership until 1959, MVMH – South’s designers recognized its ecological and scenic importance early on (United States Geological Survey 2010); Wilbur Simonson described it as “some of the most unusual scenery in this region ... in that it is the nearest approach to typically Floridian environment and charm so far north of the tropics” (Simonson 1932b).

Little Hunting Creek:

Separating Riverside’s relatively open terrain from the wooded promontory of Mount Vernon, Little Hunting Creek drained the inland side of the long ridge that MVMH – South paralleled. The highway’s design incorporated this separation, using the creek-mouth to emphasize the pilgrimage’s final stage in the mind of the motorist.

Woodland:

A large, contiguous expanse of mature woodland known as West Grove existed on the Bucknell University tract south of Dyke Inlet. Aside from that area, the land through which the parkway passed during the period of significance was characterized by open fields and scattered copses of mature woodland.

EXISTING CONDITIONS

The Potomac River:

The Potomac River's ecological, cultural, and scenic relationships to the MVMH – South remain essentially unchanged since the period of significance.

Hunting Creek:

The width of Hunting Creek's mouth at Hunting Creek Causeway has been significantly reduced by filling operations on the adjacent land of Belle Haven Country Club. What was a wide expanse of open water crossed by a narrow causeway during the period of significance is now a small creek crossed by a short bridge, and a water-filled ditch separating the roadway from the adjacent golf course.

Dyke Marsh:

During the period of significance, the size of Dyke Marsh had been stable at 181-184 acres for nearly 70 years. Between 1940 and 1972, however, commercial dredging operations reduced it to 83 acres and left the marsh in a net erosional condition by exposing the tidal guts to storm-driven wave action. By 2006, only 60 acres remained; it continues to erode and will likely disappear without intervention (United States Geological Survey 2010). As its physical size has decreased, Dyke Marsh's ecological significance has actually increased; though a remnant of its earlier state, it is currently one of the largest remaining freshwater marshes in the Washington DC area ("Friends of Dyke Marsh", www.fodm.org, retrieved 6 Oct 2013). Dyke Marsh remains an important migratory resource along the Atlantic Flyway for 250 bird species. It provides nesting habitat for protected species such as Marsh Wren and Least Bittern, and it is an important resource for recently de-listed or uncommon urban species such as Bald Eagle, Peregrine Falcon, and River Otter (United States Geological Survey 2010). Congress mandated the restoration of Dyke Marsh in 1974, and \$24.9 million in restoration funds were provided in October of 2013 (<http://www.wusa9.com/news/article/281015/373/Alexandrias-Dyke-Marsh-Nature-Preserve-Receive-25-million-for-Wetlands-Restoration>, retrieved 1/16/14).

Little Hunting Creek:

Little Hunting Creek's relationship to the MVMH – South cultural landscape has not changed appreciably since the period of historic significance.

Mature Woodland:

The contiguous tract of woodland at West Grove was fragmented by the development of the

Bucknell University tract for residential housing during the 1950s, and residential development has fragmented the mature woodland that separated cleared fields on adjacent lands during the period of significance. The parkway corridor itself is more thickly vegetated with mature woodland than it was during the period of significance, due to maturation of the original woodlands and subsequent parkway plantings. Comparing historic photographs with current conditions, much of the adjoining woodland has a more developed understory than it had during the period of significance, especially along the approach to Mount Vernon. (See Figure 12) Overall, the MVMH – South cultural landscape seems more forested today, since its edge is more forested with a more mature understory. However, that woodland used to be the edge of a larger, more intact forest, and now it is just a remnant of the earlier forest. In addition, many of the non-native vines planted along the guardrails and light-posts in the original highway design were species that have proven to be highly invasive. The woodland edge along Belle Haven and Dyke Marsh and the ascent to Wellington from Dyke overlook have been overrun with the species that were planted along the roadway, and it is assumed that these are the major source of that invasion.

ANALYSIS

The Potomac River:

The Potomac River retains full integrity with the period of historic significance.

Hunting Creek:

The filling of the mouth of Hunting Creek, although occurring on the adjacent lands of Belle Haven Country Club, adversely affects the historic integrity of MVMH – South by reducing the designed panoramic water views from Hunting Creek causeway. The constriction of Hunting Creek's historically wide and sluggish outflow to a smaller, single channel has likely affected the deposition and erosion patterns at the northern end of Dyke Marsh; further study is needed on this subject.

Dyke Marsh:

Dyke Marsh had been reduced to approximately one-third of its 1937 size by 2006, and it has continued to erode, representing the greatest loss of integrity to MVMH – South's historically significant natural systems. The potential loss of Dyke Marsh in its entirety stands to adversely affect not only the historic integrity of the inventory unit, but the ecological health of the greater DC region. The NPS has received funding and is currently moving forward with the Marsh's restoration.

Little Hunting Creek:

Little Hunting Creek retains full integrity with the period of significance. Further study is needed to determine the ecological impacts that residential development on MVMH – South adjacent lands has had on the creek's ecosystems.

Woodland:

The amount of mature woodland has increased along the length of MVMH-South, creating a

more densely forested border than during the period of significance, and this has acted to safeguard the integrity of the parkway by buffering it from adjacent residential land development. So, while the overall landscape is less open than during the period of significance, the parkway's designers expected a certain amount of vegetative maturation and expansion to occur, and it has protected the historically sylvan nature of the landscape. The original guardrail vine plantings have spread invasively since the period of significance, in numerous places overwhelming the surrounding native woodland. Aggressive removal of these vines is warranted to restore and safeguard the landscape's historic integrity. While the parkway lands themselves are more heavily forested, mature forest on adjacent lands has been fragmented by residential development since the period of significance; consequently, while it appears from aerial photographs that mature woodland canopy area in the region has increased, the land area covered by contiguous woodland has actually decreased since the period of significance; further study is required to determine and evaluate ecological impacts on both the MVMH – South cultural landscape and the region.

Overall:

The MVMH – South cultural landscape retains integrity with the period of historic significance.

Character-defining Features:

Feature:	Potomac River
Feature Identification Number:	169832
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature:	Hunting Creek
Feature Identification Number:	169834
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature:	Mature Woodland
Feature Identification Number:	169836
Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature:	Dyke Marsh
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Feature Identification Number:	169838
Type of FeatureContribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Little Hunting Creek

Feature Identification Number:	169840
Type of FeatureContribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Spatial Organization

INTRODUCTION

Since it is a parkway, the cultural landscape of the Mount Vernon Memorial Highway – South of Alexandria (MVMH – South) is first and foremost a linear landscape. However, its topography, alignment and planting design combine to create a series of distinct places or rooms, through which motorists and other users pass, and this gives it a spatial character that can be likened to a string of pearls – linear, yet made up of separate places.

HISTORIC CONDITIONS

The spatial character of the MVMH – South component landscape is shaped by the topography, the alignment of the roadway and the planting design. It is primarily a long thin ribbon of space that threads through a series of distinct places, each defined by the topography, alignment and vegetation. Each of these conditions is discussed separately first and then collectively to give a sense of the overall spatial organization.

As described in the topography segment, the topography consists of a large, low ridge that runs diagonal to the river, ending at the water's edge at Fort Hunt, and this in turn divides the landscape into a few larger zones: a low, level area at Belle Haven, an upland zone at Wellington, an undulating zone along Fort Hunt, another low, level area at Riverside, and a second hill at Mount Vernon.

The roadway was the first road to run parallel to the river, and it was aligned in order to connect places important to Washington's life and his legacy into a single commemorative route. Several key conditions influenced the alignment and the resultant spatial character of the landscape. Starting from the northern end, the parkway crosses the mouth of Hunting Creek on a causeway constructed to carry it over the shallow estuary, open to the wide space of the river. As it reached land, the roadway continued south on level ground between Dyke Marsh and the bottom edge of the encroaching ridge. From the Dyke overlook to Wellington, the alignment veered from the river, ascending the ridge to higher ground and running inland from the water's edge through open farmlands. After crossing the ridge, it descends to meet the

river again at Collingwood Picnic Area, and from here it undulates over the swales and hills that form the end of the ridge. After passing Fort Hunt, the road hugs the river along Riverside, with wide views across and down the river, and then turns sharply toward the northwest, ascending the forested hill to Mount Vernon.

Landscape architect Wilbur Simonson's planting design capitalized on the varied conditions created by the topography and road alignment, and his plantings made distinct places or rooms through which motorists passed. Along the causeway, plantings are low, so that the wide open space of the river surrounds the roadway, but as soon as the road reaches solid ground again, the plantings are savannah-like, with large shade trees spread throughout a grassy landscape and allowing filtered views to the river. Gradually the trees get denser and more enclosed between Dyke Marsh and the adjacent woods of what was then the Bucknell tract. The Dyke overlook would have been noticeably more open than its surroundings with numerous flowering dogwoods (*Cornus florida*) planted to mark it as a special place from which to enjoy the views of the marsh and its "Floridian" scenery (Simonson 1932: 10). At Wellington, the landscape was much more open amidst the farmlands, and Simonson planted extensive cedars and pines to make this an open, early-successional landscape. Existing houses and new home sites framed the edges of the roadway, but the cedars did not enclose a canopy, so the space would have remained sunny and open to the sky. Along the river from Collingwood to Riverside, Simonson's plantings sculpted the irregular edge of the existing woods into a continuous series of small spaces, each partially enclosed by vegetation and open to numerous wide views of the river. In marked contrast to the openness of the river views, the ascent to Mount Vernon had the most mature forest and consistent canopy and enclosure. It made a distinct approach to Washington's home and culminated in the subdued open space of the circle in front of the entry gate.

Overall then, heading north to south, the series of rooms progressed from the wide open space of the causeway, to the semi-enclosed, savannah-like landscape of Belle Haven, to the small but notable open space at Dyke overlook amidst the varied canopy along Dyke Marsh, to the open field and cedar landscape of Wellington, to the irregular spaces and striking views along Riverside, to the dense forest of the ascent to Mount Vernon and finally to the quiet openness of the terminal circle.

EXISTING CONDITIONS

The spatial organization of the landscape today has many of the same qualities as it did in the period of significance, but in some places the vegetation has changed in ways that diminishes the differences between some of the rooms. The most notable difference is that the causeway with its wide-open views of the Potomac River and Hunting Creek has been reduced to a one-sided open space since most of the estuary was filled in and converted to a golf course (see *Adjacent Lands*) (See Figure 8). The spatial character through Belle Haven and along Dyke Marsh remains savannah-like with large mature trees and mown lawn defining this character of the landscape. More vegetation has naturalized along Dyke overlook, so it is not

quite as open as it was during the period of significance (See Figure 7).

The ascent toward Wellington remains a narrow corridor, but after passing beneath the Alexandria Avenue Bridge, the cedars and pines have matured and the landscape is less open than it used to be. Since cedars do not really form a canopy, as such, the landscape is more ‘filled’ with trees than enclosed by them. Furthermore, homes along both sides of the parkway frame the cedar-filled median, so its character is more like a bounded park than the open field that it had been during the period of significance (See Figure 16).

Along Riverside, the spatial character is still composed of a series of partially enclosed and irregularly defined spaces that alternately are bounded by forest or wide open to the river(See Figure 14). Ascending the hill to Mount Vernon, the spatial character remains a narrow ribbon of space between enclosing forest, although the understory of the forest is now more developed so the forest itself forms a more solid edge to the space of the roadway (See Figure 12).

The spatial character of the terminus appears similar to its condition during the period of significance, but it differs in subtle yet important ways. In the original condition, the space was only minimally interrupted with a handful of trees that screened the concession building and focused attention on the entrance to the estate, the Texas Gate. Currently, a low, brick wall, planted hedge, and a blue, neo-colonial sign stand in the center of the view, upstaging the gate, and the enlarged concession building also draws attention from it. Thus, while the open space of the circle is largely intact, its minimalism is disrupted by the intrusion of these other structures (See Figure 21).

ANALYSIS

The spatial organization of the MVMH – South cultural landscape has high integrity to its period of significance. The overall spatial organization of the landscape remains intact as a long, narrow ribbon of space threading through distinct places, each defined by the topography, road alignment and vegetation. The specific spatial characters of the rooms differ in their intactness. Many of them have a similar character to the period of significance, but others are significantly different. Of these, the causeway over the mouth of Hunting Creek and the early-successional cedar field of Wellington are the most different, while the Terminus is only slightly different in spatial character, but that difference is important in terms of its impact on the actual approach, view and entrance to Mount Vernon itself.

Character-defining Features:

Feature:	Long narrow ribbon of space along roadway with distinct ‘rooms’
Feature Identification Number:	169842
Type of FeatureContribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Feature: Wide, open space of causeway

Feature Identification Number: 169844

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Savannah-like space of Belle Haven

Feature Identification Number: 169846

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Clear, open space at Dyke overlook

Feature Identification Number: 169848

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Open, cedar field at Wellington

Feature Identification Number: 169850

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Partially enclosed spaces at Riverside bounded by forest and open to the river

Feature Identification Number: 169852

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Narrow passage enclosed by forest ascending to Mount Vernon

Feature Identification Number: 169854

Type of FeatureContribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Flat, open circle of lawn with few trees at terminus.

Feature Identification Number: 169856

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Land Use

HISTORIC CONDITIONS

The Mount Vernon Memorial Highway (MVMH) was originally conceived as a commemorative and recreational driving route for tourists to George Washington's former home, Mount Vernon, and its land uses included a combination of transportation and recreational uses. Transportation uses included the main circulation of the roadway for tourists going to Mount Vernon, for local residents going to and from their homes, for people driving to parks and pullouts along the river, and for regional bus service.

Recreational uses include three designated parks with separate parking areas, picnicking and open space for general recreation. These include Belle Haven Park, Collingwood Picnic Area and Riverside Park. Numerous other pullouts immediately adjacent to the roadway were constructed along its length, especially at places where the roadway is right near the Potomac River. These pullouts also provided access to picnicking, scenic overlooks, and other recreation along the river. The original design included two trails, sinuously shadowing the roadway on either side; one on the eastern side for pedestrians and a bridle trail on the western side.

As the areas surrounding the MVMH began to develop through the 1940s and 1950s, so did the use of the parkway itself. The roadway was increasingly used as a commuter route for residents traveling to and from Washington, DC. Although anticipated in the original design, residential development along the parkway prompted changes to accommodate increased traffic volumes (See Circulation section). Along with increases in vehicular traffic volumes, so too came the increase in pedestrian recreational use of the parkway.

EXISTING CONDITIONS

With the dramatic increase of outdoor recreation in the 1960s, emphasis of the parkway as a recreational drive has given way to the parkway cultural landscape as a multiple use recreational corridor, especially for cyclists, joggers and walkers. This increase in popularity prompted in the late 1960s the closure of two lanes of traffic on Sundays from 8 am to 2 pm for pedestrians and cyclists. With the immense popularity of this option, the NPS developed a multi-use trail, the Mount Vernon Trail, in 1972. The trail has subsequently been repaved with asphalt, and exercise stations were added as well.

Parks and pullouts have continued to be well-used, altered as needed to accommodate increased use (parking facilities, picnic tables, etc.) but these uses are generally compatible with the intended land use for the parks and pullouts

ANALYSIS

The land uses of the MVMH – South retain integrity to the period of significance.

Transportation uses remain the same, though quantities of users has grown as adjacent lands have been developed as residential areas, and consequently scenic driving and motorists going to Mount Vernon now make up a smaller percentage of the volume of traffic.

Recreation uses remain the same in parks and at roadside pullouts, though they, too, get much more use today than they did in the past. The two trails on either side of the roadway were never fully implemented, but the Mount Vernon Trail, though outside the period of significance, fulfills similar roles as they were intended.

Character-defining Features:

Feature: Transportation

Feature Identification Number: 169858

Type of Feature Contribution: Contributing

Feature: Recreation

Feature Identification Number: 169860

Type of Feature Contribution: Contributing

Topography

INTRODUCTION

The topography of the Mount Vernon Memorial Highway – South of Alexandria (MVMH – South) influences the alignment and character of the cultural landscape in important ways, yet it is more subtle than the northern reaches of the George Washington Memorial Parkway along the Potomac gorge.

HISTORIC CONDITIONS

The MVMH-South is located in the Coastal Plain physiographic region. The natural topography along this stretch of the parkway is characterized by low, rolling terrain descending to sea level at the banks of the Potomac River. Easterly running tributaries break the shoreline, forming broad estuaries and marshlands near the river. The combination of relatively low-relief, falling terrain and intersecting creeks forms a series of low, wide headlands or “necks” separated from each other by wide estuaries and marshes at tributary mouths.

The parkway designers took advantage of these varying conditions; they aligned the roadway so that it rises and falls with the land as it variously adjoins the river and pulls away from it onto

higher ground, passing through five areas of relatively distinct topographical character.

From Hunting Creek through Dyke Marsh and again between Fort Hunt and Riverside the roadway lies low to the river; the northern section is characterized by the flat marsh edge, and the southern by the undulations of low fingers and draws meeting water. Between Dyke turnout and Collingwood Road the roadway runs inland, following the high ground over the developed headland containing Wellington Villa.

The section from Collingwood Picnic Area to just past Fort Hunt is unique along the parkway south of Alexandria, in that it is the only section where the natural topography and existing development allowed the roadway to follow high ground and also adjoin the river. Fort Hunt occupies the southern culmination of a long, low ridgeline (see Figure 9) that is paralleled by Fort Hunt Road; the roadway in this section traces the southern edge of this high ground, using the fort's formerly defensive vantage for scenic benefit.

The southernmost section of the parkway from Little Hunting Creek to Mount Vernon traverses its most dramatic topography; from near sea level at the creek mouth, the roadway makes continuous ascent of a second large headland to its highest elevation, the site of Washington's Mount Vernon estate. Head landscape architect Wilbur Simonson described this section in an unpublished 1932 article: "With a graceful roll over the stone-faced bridge at Little Hunting Creek, the Highway enters the mainland approach to the terminus ... The roadway follows the natural grade almost perfectly, super-elevated in harmony with nature as it keeps ascending and curving to the left through the very old, beautifully arching trees" (Simonson, 1932).

The most significant and dramatic change to the natural topography was the construction of a causeway to carry the roadway across the mouth of Hunting Creek (See Figure 8). After passing through Alexandria the highway made a "gradual descent to Hunting Creek", then across an expanse of fill over the mouth of the creek before mounting the "low headland at New Alexandria [Belle Haven]" (Simonson, 1932). This low spit of land created the effect of crossing a vast expanse of open water and emphasizing the passage from urban Alexandria to the pastoral Virginia countryside.

EXISTING CONDITIONS

The topography of the MVMH-South is essentially unchanged from the period of historic significance; the major terrain features remain, and neither the route of the roadway, nor its relationship to the land has been significantly altered. Operations on adjacent land at Belle Haven Country Club have filled in the mouth of Hunting Creek, reducing the wide estuary to a simple stream and leaving only a sliver of marsh between the club's golf course and Hunting Creek causeway.

ANALYSIS

The topography of the cultural landscape is largely intact. The most notable exception is the

filling of Hunting Creek, which changed the topographic character of the causeway over the mouth of the creek. Although the filling operations occurred on adjacent lands beyond the boundaries of this cultural landscape, they significantly impacted the setting and the character of the topography along this stretch, turning the causeway into a riverbank. In spite of this, however, the topography of the MVMH-South landscape retains integrity to the period of significance.

Character-defining Features:

Feature: Hunting Creek Causeway

Feature Identification Number: 169862

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: High Ground at Fort Hunt

Feature Identification Number: 169864

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Low, rolling riverside terrain between Fort Hunt and Riverside Park

Feature Identification Number: 169866

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Mount Vernon approach, from Little Hunting Creek to Terminus

Feature Identification Number: 169868

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Vegetation

INTRODUCTION

The original planting design for the Mount Vernon Memorial Highway – South of Alexandria

(MVMH – South) utilized the existing forest, fields and marshes into a naturalistic, incorporating and augmenting these landscapes with new plantings. This created an interpretation of a naturalistic, stylized version of the coastal plain landscape. The design was important to the parkway's success both as a modern highway and a commemorative landscape honoring George Washington. Though lauded today for its naturalness, when it was originally planted, the landscape appeared more stylized and composed with substantial flowering, fruiting and fragrant trees, shrubs, vines and perennials ornamenting the landscape. In the years since the initial planting, various plans have been implemented to augment or replace the original vegetation, but few of these were planted within the period of significance except near new parking and picnic areas. Although these later additional plantings are not consistent with the palette and intention of the original plan, they have not been substantial enough to radically change the character of the parkway. The most significant changes to the character are the increase in forest cover and the loss of almost all the flowering and ornamental vegetation, making the present landscape seem less consciously composed and consequently more natural than it would have been in its most fully realized condition. An overall part of the design was a nearly continuous planting of vines along the guardrails and light fixtures, many of which have proven to be highly invasive, and many of the borders of the parkway landscape and its woodlands are now heavily invaded by these species.

In addition to the overall planting plan, numerous memorial groves of trees were sponsored by patriotic women's groups and planted along the parkway. Typically the species and number of trees planted in each grove were symbolic of Washington and his place in American history, and sometimes the trees themselves had literal connection to Washington's history. These are treated separately from the rest of the planting plan, though few of these survive as prominent memorials today.

HISTORIC CONDITIONS: 1932 PLANTING PLAN

The original planting plan by landscape architect Wilbur Simonson and plantsman Henry Nye is a fairly elaborate and highly developed planting design compared to later, more modern plans for the northern stretches of the George Washington Memorial Parkway. It is more composed and garden-like, similar to the large estates that were an important part of landscape architecture in the early twentieth century. Because of this, the planting design was quite traditional and conservative compared to the modern engineering of the roadway itself, and its conventional style balancing the modernity of the roadway itself was a critical factor in its very popular reception at its dedication in 1932 (Davis, 2001, Kelsch, 2011).

Simonson's design closely followed design principles as articulated in Henry Vincent Hubbard and Theodora Kimball's "Introduction to Landscape Design," the leading book on landscape architecture at the time. As they advise, Simonson designed a series of distinct places through which motorists would drive, each responding to the conditions of the site. "In any case the best design will probably be to seize upon the particular character of each landscape unity through which the road passes, and develop it to its best expression.... Thus a sequence of different effects will be presented to any one passing along the road" (Hubbard and Kimball, 1917, p.

223).

Keeping with this intention, Simonson's plantings made quite distinct places in response to the different conditions of the site. Low shrubs along the causeway over Hunting Creek kept that area open to the watery expanse of the river. Heavy plantings of cedars and pines at Wellington Villa transformed former farmland into early successional fields. Flowering dogwoods, sumacs and other shrubs with strong ornamental qualities transformed the woodland edge along the river near Fort Hunt into a picturesque, natural garden. And the terminus was a subtle, grass circle with just a few elms to highlight the small entry gate to Mount Vernon.

Although the overall planting design for the entire Mount Vernon Memorial Highway had a consistent intention and style, the design for the southern portion was more rural in style in response to its more rural setting. The conditions of the landscape south of Alexandria in the 1930s were more forested and agricultural than north of Alexandria, where railroad yards and gravel quarries predominated. These different conditions led to a different design character in the southern stretch, inspired by the adjoining forest and woodland. The stretch along the river at Fort Hunt and Riverside Park was perhaps the most direct inspiration. Simonson identified it as "the most picturesque of all the fifteen miles traversed" and "thickly covered with a variety of hardwoods, such as the beech, the oak, and the maple, interspersed with the ever prominent cedar and evergreen holly, so characteristic of the country side of old Virginia" (Simonson, unpublished, p. 11). Several of these trees are among the most frequently planted species along the parkway.

His goal was not just to recreate the surrounding landscape but to interpret it and "improve" it into a scenic and commemorative landscape. As he describes it, "A systematic study of the native flora along and immediately adjacent to the highway will indicate the most appropriate plant materials to be used, and such an analytical process should develop selective appreciation of natural plantings upon the highway. This means that an understanding 'interpretation of nature' is necessary to obtain an effective improvement" (Simonson 1936, 173). He frequently planted large numbers of just one or two species to exaggerate a particular character of the landscape that he was interpreting. In the Wellington section, for example, he planted cedars and pines, almost exclusively, to transform former farm fields into a composed early successional field. Along the Riverside section, he planted hundreds of flowering and fruiting trees and shrubs along the edges of the existing woods, in effect sculpting the forest edge into a designed landscape.

Another of Simonson's goals was to follow nature "as closely as possible, with fullest utilization of native materials or harmonizing types" (Wilbur H. Simonson "Roadside Planting," Landscape Architecture, 1936). He used native plants and supplemented these plantings with harmonizing non-natives that provided a desired effect.

The parkway was not evenly planted. In many areas, where woods already existed, Simonson only planted enough to make certain areas stand out. For example, the Dyke pullout was

heavily planted with flowering dogwoods (*Cornus florida*) to make it more prominent, but the surrounding woods of Dyke Marsh and the adjoining ridge were left as they were.

The planting plan only mentions groundcover in a few places, notably the open lawn in the terminal circle and mixed vines in several of the teardrop medians. Historic photos show grass at picnic areas and pullouts and along the edges of the roadway unless there is forest or marshland, but this is not indicated on the plans.

In order to illustrate the character of the design, four segments of it are presented here, each representing a different place along the roadway with a distinct character. These are: Belle Haven, Wellington, Riverside, and the terminus at Mount Vernon. These four segments are not only indicative of the diversity of planting along the parkway, but represent the major places through which motorists passed, sometimes neighborhoods (Belle Haven and Wellington), sometimes recreational areas (Riverside). (Note: the botanical names of some species indicated on the plans have changed in recent years. For the purposes of this report, the 1932 name is used so that it is accurate to the plans. Current names are easy to find through web searches. Plants with new names are indicated with asterisks.)

Belle Haven:

The planting design at Belle Haven had several purposes (See Figure 10). It created a transition from the causeway to the mainland, it created an edge along the parkway at New Alexandria (as Belle Haven was known at the time), and it extended plantings toward the river on land owned by the parkway. Immediately north of Belle Haven, the Hunting Creek causeway was planted with roses by the roadway and other water-loving shrubs by the water's edge, making an open landscape surrounded by the waters of Hunting Creek and the Potomac River. Where the causeway joined existing land, Simonson planted a grove of thirty elms (*Ulmus Americana*, *U. campestris*) on both sides of the road as a threshold to mark the start of the southern section of the roadway. Once through the threshold, a mixture of elms and honeylocusts (*Gleditsia triacanthos*) extended along the roadway and eastward toward the water in a savanna-like landscape. On the western side, midsized trees and shrubs were planted to make a lower, denser and mixed edge between the roadway and adjacent development in New Alexandria. These included numerous hornbeam (*Carpinus caroliniana*, *C. betulus*), mulberry (*Morus alba*, *M. papyrifera*), cork tree (*Phellodendron* sp.), shrub dogwood (*Cornus* sp.) and sumac (*Rhus glabra*) making a more ornamental and varied landscape through which the bridle trail would pass.

Wellington:

At Wellington, the existing adjacent landscape was agricultural, and Simonson and Nye heavily planted the parkway landscape with cedars (*Juniperus virginiana*) and Virginia pines (*Pinus virginiana*), mimicking an early successional field (See Figure 10). Intermixed with the cedars and pines were other species, including pin oak (*Quercus palustris*), sassafras (*Sassafras variifolium*), persimmon (*Diospyrus virginiana*), sumac (*Rhus* sp.), shrub dogwoods (*Cornus* sp.) and blueberry (*Vaccinium corymbosum*). For the most part, these other species were planted in

masses of mixed saplings nearer to West Border Road with fingers of cedars and pines extending toward the parkway itself. From the main roadway, the plantings created a series of scalloped spaces defined by the cedars and pines with most of the shrubs and deciduous trees creating a more dense background.

Riverside:

The plantings at Riverside exemplify the planting strategy along the entire riverside stretch from Fort Hunt to Riverside Park (See Figure 11). Substantial woodland bordered the inland side of the roadway, and numerous clumps of trees existed on the water side. Simonson and Nye planted a handful of large trees to add to the wooded edge, mostly Virginia pine (*Pinus virginiana*), but most of their plantings were in the form of masses of saplings and shrubs that would mature into swaths of medium-sized and flowering trees: hornbeam (*Carpinus caroliniana*), dogwood (*Cornus florida*, *C. kousa*, *C. mas*), and mulberry (*Morus alba*). Numerous shrubs and groundcovers added additional ornamental vegetation, planted among the clumps of other vegetation. These included sumac (*Rhus glabra*), viburnum (*Viburnum dentatum*, *V. lentago*), blueberry (*Vaccinium corymbosum*), buckthorn (*Rhamnus cathartica*, *R. caroliniana*), rose (*Rosa* sp), azalea (*Azalea* sp), and Japanese honeysuckle (*Lonicera japonica halliana*). Overall the effect would have been quite ornamental and varied at eye level. Although the existing woodland may have been the inspiration, the additional vegetation transformed the wooded edge and varied open spaces into a garden-like landscape.

Mount Vernon Terminus:

The designers of the parkway were particularly proud of the simple, yet refined, design of the terminus, which they believed was necessary to honor and approach Washington's estate. "The entrance to the Home of George Washington merits the highest ideals of artistic expression. The simple dignity and permanence of the design in maturity will be in harmony with the plans originally laid down by George Washington and will lure the visitor within the walls of this national shrine" (Simonson 1932: 320). The simple, slightly elliptical traffic circle handled the flow of traffic, and the planting design was quite minimal in order to focus attention on the entrance gate (See Figure 11). The circle itself was simply a mowed lawn with just nine trees, four American elms (*Ulmus americana*) and five zelkovas (*Zelkova serrata*), to frame an open view of the entry gate, the "Texas Gate," and screen the visitor's center. The Texas Gate itself was small, and the minimal plantings allowed it to be a quiet focus for motorists (see Figure 21). Mature woods bounded the circle, and Simonson and Nye planted numerous laurels (*Kalmia latifolia*) and blueberries (*Vaccinium* sp) to thicken the understory and English ivy (*Hedera helix*) as a ground cover to contrast with the open lawn of the circle.

Around the parking lots, openings in the tree cover were filled with various hardwoods (oaks, locusts, plane trees), and understory trees and shrubs were planted to enclose and shield the parking from the circle and entrance.

Dogwoods:

Flowering dogwood (*Cornus florida*) was a favorite ornamental species in the planting plan with more than 1200 specimens planted over the entire length of the MVMH. In the southern portion they were frequently used to accent specific locations such as intersections and the Dyke pullout, but in many places they were added to the existing woodland edge, often planted as part of masses of shrubs and saplings. They were most heavily planted along the stretch just south of Belle Haven, at Dyke pullout, near the Collingwood intersection and along the stretch of roadway at Fort Hunt. Historical photos show both individual specimens along the roadway and swaths of dogwoods along the woodland edge, suggesting that for two weeks each spring, the parkway must have been especially beautiful (See Figure 17). Some of the woodland dogwoods may have existed at the time of construction or may have naturalized from plantings.

Guardrail Vines:

Along the entire length of the parkway, mixed vines were planted on guardrails and lampposts, typically bittersweet (*Celastrus scandens*), Japanese honeysuckle (*Lonicera japonica halliana*), porcelainberry (*Ampelopsis heterophylla*), trumpet vine (*Bignonia radicans*), and Virginia creeper (*Ampelopsis quinquefolia**). They were planted at every third post along the guardrails and on every lamppost. Several of these same species were planted densely as groundcovers to fill teardrop islands in the roadway and as foreground to other plantings.

EXISTING CONDITIONS: 1932 PLANTING PLAN

Photos from the 1940s and 1950s show the vegetation maturing much as Simonson and Nye seemed to have envisioned it (See Figures 13, 14, 17, 21). The distinct character of the different places reads clearly, and the ornamental qualities of the landscape are quite evident. In comparison with these photos, the current landscape does not have the same vegetative character as it had in the period of significance. Many of the larger trees are in place, but most of the ornamental trees and shrubs are substantially diminished, so it is as if the structure provided by large trees is intact, but the detail and expression given by smaller plants is missing. Most notable is that few of the flowering dogwoods remain today despite having been heavily planted along the route. They may have succumbed to disease or died of old age.

Belle Haven:

None of the elms that formed the threshold from the causeway remain, though several zelkovas exist and were probably planted to replace elms that died. (This was a common practice for the NPS in the 1970s and 1980s, to replant with zelkovas because elms were more susceptible to contracting Dutch elm disease. Zelkova trees were selected as a desirable substitute because it had a similar form to the elm.) Numerous other trees exist in this area, but they do not have identifiable character as a grove or threshold. Toward the river, Belle Haven Park has numerous trees creating a savanna-like landscape, though few if any of them coincide with the elms and honeylocusts planted in 1932. Honeylocusts exist near the current parking lots, but they are not the same ones planted in 1932. The edge along Belle Haven is a mass of varied large and medium-sized trees and very large shrubs, many of which are the same species planted in 1932. Newer replacements appear to have been planted in recent years, and overall

it is thick with vegetation of varying sizes, types and character. It is probably best characterized as being quite overgrown in comparison to the more open landscape that Simonson and Nye envisioned.

Wellington:

The vegetation along Wellington and Collingwood is a very distinct landscape dominated by large cedars. These older cedars and pines are quite unusual because cedars are usually succeeded by hardwood species that mature into second growth forest. But here, because of consistent mowing and care, the cedars and pines have matured into a unique landscape. It is not at all like the early successional field that characterized the landscape in the 1940s and 50s, yet many of the trees were planted in 1932 and remain extant (See Figure 13). Simonson's planting plan does not include species that would have succeeded the cedars, and in recent years new cedars have been planted to replace those that have died, so now there is an uneven-aged stand of cedars with other species of trees mixed among them. There is little precedent for such a landscape, but it is visually very compelling and strikingly beautiful in places (See Figure 16).

An additional planting plan was installed in 1979 as part of the construction of the multi-use trail that passes through this area. The palette of species was quite different from the original, dominated by red maple (*Acer rubrum*), American holly (*Ilex opaca*), Japanese black pine (*Pinus thunbergii*) and Kousa dogwood (*Cornus kousa*), along with several species of shrubs. None of these species were part of the original plan, and they have altered the species mix from Simonson and Nye's cedar and pine landscape. Most were planted away from the road and are still outnumbered by the cedars and pines, so the overall character is still dominated by the original trees.

Riverside:

The vegetation along Riverside has much of the intended spatial character of the original plan. Many of the trees, even large ones, do not conform to the plan, but they do indeed frame open views and create a spatially diverse, park-like character along the river (See Figure 22).

Although some of the shrubs and flowering trees remain on both sides of the roadway, they tend to be either large masses of overgrown shrubs or inconsequential and out-competed by other species, many of which are probably volunteers along the shoreline. As mentioned above, most of the dogwoods are no longer present, and the landscape does not have the refinement and expression of the earlier one.

The entire boundary along Fort Hunt has succeeded to forest, and with the lack of ornamental vegetation, this has given the whole Riverside area a more "natural" appearance than it had in the period of significance, even though it is clearly a planted and maintained landscape.

Mount Vernon Terminus:

The circular lawn with its few trees framing the view to the Mount Vernon entry gate is largely intact with six of the elms and zelkovas either extant or replanted and replaced in-kind.

However, other additions to the landscape have significantly altered the subtlety of the original design by putting numerous ‘things’ in the way of the view. The gate is still plainly visible, just harder to see because of the competition from distracting objects. (See Figure 21) Most evident is a large, low sign and surrounding hedge and flowers identifying the place as Mount Vernon; it clutters the emptiness of the grass circle and the view of the gate. Other bright-colored vegetation at the expanded visitor’s center also draws attention away from the gate. The expanded visitor center fills more of the view, but the whole building would be better masked if the missing elms inside the circle were extant. Modern traffic signs compound the distraction from the entry gate.

The wooded hillside to the left of the entrance is comprised of mature forest with a dense understory of mountain laurel (*Kalmia latifolia*), pretty much as Simonson and Nye envisioned it. Many visitors by car or bicycle pass through or along these woods to approach the gate, and it is a particular effective entrance. The other two segments of woods around the circle are restricted by adjacent parking lots and the vegetation is not nearly as dense or robust as the woods by the entrance. There are gaps in the vegetation that allow the parking to be more visible than intended, and in general they do not appear equal to the other woods

Guardrail Vines:

Although the guardrails and lampposts have been removed, many of the vines that were planted have proven to be highly invasive, notably Japanese honeysuckle (*Lonicera japonica halliana*), porcelainberry (*Ampelopsis heterophylla*) and trumpet vine (*Bignonia radicans*). These vines have heavily invaded the woods along Dyke Marsh, and thick mats of vines edge the entire causeway and the mowed lawns along Belle Haven. These mats are visually very similar to 1940s photos of the vines planted in the teardrop islands at Belle Haven (which are presently mowed grass), and it is assumed that those vines have spread from those islands and guardrails throughout the adjoining landscape.

ANALYSIS: 1932 PLANTING PLAN

Overall, the 1932 planting plan has moderate integrity. Although many of the larger trees remain in place, little of the ornamental vegetation remains, and where medium-sized trees, flowering trees and shrubs do remain, they are typically overgrown. In places that had distinct intended character, such as the inland edge of Belle Haven and the cedars and pines of Wellington, the current character is quite different from the original design. In the case of Wellington in particular, the new character is quite distinctive and compatible with the original intention that the parkway should have distinct places to pass through. The increase in forest along the edges of the roadway (see Natural Systems and Features), though not as composed or ornamental as the original design, is compatible with the intention of the parkway being a stylized natural landscape.

MEMORIAL PLANTINGS: HISTORICAL CONDITIONS

Along the entire route of the Mount Vernon Memorial Highway, numerous memorial trees and groves were sponsored and planted by significant women’s groups, and collectively they form a memorial landscape within the larger MVMH. Several of these organizations had wanted to be

part of the planning process for the MVMH but were repeatedly shunned by the engineers and landscape architects involved in the design and planning process. Parkway historian Timothy Davis speculates that their ideas were not taken seriously because they were women, even though one of the groups, the Mount Vernon Ladies Association, had already taken the initiative to preserve Mount Vernon itself. The organizations had proposed several ideas that included various forms of state displays, statuary, and temporary pageantry along the route, finally advocating designated sections of the parkway where each state could sponsor a vegetative display of its own design and botany. Whether due to gender bias or other reasons, the idea was not accepted. (Davis acknowledges that male groups were also left out of the process, so it is not a clear-cut case of gender bias.) In the end, the parkway designers consented to a series of memorial groves along the route, each sponsored by a different group and symbolizing Washington's life and legacy through the number and species chosen (all from a pre-approved list of species). Many, but not all, were marked by bronze plaques identifying the trees and the sponsoring organization and mounted to a roughly hewn stone likely from the former "Washington Canal".

Perhaps more important than whether or not there was gender bias in the planning process is the fact that planting trees as memorials has been a long tradition in American culture and one that often has been cultivated by women. Further research is necessary to put this collection of groves in that cultural context to understand its historical significance, but it is important to recognize them as a full set in the same vein as the proposal for a set of pageant displays.

Of the dozen plantings total, eight were installed in the MVMH – South. From south to north, they are as follows. The first three plantings are all at the Mount Vernon terminus, marking the various approaches to the entry gate, such that visitors arriving at Mount Vernon would likely encounter at least two if not all three of the memorial plantings. The other five are distributed along the rest of the route.

1. One dogwood (*Cornus florida*) from the Mount Vernon estate was sponsored by the Mount Vernon Ladies Association and planted immediately on the left hand side of the entry gate.
2. One American elm (*Ulmus americana*) was sponsored by Maryland Chapter of the National Society of the Daughters of the American Revolution and donated by one of its members. It received a fair amount of attention as an authorized "grandchild" of the Washington Elm on Cambridge Common where Washington took command of the Continental Army (Davis, unpublished dissertation: 435). It was planted at the head of the circle by the visitors center, and according to the original planting plan, the bronze plaque was mounted on "Historic Washington Canal Stone" the George Washington's Patowmack Canal in Great Falls, VA (HAER No.VA-69, 1998:138).
3. Thirteen Virginia cedars (*Juniperus virginiana*), one for each of the original thirteen states were collected from Ferry Farm, Washington's childhood home near Fredericksburg, VA, and sponsored by the National Society of the Daughters of the American Revolution. They were

planted in a triangular bed where the parking lots on the northeastern side of the terminus joined the path leading through the woods to the entry gate.

4. Thirteen American elms were sponsored by the National Society [of] Women Descendants of the Ancient and Honorable Artillery Company and were planted at Riverside Park on the gentle hillside above the parking area. Each was labeled with an individual small marker to identify the thirteen original states they represented, and the whole grove was identified with a larger plaque and stone. They were planted in a location that likely would block one designated view to Mount Vernon from the entrance to the park, but they kept open the view across the length of the park.

5. Two willow oaks (*Quercus phellos*) were sponsored by the National Society of Colonial Dames of America and planted on a small knoll to mark the northern view to Fort Washington at the Hillcrest pullout by Waynewood Boulevard, but they do not show up on the original planting plan (EDAW, Volume One, 1992: 91). It is likely that they were originally planted at Capital Overlook, in the northern half of the MVMH, and transplanted here when that overlook was removed to accommodate construction of National Airport (c. 1940). At Capital Overlook, two willow oaks do show up on the plans, donated by “the District Chapter” of the National Society of Colonial Dames of America, and it seems likely that these trees were transplanted to mark the view to Fort Washington, but further research is needed to determine if these are indeed the same trees. They were marked with a bronze plaque and stone.

6. One red oak (*Quercus rubra*) was sponsored by the United Daughters of the Confederacy, District Chapters and planted in the northern teardrop median at Collingwood Road with a bronze plaque and stone marker.

7. Two oriental plane trees (*Platanus orientalis*) were sponsored by the Fairfax County Chapter of the National Society of the Daughters of the American Revolution and planted in the traffic island at the Dyke pullout with a bronze plaque and stone marker.

8. Eight honeylocusts (*Gleditsia triacanthos*) representing the eight presidents from Virginia were sponsored by The Mount Vernon Chapter of the National Society of the Daughters of the American Revolution and planted in the teardrop medians at Belle Haven with a bronze plaque and stone marker.

MEMORIAL PLANTINGS: EXISTING CONDITIONS

Very few of the memorial plantings remain extant in their original location. Also, these plantings have not matured into the memorial tree or grove that was intended. Only the two willow oaks towering over the Hillcrest pullout have real presence and draw attention to themselves in a way that would suggest their special status. All the others have either been transplanted, or replaced in similar locations, or are absent entirely.

With the exception of a cedar that could be one of the original thirteen planted from Ferry

Farm, none of the memorial trees planted at the Mount Vernon terminus remain. The plaque for the elm is also gone. The commemorative plantings at the terminus were particularly important because of their direct association with Washington himself. Further research is needed to determine if equivalent plants exist with the original references to Washington.

The thirteen elms at Riverside Park are no longer extant, but six zelkovas exist in similar locations, and it seems likely that they were replacements for six of the elms at some point (See Figure 15, Memorial trees_C). Numerous other trees are now planted among them, so the zelkovas have no presence as a grove distinct from the other trees. One of the state markers, New Jersey, is still extant though difficult to find. It is immediately adjacent to one zelkova about midway up the slope near the parking area (See Small Scale Features).

As mentioned above, the two willow oaks at the Hillcrest Pullout tower over the roadway (See Figure 15, Memorial trees_A) Sitting atop their small, grassy knoll they are hard to miss, and the rock and memorial plaque are visible to passing cars, calling attention to their memorial status. Grounding cables have been added to the trees to protect them from lightning strikes.

The red oak is no longer growing in the Collingwood teardrop median, however it has been replaced in kind on the west side of the roadway, just north of the original location (See Figure 15, Memorial trees B). The original tree is clearly visible in a photo of the intersection in 1945 (See Figure 13). Judging from the age of the current tree, it is likely to be a replacement, planted to the west of the original location along the Mount Vernon Trail. Further research is needed to determine when it was planted. The stone marker is intact and was moved near the trail as well.

There are two sycamores at the Dyke Pullout, one larger with a gnarled trunk that tapers quickly, so it may be older than it appears and could be an original memorial tree. Although the plans indicate two sycamores were planted, the plaque mentions only one, perhaps the older of the two. In the original plan, an existing tree also occupied that island, and one of the current trees is in the location of that existing tree, but it was planted in 1982 as part of the 250th anniversary plantings (see below) along with a third sycamore that is no longer there. Further research is needed to determine the history of these specific trees and the actual planting in 1932 in order to know the intended memorial status of them.

Two mature honeylocusts remain in the teardrop medians at Belle Haven, and six smaller ones have been added in recent years. They are not in the same location as indicated in the original plans, but presumably they are replacements for the original eight. Several other, larger trees are also growing in the median now, so the honeylocusts do not stand out as an intentional grove as they would have in the original design. The stone marker is no longer in the median associated with the trees themselves but is placed along the side of the parking lots in Belle Haven Park amidst numerous other trees including a few older honeylocusts. Though it is in the vicinity of the memorial trees, it is difficult to connect the plaque to the actual memorial

honeylocusts. Thus, even though all the pieces are in approximate place, this planting does not read as a memorial grove.

1982 Memorial Trees:

Two-hundred-fifty trees were planted in 1982 to mark the 250th anniversary of Washington's birth and were sponsored by the village of Washington, Tyne and Wear, United Kingdom. They are identified with a plaque mounted to a stone plinth along the multi-use trail in Riverside Park. Species planted were red maple (*Acer rubrum*), several oaks (*Quercus alba*, *Q. bicolor*, *Q. robur*), sycamore (*Platanus occidentalis*), sourwood (*Oxydendron arboreum*), kousa dogwood (*Cornus kousa*), and one zelkova (*Zelkova serrata*), a replacement at the terminus. Two sycamores were planted at the Dyke pullout, one of which is the newer replacement tree mentioned above; the other is no longer extant. Most were new species to the parkway or had been sparingly planted in the southern section previously. They were planted along the length of the route, especially in places like the Hunting Creek causeway where there had been few plantings before. Kousa dogwoods were planted more heavily along the approach to the terminus. These memorial trees are outside the period of significance and should be evaluated for the historic significance after they are fifty years old.

MEMORIAL PLANTINGS: ANALYSIS

Taken as a whole, the memorial trees and groves have some integrity. Three of the memorials are completely absent at the terminus, three have been fully or partially replaced but are now interspersed with other trees and are not coherent with their markers (Riverside Park, Dyke pullout, Belle Haven teardrops.) Only the willow oaks at Hillcrest pullout and the red oak near Collingwood Road are clearly memorials, though neither is in its original location. These memorial plantings in the MVMH – South are especially important, since none of the three located in the northern section are extant.

Character-defining Features:

Feature: Low shrubs along former causeway

Feature Identification Number: 169870

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Threshold elms at end of causeway

Feature Identification Number: 169872

Type of Feature Contribution: Contributing

Latitude Longitude

Mount Vernon Memorial Highway-South of Alexandria
George Washington Memorial Parkway - Mount Vernon Memorial Highway

0.0000000000

0.0000000000

Feature: Mixed medium-sized trees along west side at Belle View

Feature Identification Number: 169874

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

0.0000000000

Feature: Cedars and pines with occasional mixed species at Wellington

Feature Identification Number: 169876

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

0.0000000000

Feature: Mixed ornamental trees and shrubs among remnant woods along Fort Hunt and
Riverside

Feature Identification Number: 169878

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

0.0000000000

Feature: Mature forest along roadway at ascent to Mount Vernon

Feature Identification Number: 169880

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

0.0000000000

Feature: Open lawn with widely spaced elms and zelkovas in circle at Terminus

Feature Identification Number: 169882

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

0.0000000000

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Feature: Mature woods with mountain laurel and English ivy enclosing Terminus circle

Feature Identification Number: 169884

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Dogwoods planted along much of the roadway

Feature Identification Number: 169886

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Thirteen memorial elms (six replacement zelkovas) at Riverside Park

Feature Identification Number: 169900

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Two memorial willow oaks at Hillcrest pullout

Feature Identification Number: 169902

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Memorial red oak near Collingwood Boulevard intersection

Feature Identification Number: 169904

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Eight memorial honey locusts in teardrop medians at Belle Haven

Feature Identification Number: 169906

Type of FeatureContribution: Contributing

Mount Vernon Memorial Highway-South of Alexandria
George Washington Memorial Parkway - Mount Vernon Memorial Highway

Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Ornamental vegetation around Mount Vernon sign at the Terminus circle
Feature Identification Number:	169908
Type of FeatureContribution:	Non contributing – incompatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Mixed species planted along Mount Vernon Trail
Feature Identification Number:	169910
Type of FeatureContribution:	Non contributing – incompatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Ornamental vegetation at Mount Vernon Inn
Feature Identification Number:	169912
Type of FeatureContribution:	Non contributing – incompatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature:	Mixed trees at Riverside Park
Feature Identification Number:	169924
Type of FeatureContribution:	Non contributing – incompatible
Feature:	Savanna-like mix of trees- Belle Haven
Feature Identification Number:	169926
Type of FeatureContribution:	Non contributing – compatible

Circulation

INTRODUCTION

Since the Mount Vernon Memorial Highway- South of Alexandria (MVMH-South) is first and foremost a roadway, circulation is a primary component of this cultural landscape. The main circulatory function of this portion of the parkway was to provide a pilgrimage route connecting George Washington's home, Mount Vernon, with Washington, DC.

HISTORIC CONDITIONS

Main Roadway:

The road rises and falls as it makes its way along the shore of the Potomac River, over bluffs, and through lowland marshes, south to Mount Vernon. The main roadway was designed and constructed as a highly sophisticated, four-lane, undivided, semi-limited access highway. The entirety of the MVMH extended north of Alexandria to Arlington Memorial Circle, effectively connecting Washington, D.C. to Mount Vernon via Alexandria, however, the portion of the MVMH north of Alexandria is not within the project area, and will not be discussed in this CLI. At the southern end, the parkway ends at the Mount Vernon terminus, previously defined by the Washington, Alexandria, and Mount Vernon Electric Railway terminus. The roadway designers used a traffic circle to loop vehicles around at this point, similar to the way the railroad did, but with a different footprint. The eastern side of the terminus also connected to an existing gravel roadway, which was substantially improved sometime after completion of the parkway (Grading Plan 141, 1929).

The forty-foot wide roadway was paved in reinforced concrete slabs, except in areas where it rested on filled land, in which case the surface was paved in bituminous asphalt concrete to allow the road to settle without significant cracking or buckling. Along the parkway there are ten residential road intersections, five recreation area access roads and parking lots, five separate car pullouts and seven pairs of northbound/southbound bus stops. These functions are achieved through the use of various features, including teardrop medians at intersections, left hand turning lanes, bus pullouts, limited access connection roads, roadside parking pullouts, and separate parking lots at Mount Vernon and developed recreation areas.

Particularly innovative for the time were the teardrop intersections. These “intervening islands”, as they were often referred to, were built along sweeping curves, so that designers could widen the road as necessary for adding left hand turn lanes and the median, without interrupting the roads gently curving form. In areas where substantial residential development was expected or existed, as in the area of Wellington Villa, border roads paralleled the parkway, collecting local traffic and channeling it to specifically designed access points in order to avoid having too many at-grade intersections. The combination of these features, allowed for the circulation of traffic on multiple levels, while still maintaining its function as an uninterrupted highway. Since the initial phase of construction in 1932, the adjacent lands have seen a significant amount of development, which has led to numerous changes in the intersections and other aspects of the parkway.

Intersections and Medians:

Several intersections connect neighboring roads and drives to the parkway. All of the intersections on the western side of the highway were built to lead into residential neighborhoods, with the exception of access roads to Fort Hunt. From north to south, these include: Belle Haven Road, West Boulevard Drive access (originally West Border Road), Wellington Road, Collingwood Road, River Farm Drive, Vernon View Drive, and Stratford

Lane. There is also an intersection that was constructed south of Dyke Marsh at station 469.00 labeled on the original plans as Bucknell University Access, however, there was no roadway attached to the intersection until the construction of Tulane Drive sometime before 1959.

There are five intersections on the eastern or river side of the highway, one at Northdown Road, two connecting with the ends of East Boulevard Road (originally East Border Road) in Wellington Villa, one at Collingwood Picnic area, and one at Riverside Park.

East and West Boulevard Drives roughly paralleled the main roadway through the Wellington Villa and Collingwood neighborhoods. They acted as collector roads that control traffic from the various neighborhood streets and limit access to a few intersections. This reduced the number of interruptions to the flow of traffic, while it still allowed numerous residential roads and drives to access the parkway. Additionally, West Boulevard Drive provided a way for local traffic to move north or south throughout the neighborhood of Wellington Villa without having to use the parkway for local travel. The designers intentionally staggered the east and west intersections in order to limit the amount of traffic crossing the parkway, leaving only one major at-grade crossings at Collingwood Road. Herbert Springs Road also crossed the parkway at-grade, but was a very minor crossing.

Throughout the rest of the parkway, at-grade crossings were achieved through the teardrop shaped median strips or “intervening islands” that divide the northbound and southbound traffic for safer access. The islands facilitated a safer crossing of the parkway by allowing it to be done in two steps: a vehicle may cross from one side into the center, and then from the center to the other side with each respective break in traffic. At each of these islands, an extra lane was added next to the median to allow for traffic to slow down in order to either turn around, or make a left hand turn. Traffic making a 180 degree turn then utilized the extra lane in the opposite direction to regain momentum and weave safely back into traffic before the island ends. (Gilmore D. Clarke, “Mount Vernon Memorial Highway”)

During the period of significance there were many minor changes to the intersections along the MVMH-south. Originally there were five teardrop intersections at Belle Haven Road (New Alexandria), Tulane Drive (Bucknell University Access), Collingwood Road (South Wellington Access), South Access Fort Hunt, and Riverside Park. In 1949 the South Access road at Fort Hunt (now River Farm Drive) was removed. Deceleration and acceleration lanes were installed to safely allow drivers to exit and enter the access road. In 1955 Belleview Boulevard was introduced, and included a 200 foot long southbound deceleration lane.

From 1932-1955, the parkway also saw the addition of new intersections and the improvement of less substantial ones. Although the intersection at Tulane Drive was constructed in 1932, it is unclear when the actual roadway was put in. The adjacent property on the west side of the parkway was owned by Bucknell University until 1954 when it is subdivided. Aerial photography shows a quite developed residential area at Tulane Drive in 1959. South of Wellington, the entrance road to Collingwood Picnic area was added in 1948, but will be discussed in greater detail in a later section. South of Collingwood a new intersection was

added at Waynewood Boulevard. The date of construction of Waynewood Boulevard is unclear, but a planting plan exists for the entrance dating back to the 1930s.

Some of the most substantial changes from the original circulation design occurred in the area abutting Fort Hunt. In 1932 there were three separate access points into and out of Fort Hunt from the parkway. The northern entrance was accessible from both the northbound and southbound lanes and did not include a median or teardrop intersection, but was rather a simple T-intersection. The next or middle entrance, located just south of the South Fort Hunt pullout, provided access from both directions as well, and included a teardrop intersection to help direct traffic as well as provide a safer reentry for vehicles exiting the fort northbound. The third entrance (now River Farm Drive) was a smaller ancillary road, comprised of a simple perpendicular intersection without any median or teardrop, serving the southern side of the fort. In 1949, this entrance was removed and the other two access roads were widened.

The southernmost intersection along the MVMH-South was at Riverside Park and Stratford Lane. Riverside Park was designed as part of the original 1932 MVMH plan and remained unaltered throughout the period of significance. Access from the parkway was accomplished through the same teardrop design used along the rest of the parkway. Opposite the Riverside Park entrance was Stratford Lane, which saw substantial development during the mid-1950s, making it a major intersection along the parkway.

Terminus:

The terminus of the MVMH-South at Mount Vernon was designed as a slightly oblong traffic circle with only one other intersecting road other than the highway itself. Each intersection allowed a vehicle to enter the circle, exit the circle, or continue around it.

At the side of the terminus closest to the “The Texas Gate” and the concessions building, the roadway was divided for a short time by a small, planted median strip. This allowed vehicles to stop and unload passengers in one lane, while at the same time not disrupting the free flow of other vehicles around the circle. Also included in the design of the terminus were two parking lots to accommodate the visitors of Mount Vernon (see next section for further detail).

Parking Lots and Pullouts:

Parking at the terminus is tucked into the woodlots flanking the oval. The formal arrangements of parking allowed for 360 vehicles to be parked at one time. An overflow lot was cleared in the woods adjacent to the formal parking area on the east side of the parkway to allow for 200 additional vehicles on particularly congested days. In the case of a special occasion, adjoining overflow areas were designated to allow for upwards of 4,000 vehicles to be parked in one day (Simonson, MVMH South description).

Like the terminus, other significant recreational points along the parkway were designed to include parking as well. Riverside Park was originally designed to include a 30-foot wide gravel access road and vehicle parking area, as well as offer users some of the best views to

Mount Vernon.

The area now known as Belle Haven Park has undergone several iterations in its development and it is unclear when particular alterations occurred on this site. It is therefore difficult to determine a particular significant design for the park, and more research is needed in order to reach a conclusion. In 1948 the Belle Haven picnic area was built with access on the east side of the parkway at Station 405.00. This area consisted of a fourteen car parking lot, small looping path, and several picnicking areas.

Pullouts are also an important recreational feature of the parkway. Designers wanted to limit the number of areas where vehicles were able to pull off of the roadway and park, partially to prevent the negative visual impact of cars lining the roadway, and partially for concerns of safety. There were six pullouts included in the original design, five of which were located south of Collingwood. Some pullouts are simply intended for picnicking, while others are intended more as scenic overlooks, as illustrated by their place name. Dyke Overlook pullout was the only one present in the northern half of the parkway, and was included partially in response to being a favorite stop along the old trolley line. The other five were located at Woodland Valley pullout (north of Waynewood Boulevard), Hillcrest pullout (opposite Waynewood Boulevard), Fort Washington Overlook pullout (opposite the north Fort Hunt entrance), Potomac Overlook pullout (north of middle Fort Hunt entrance), and South Fort Hunt pullout. The pullouts measured approximately 25 feet deep, and up to 140 feet long, accommodating between 4 and 14 vehicles. The design of these features predominantly was to provide access to recreation areas, but also to discourage motorists from parking “promiscuously” along the roadway, which was considered dangerous and unsightly.

Bus Stops:

Along the length of the roadway fourteen bus stops served the adjacent communities. Each stop had a separate pullout for the busses, and contained a wooden shelter and sign. If the pullout corresponded with an intersection, it doubled as an acceleration lane for traffic entering the highway, and measured forty feet long by ten feet wide. If the pullout stood alone, it was configured as a streamlined appendage approximately 175 feet in length, widening gradually from the outside lane to reach a maximum depth of twelve feet. The fourteen stops, or seven sets of stops, located at Belle Haven, West Grove (now Tulane Drive), Clifton/Wellington Villa, Wellington, Collingwood, Vernon View, and Riverside (Stratford Lane southbound, Riverside Park northbound) saw little change during the period of significance.

EXISTING CONDITIONS

Although the alignment of the MVMH-South remains largely unchanged since it was constructed in 1932, the roadway and its circulation patterns continued to develop after the period of significance. Substantial residential development along the parkway has led to several alterations and additions to its intersections and circulation features, and remains the core reason for most of the alterations that have taken place.

Main Roadway:

The main roadway of the MVMH remains the primary circulatory feature of the MVMH-South and is unchanged in its alignment since initial construction. The flexible pavement on the filled land at Hunting Creek remains, as does the reinforced concrete paving south to the Mount Vernon terminus. Substantial residential development immediately west of the parkway has led to increased use of the parkway as a commuter corridor. Despite the increase use by local residents for commuter purposes however, the MVMH-south still retains much of its commemorative character. More importantly, the parkway still functions as the primary pilgrimage route for visitors to Mount Vernon, contributing to the historic character of the landscape and retaining a high level of integrity.

Intersections and Medians:

In 1965, there was a new northbound access road added that would enter the fort via the Fort Hunt overpass, which was originally designed to provide access to the wharf where people could catch a ferry across the Potomac River to Fort Washington. Later, the middle of the three original access roads was removed, and a long, thin median strip was added, stretching from the northern access road, south to the teardrop median. The gap in this teardrop median was also closed to prevent vehicles from reversing direction at this point (EDAW, 1992).

In 1984, a redevelopment project reconstructed the Belle Haven Marina entrance (station 425.25), providing a northbound deceleration lane, extending the median south to the new intersection, and adding a southbound left-turn lane to service the new marina road. The project also added a bus pullout immediately south of the original 1932 location at Belle Haven Road. These changes at Belle Haven are typical of the changes that occurred at many of the intersections along the MVMH-South. Most were minor alterations to turning lanes or bus stops, and were driven predominantly by increase use, safety updates, or adjacent development. Belle View Boulevard intersection was reworked in 1984 to include a new median strip, northbound left-turn lane, and new southbound deceleration lane (EDAW 92). Like most of the intersections along the parkway, Tulane Drive underwent renovations in 1984 as well, including the addition of a deceleration lane, and the reconfiguring of the southbound bus stop slightly south of Tulane Drive, and the northbound bus stop slightly north of the intersection (EDAW 92). The road at what is now Morningside Lane, existed as a private drive, but began to see heavier traffic as the neighboring residential areas west of the MVMH-south began to develop in the 1950s and 1960s. During the 1984-85 road improvements, this intersection was substantially improved and now includes a southbound deceleration lane to accommodate increased traffic.

Parking Lots and Pullouts:

Riverside Park remains largely intact from the original design, but the parking lot has since been reconfigured to include two small islands at either end to better direct traffic. It still occupies the same location as the original parking area and is compatible with the original design, and therefore does not detract from the integrity of the cultural landscape.

The original parking areas at the terminus were expanded to accommodate increased parking demands. The new lots appear to have been added where the original overflow lots were carved into the adjacent woods. The new parking has been formalized in a consistent fashion to the original parking areas. The circulation of the terminus itself is still the same. Changes to the width of the roadway have taken place on the Mount Vernon side of the circle, and the median strip has been narrowed and moved one lane to the left, but it is unclear when these changes took place and further research is needed. Additionally, the bus cueing lane to the east of the terminus appears to have been widened at some point after the original construction of the roadway. However, this alteration is beyond the scope of this CLI. Other than these small changes, the circulatory character of the terminus remains largely intact.

The picnic area at Belle Haven Park was altered in 1958, eliminating the original parking lot and walking path, but greatly expanding the overall park space. The new design included access opposite of Belle Haven Road, with two new parking lots accommodating a total of 106 cars, as well as a comfort station and several new picnicking spaces. The revisions to the park in 1958 also eliminated a looping roadway that served to provide access to the park, as well as the marina.

Five of the original six pullouts remain intact today. The Potomac pullout was removed during the installation of the northbound Fort Hunt entrance in 1965.

Bus Stops:

The circulation aspects of the bus stops have remained largely intact. The major changes that occurred in these areas has to do with the shelters located at each stop, but that will be discussed in the Buildings and Structures section of this CLI.

Mount Vernon Trail:

Bridle and pedestrian paths originally proposed along the parkway were never fully implemented, but the boom in outdoor recreation during the 1960s and 1970s led to the construction of a "Multi-Use Trail," stretching from the Memorial Bridge to Mount Vernon, known as the Mount Vernon Trail. A gravel path running from 14th Street Highway Bridge to Alexandria was completed in April 1972, due in part to a tremendous volunteer effort. This provided a safer, more attractive, and more permanent solution to the park service's policy of closing two lanes of the roadway for bicyclists and pedestrian to use on Sundays. More than 5,000 people per day were taking advantage of the lane closing prior to the completion of the trail. This staggering rate of use encouraged the NPS to extend the trail from Alexandria to Mount Vernon. Construction began in 1972 and was completed in 1974. Several timber bridges and boardwalks were built to carry the trail over uneven ground and ecologically sensitive areas such as Dyke Marsh. Increased popularity led to the replacement of the cinder surface with more durable asphalt pavement. In 1995, a rest area for multi-use trail users, complete with benches, a water fountain, and screen plantings, was added just south of the Wellington Underpass. The trail remains a tremendously successful addition to the parkway and reflects

the original MVMH designer's desire for a recreational trail associated with the roadway corridor (HAER No. VA-69 P. 186).

ANALYSIS

Since construction in 1932, there have been numerous alterations to the circulation of the parkway, however, most have been minor in scope, and have had little effect on this feature. Alterations made after the period of significance are largely compatible with the intention and character of the parkway and do not affect its integrity. The primary circulatory function and character of the parkway as being a semi-limited access, uninterrupted, four-lane roadway remains intact. Overall, the circulation has high integrity to the periods of significance.

Character-defining Features:

Feature: Main Corridor Roadway

Feature Identification Number: 169944

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Belle Haven Intersection and Median

Feature Identification Number: 169946

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Tulane Drive

Feature Identification Number: 169948

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Morningside Lane Intersection

Feature Identification Number: 169954

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Feature: Wellington Underpass

Feature Identification Number: 169958

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Wellington Access

Feature Identification Number: 169960

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: West Boulevard Drive

Feature Identification Number: 169962

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: East Boulevard Drive

Feature Identification Number: 169964

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Collingwood Intersection

Feature Identification Number: 169966

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Waynewood Boulevard Intersection

Feature Identification Number: 170042

Type of FeatureContribution: Contributing

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Fort Hunt South Access

Feature Identification Number: 170044

Type of FeatureContribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: River Farm Drive

Feature Identification Number: 170046

Type of FeatureContribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Riverside Park Intersection and Median

Feature Identification Number: 170048

Type of FeatureContribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Terminus

Feature Identification Number: 170050

Type of FeatureContribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Feature: Dyke pullout

Feature Identification Number: 170052

Type of FeatureContribution: Contributing

Latitude	Longitude
0.0000000000	0.0000000000

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Feature: Woodland Valley pullout

Feature Identification Number: 170054

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Hillcrest pullout

Feature Identification Number: 170056

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Fort Washington Overlook pullout

Feature Identification Number: 170058

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: South Fort Hunt pullout

Feature Identification Number: 170168

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Bus Stop Pullouts

Feature Identification Number: 170170

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Fort Hunt North Access Intersection

Feature Identification Number: 170172

Type of FeatureContribution: Non contributing – compatible

Latitude	Longitude
0.0000000000	0.0000000000
Feature: Fort Hunt Middle Access Intersection	
Feature Identification Number:	170174
Type of FeatureContribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Fort Hunt Median	
Feature Identification Number:	170176
Type of FeatureContribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000
Feature: Multi-use Trail (Mount Vernon Trail)	
Feature Identification Number:	170178
Type of FeatureContribution:	Non contributing – incompatible
Latitude	Longitude
0.0000000000	0.0000000000

Buildings and Structures

INTRODUCTION

Buildings and structures are important features of the design of the Mount Vernon Memorial Highway-South of Alexandria (MVMH-South) and play an integral role in making the route along the Potomac River possible. Structures consist of bridges and culverts that carry the roadway over creeks and intersecting roads and two retaining walls that help fit the parkway to the surrounding topography. Additionally there was a series of wooden bus stop shelters. The buildings consist of two comfort stations at Belle Haven Park and Riverside Park. Finally, there are numerous boardwalks and wooden bridges built in conjunction with the multi-use Mount Vernon Trail in the 1970s. Although the trail features were built after the period of significance, they are an important aspect of the present cultural landscape.

Most significantly, the structures along the MVMH-South contribute to the original rustic character of the parkway. The stone faced bridges were a key design feature that married the advanced engineering of reinforced concrete arches with the rugged aesthetics of traditional stone construction. These rustic bridges and stone-faced culvert headwalls, made possible the

undulating alignment that the highway takes along the lowlands and bluffs of the Potomac River. Their rustic character was further reinforced by irregular, locust log guardrails and light fixtures (see Small Scale features section). All aspects of the parkway sought to reassert the picturesque natural setting that the designers strived for, while at the same time maintaining its integrity as a highly sophisticated limited access roadway.

HISTORIC CONDITIONS

Bridges:

Bridges were a key feature of the MVMH-South and made possible its alignment along the shore of the Potomac River. There were four bridges within the project area: two carried the roadway over Hunting Creek and Little Hunting Creek; the roadway ran under Alexandria Avenue at the north end of Wellington Villa via a vehicular underpass, and a vehicular overpass carried it over the original wharf access road at Fort Hunt, now the northbound entry road to the fort.

The bridges were constructed of reinforced-concrete which allowed them to span greater distances with more vertical and horizontal clearance, at a lower cost, and with less material. With the exception of the brick-faced Fort Hunt Overpass, they are faced with rough cut stone, laid in random bond. All three stone bridges were embellished with dimensioned light-colored granite ring stones, corner quoins, and other trim elements to provide a more refined face rather than a crudely rustic appearance. Although the stonework is often described as being of native material, the granite was actually obtained from the piedmont plateau (HAER No. VA-69 P.119). This studied informality was a distinct departure from the grandiose monumentality of late nineteenth century proposals for Mount Vernon Avenue and the more economical formalism of the Bureau of Public Road's initial drawings (HAER No. VA-69 P. 110).

HUNTING CREEK BRIDGE was a three-arch, reinforced concrete, stone-faced structure. This bridge carries the roadway from the southern end of Alexandria, over Hunting Creek, onto the gently curving causeway just north of Belle Haven (New Alexandria originally).

The WELLINGTON UNDERPASS was a single-span, rigid frame arch, exemplary of the extended clearances achievable through reinforced concrete used in construction of the MVMH bridges. This bridge allowed local traffic to cross the parkway without interrupting traffic flow. As an underpass, it was the only bridge visible to motorists driving the parkway, and its long, single span was intended to play an important role in the experience for motorists. Spanning the roadway at the top of the straight ascent from Dyke Marsh (following the alignment of the former electric railway) the single span framed the view of the Wellington neighborhood landscape beyond as drivers ascended the hill (Simonson, unpublished).

The FORT HUNT OVERPASS was a “reinforced-concrete, spandrel-filled arch with curving wing walls. It was the only brick-faced structure on the parkway”. The Fort Hunt Overpass provided access to the wharf for the ferry to Fort Washington. “According to Simonson, the

brick-facing was meant to harmonize with the brick facade of the historic fort” (HAER No. VA-69 pp. 113). Simonson felt that, since it was an overpass and not visible from the roadway, facing the structure with brick would not interfere with the overall harmony of the other structures along the parkway.

LITTLE HUNTING CREEK BRIDGE was a stone-faced, single-span, full-centered, reinforced concrete arch bridge over Little Hunting Creek and the southernmost major structure on the parkway. From this point, motorists and other users caught their last glimpse of Mount Vernon before making the final ascension up to the terminus (See Views and Vistas section for more details).

Retaining Walls:

Only one retaining wall appears on the original plans of the MVMH-South, located just north of the Wellington underpass. Built with rough-cut stone facing and capstones it had an elliptical profile that fades back into the hillside and measured 164 feet in length and 9 feet tall at its highest point. The wall rested on a concrete footing with an 8-inch drain tile at its base. Another, slightly smaller wall located just south of the first was constructed in a similar style, though with slightly different stonework. This wall appears to be one built in 1933 (DSC eTic drawing number 850_85061). It is probable that after the first wall was built it was determined that a second was necessary.

Culverts:

Historically there were 44 culverts along the parkway. Among these, there were three distinct types: 39 small circular pipe culverts, four larger stone arch culverts, and one double box culvert at Dyke Marsh inlet. The smaller culverts consisted of natural stone headwalls on either end with a concrete-cased metal pipe under the roadway. The headwalls, like the other stone structures, are constructed with rough-cut, local stone with a random bond and have lighter granite capstones. The larger arch culverts were constructed similarly to the parkway bridges and ranged in size from 4 feet to 8 feet in diameter. They were reinforced concrete structures faced with local stone and detailed with lighter colored dimensional granite blocks.

The culverts (or head and tail walls) were the most obvious structural features of the drainage systems of the highway. Other features include various kinds of metal grate inlets (drop inlets, and flat catch basins) were the most obvious structural features of the drainage systems was a highway. Another drainage feature, known as a splash apron, allowed for run-off directly from the road surface and sometimes led to a catch basin. Splash aprons were constructed of cobblestones or concrete and sometimes a combination of both. (See for examples LCS #s 232275 and 230477).

Bus Shelters:

Rustic, wood bus shelters were constructed at nine of fourteen designated bus stops along the parkway. The bus shelters were of similar construction to the guardrails and cedar light posts,

but were built of milled timber, rather than the more massive rough-cut logs, for a slightly more finished look. Three slightly different models were developed to provide variety, while at the same time harmonizing with the overall development scheme. Two octagonal structures were constructed at Collingwood and at Clifton; two square-gabled ones were built at Belle Haven and one at Vernon View; and two hip-roof structures were built at Wellington. All nine were constructed of stained oak timber and wood shingles. The Bureau of Public Roads (BPR) presented these open structures as more attractive than the sheet metal enclosures that had served the trolley line. Collectively the shelters, guardrails and light posts added an additional layer of rusticity in contrast to the modernity of the roadway itself. “Whenever possible, these elements were simply designed in the rustic park vernacular and constructed of native—or at least native-looking-materials” (HAER No. VA-69 P. 129).

EXISTING CONDITIONS

Buildings:

There were not any buildings built for the MVMH during its original development. The first building, a comfort station at Belle Haven Park was constructed during a park redevelopment project in 1958, which is outside the period of significance. The construction of this structure was simple, symmetrical, and contained two restrooms (one male, one female), with entrances on opposite sides of the building.

The comfort station appears to have been renovated or possibly completely rebuilt at a later date, but further research is needed to determine when this occurred and the scope of the changes. From aerial photos and planting plans, it appears to be in the same location, even though the surrounding roadways, parking and trails have changed around it.

A small, composting comfort station was built at Riverside Park by the National Park Service. Further research is needed to determine the date of construction, dimensions and materials.

Bridges:

The four bridges along the MVMH-South all date to the original design of the roadway. They remain unaltered aside from minor maintenance repairs of the roadway surface.

All the bridges date to the period of significance and retain a high level of integrity.

Retaining Walls:

Both retaining walls are still extant. There are significant cracks that need repair, but otherwise they are in good condition. .

A third retaining wall, measuring approximately 6 feet by 22 feet and built in a similar rough-hewn stone style as the other walls along the parkway, is located on the eastern side of the parkway, between the roadway and the multi-use trail, just south of the Dyke Marsh turnout. No construction details can be found for this structure but judging from its location and stonework, it was most likely built during in conjunction with the construction of the Mount

Vernon Trail. More research is needed to determine the original construction date, but at present it is assumed not to be within the period of significance.

The two historic stone-faced retaining walls located near Wellington Road overpass retain their integrity.

Culverts:

Most of the original culverts remain extant along the parkway, with few if any signs of degradation. Some of the headwalls are overgrown by vegetation but do not appear to be damaged by its growth. In 1984, several new culverts and headwalls were added during a major parkway improvement project in order to improve drainage along the roadway. Most of these additions were in the areas of Belle View and Wellington Villa and are constructed in the same natural stone block style as the original culverts. The craftsmanship of the new culverts is of visibly lower quality and is already showing signs of degradation. The other features of the drainage systems, metal grate inlets, drop basins and splash aprons also remain extant.

The culvert at Dyke Marsh Inlet was replaced in the 1984. It was originally a six foot diameter arch culvert, 60 feet long. It is now double concrete box culvert with stone-faced, angled wing walls (List of Classified Structures, NPS TIC file 850_41914, sheet 172-173). This culvert is now non-historic.

The historic culverts of MVMH-South retain all seven aspects of integrity to the period of significance and are therefore contributing features.

Bus Shelters:

There are no extant bus shelters. It is unclear precisely when the shelters were removed, but they are visible in 1962 aerial photography. More research is needed to identify the date of their removal.

ANALYSIS

The alterations to and loss of some buildings and structures of the MVMH-South cultural landscape have not contributed to a serious loss of integrity. Specifically, the loss of the wooden bus shelters along the parkway, has not substantially affected the character of the parkway, and has not degraded the function of the bus stops.

The use of stone facing on many of the structures is one of the defining characteristics of the design of the parkway, conveying the sense the rusticity that designers strived for. Combining the use of traditional stone, with more advanced construction techniques like reinforced concrete, contributes to the modern character of the MVMH-South cultural landscape, while still retaining the rustic feeling important to the parkways' design. All four of the original

bridges built remain fully intact. The three stone faced structures and one brick faced structure retain high levels of integrity. In the same vein, the original stone faced retaining wall retains a high level of integrity, contributing to the rustic feeling of the parkway through its' material. Additionally, the use of block stone as a construction material for the culvert headwalls ties together structural features of the parkway, and provides a cohesiveness in materiality, character and feeling. The culvert headwalls remain intact with little degradation, and contribute to the integrity and historic character of the parkway landscape.

The loss of features such the bus shelters has amounted to a minor loss of integrity. However their removal was mostly related to the evolution of the landscape, and has not significantly affected the character of the parkway. The significant character defining of the buildings and structures landscape characteristic remain intact and this feature retains integrity.

Character-defining Features:

Feature: Hunting Creek Bridge

Feature Identification Number: 170190

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

IDLCS Number: 17250

Feature: Wellington Underpass

Feature Identification Number: 170192

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Fort Hunt Overpass

Feature Identification Number: 170194

Type of FeatureContribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

IDLCS Number: 17253

Feature: Little Hunting Creek Bridge

Feature Identification Number: 170196

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000
IDLCS Number:	17254

Feature: Retaining Wall 1

Feature Identification Number:	170198
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Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Retaining Wall 2

Feature Identification Number:	170200
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Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Historic Culverts (Drainage Systems)

Feature Identification Number:	170202
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Type of Feature Contribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Non-Historic Culverts (Drainage Systems)

Feature Identification Number:	170204
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Type of Feature Contribution:	Non contributing – compatible
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Belle Haven Comfort Station

Feature Identification Number:	170206
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Type of Feature Contribution:	Non contributing – incompatible
Latitude	Longitude

0.0000000000

0.0000000000

Views and Vistas

INTRODUCTION

Motorists driving the Mount Vernon Memorial Highway - South of Alexandria (MVMH-South) experience a series of striking views of the Potomac River and occasional historic structures. These are important to its overall character and especially to its commemorative purpose. Despite seeming relatively natural or at least un-designed, each view is itself a scenic composition, laid out in the original planting design for the parkway and indicated on the planting plans. Indicating precise views on a planting plan is quite uncommon and confirms their importance to Simonson's design. Collectively, these individual views tell an informal story about Washington's life and legacy, with the Potomac River as the backdrop to a set of views of historical structures and monuments. In the original design, the sequence culminated in a set of three views of Mount Vernon itself before drivers turned away from the river and ascended the hill to the entrance of the estate.

Wilbur Simonson designed the views by walking the landscape with detailed plans in hand, noting in the field the locations and directions of views he wanted to frame with plantings. "He used these planting masses to emphasize important views, and screen objectionable ones ... and to 'separate and accentuate the various and contrasting pictures in the landscape composition'" (Kelsch, 2011). Simonson planned three types of views: views of specific sites historically linked to George Washington or having other historical significance, views of and across the Potomac River, and inland views of the region's wooded hillsides. Of these, the views of historical structures were most critical to the specific story of Washington's history and his presence in this cultural landscape, but the views of the Potomac River were far more prominent in the experience of motorists.

HISTORIC CONDITIONS

Views of Historic Structures:

All along the entire MVMH, views to specific monuments and places important in Washington's life underscored the commemorative role of the parkway. South of Alexandria there were nine views to four different structures: the George Washington Masonic National Memorial (Masonic Temple), the Jones Point Lighthouse, Fort Washington, and Mount Vernon itself (See Figure 24). Near the southern end of Hunting Creek causeway, two northbound views to the Masonic Temple were identified on the original plan, each looking across the wide mouth of Hunting Creek to the monument rising on its prominent hill. From Belle Haven, a view to the west focused on the Jones Point Lighthouse, which was built after Washington died but marks the beginning point of the original District of Columbia boundary survey conducted during Washington's presidency. A third northbound view to the Masonic Temple extended from Dyke inlet, just north of today's Tulane Drive. Further south there were two views across the river to Fort Washington. Finally, as the roadway curved to the west near its southern end, three views highlighted Mount Vernon, across the mouth of Little Hunting Creek. The first was at "Vernon View"; the second, framed by lines of cedars, extended across the high ground of Riverside Park; and the third was from the bridge over Little Hunting Creek,

where shrubs were planted to keep the views open.

River Views:

No fewer than 28 views were designed to showcase the Potomac River from the parkway, the majority occurring south of Collingwood, and the greatest concentration occurring between Fort Hunt and Riverside Park (See Figure 24). After the wide-open Hunting Creek causeway, the six originally planned river and marsh views near Belle Haven were fleeting and filtered through existing vegetation. The parkway through the Wellington area was physically and visually disconnected from the river, save for two long distance views over cleared fields just north of the Wellington Lane access. South of Wellington, the parkway reestablished contact with the river, which gradually increased in prominence through seven progressively widening vistas until the finale between Fort Hunt and Riverside Park, where nearly unbroken visual contact with the Potomac River was created through a series of eleven unimpeded panoramas. This display culminated in one last, infinite look downriver before Mount Vernon became the focus. The remaining two river views offered glimpses of Little Hunting Creek's outlet to northbound travelers descending the hill from Mount Vernon.

Inland Views:

At the time of initial construction, there were several places where open agricultural lands allowed views to the adjacent hillsides (See Figure 24). Simonson saw these as "characteristic of the countryside of old Virginia" and presumably directed attention to them for that reason (Simonson, 1932). He designed four such inland views; one each into the hillsides of the Bucknell University tract and across Fort Hunt's southern frontage, and two crisscrossing inland from the mouth of Little Hunting Creek.

Overall Effect:

The Mount Vernon Memorial Highway's designers saw MVMH-South, with its existing woodland, as more typical of the Virginia countryside than the urbanized section north of Alexandria. In keeping with Simonson's vision of a "modern superhighway of natural charm in its very simplicity of design," designers carefully planned and framed views along the parkway in order to visually link the highway with historic sites, to showcase the natural beauty of the Potomac River, and above all, to provide a suitable commemorative route to Mount Vernon (Simonson, unpublished). Consulting landscape architect Gilmore Clarke described their efforts thusly: provisions "were carefully made to provide for suitable plantations of borders to screen objectionable offscapes and the railroad; to emphasize important views; and to separate and accentuate the many different bits of landscape composition. Restraint, dignity, charm, and restfulness to match the calm beauty of the countryside along the Potomac were the impelling motives. The designers sought to prepare the mind of the traveler for the climax of a trip of fifteen miles from Washington to the most sacred shrine in possession of the Nation at Mount Vernon" (Clarke, 1932).

EXISTING CONDITIONS

Views of Historic Structures:

Only one of the nine originally designed historic views retains full integrity with the period of significance, the view of Fort Washington from Fort Hunt overlook (See Figure 25). A new northbound view of Jones Point from Hunting Creek causeway replaces the originally planned view from Belle Haven, which is now obscured (See Figure 25).

Of the three designed northbound views of the George Washington Masonic Temple, the southernmost is blocked by vegetation and development, and the other two are mostly obscured by vegetation. Urban development, especially along the I-495 corridor has left only the top of the temple visible from the highway in any scenario (See Figure 23).

The northern of the two designed Fort Washington views is obscured by a low grove of trees that has grown at the edge of the river, but the southern panorama is fully extant, still displaying the historic fort as the parkway's designers intended.

None of the views of the actual residence at Mount Vernon remain, due primarily to vegetation that has grown up on the Mount Vernon estate, obscuring the house from any northern viewpoint (See Figure 22).

River Views:

Fifteen of the original 28 river views retain full integrity to the period of significance (See Figure 25). Designed river views in the Belle Haven area have been obscured by vegetation, and the river views from northern Dyke Marsh have been obscured by extensive vegetative growth. Two, long-distance views of the river over cleared fields at Wellington are obscured (See Figure 25). Between Collingwood and Fort Hunt, river views are generally extant, although crowded by vegetation. At south Fort Hunt access, river views have been obscured by planting at the redesigned access road and by aggressive vine growth. From Fort Hunt to Riverside, river views have been kept cleared and are generally intact before becoming obscured again by vegetation at Little Hunting Creek.

Inland Views:

All of the originally designed inland views have been obscured by vegetation and residential development (See Figure 25).

ANALYSIS

The views of the George Washington Masonic Temple and of Mount Vernon were the key views of historic structures in the pilgrimage to and from Mount Vernon during the period of significance (See Figures 22, 23, and 24). They were important to the memorial character and feeling of the journey, and they were instrumental in providing the direct historical associations to George Washington touted by the parkway's designers. The lack of these views represents the most significant loss of integrity in views and vistas of the MVMH-South cultural landscape.

The loss of inland views from the period of significance does not seriously degrade the integrity of the landscape. Vegetation that has obscured the views also obscures extensive inland development that has occurred since the period of significance, thereby maintaining the historically sylvan character of the landscape and protecting the setting, feeling, and associations that existed during the period of significance.

Many river views that were designed and existed during the period of significance have been obscured by vegetation, specifically in the vicinities of Belle Haven, Dyke Marsh, Fort Hunt, and Little Hunting Creek. Of specific interest are the two river views at Wellington Lane access. These were the only views of the river through an existing developed area, and they were the only designed views in the approximately five-mile stretch of highway between Dyke Marsh and Collingwood. Showing the distant river over cleared farm fields, these two views in particular evoked the calm, pastoral existence of Virginia's gentleman farmer. Despite vegetative encroachment of varying levels on all river views and the rampant growth of the invasive vines introduced in the original planting plan, the river remains the primary focus of the overall view sequence; views and vistas within the project area retain integrity.

Character-defining Features:

Feature: Views from the parkway to the George Washington National Masonic Memorial

Feature Identification Number: 170180

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: View from the parkway to Jones Point Lighthouse

Feature Identification Number: 170182

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Views from the parkway to Fort Washington

Feature Identification Number: 170184

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000 0.0000000000

Feature: Filtered views of the river at Belle Haven and Dyke Marsh

Feature Identification Number:	170186
Type of FeatureContribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Feature: Views of the river between Fort Hunt and Riverside Park

Feature Identification Number:	170188
Type of FeatureContribution:	Contributing
Latitude	Longitude
0.0000000000	0.0000000000

Archeological Sites

HISTORIC CONDITIONS

The vicinity of Washington, DC, including the Virginia shore of the Potomac River, was used for various purposes by Native Americans before the arrival of European settlers. Organized in small bands, the Archaic peoples of Virginia's coastal plain appear to have congregated in temporary base camps for part of the year, then moved across the landscape at other times to exploit seasonal resources. Outlets of Potomac River tributaries would have proved ideal for such temporary prehistoric campsites. Archeological evidence confirms this pattern, specifically in the vicinity of the Little Hunting Creek/Potomac River confluence (Laird, 2000).

Approximately 1200 B.C., prehistoric Virginians began to experiment with pottery and agriculture, becoming increasingly settled and occupying year-round villages. Defined by archaeologists as the Woodland Period, this era was marked by stable population growth and increasing social organization. Villages in the Potomac River Valley were typically located on bluffs, terraces, or high floodplains near rivers or major tributaries, while seasonal satellite camps tended to be established along smaller interior streams (Laird, 2000).

EXISTING CONDITIONS

There are numerous archeological sites found within the MVMH – South project area. They include both prehistoric Native American Indian and historic period sites. At present, a total of 11 sites have been identified along the parkway corridor. They illustrate the continued use of the land for subsistence and as a transportation route leading north to the Allegheny Mountains. The archeological evidence of both prehistoric and historic settlement appears to have been left relatively undisturbed during the historic period of significance.

ANALYSIS

The archeological sites of MVMH - South retain a high level of integrity, and contribute to the significance of the cultural landscape.

Small Scale Features

INTRODUCTION

Small-scale features, such as signs, memorial plaques, lampposts, guardrails and curbs contribute to the character and experience of Mount Vernon Memorial Highway – South (MVMH-South) by adding a level of detail to the cultural landscape. Signs guide traffic flow to Mount Vernon and back, directing the visitors’ attention to the deliberate, striking views of the Potomac River and other historical elements along the highway, and also by identifying important locations such as Riverside Park, Fort Hunt or Dyke Overlook. Rustic wooden guardrails and lampposts lined the roadway (in the original design), sheathing the modern engineering in a rustic overlay consistent with the overall style of the landscape. The curbs along the parkway give a defined edge between the roadway and the grass margins, distinguishing it from conventional roadways.

HISTORIC CONDITIONS

Traffic Signs:

Wilbur Simonson’s original planting plan of 1932 is unusual among planting plans, because in addition to showing the proposed planting, it identifies and depicts all of the signage along the road. A unique sign was designed for use along the main roadway, a white, colonial-styled shield with curved borders at top and bottom and a profile of George Washington centered at the top of each sign. The signage consisted of three categories of signs: general traffic signs for motorists (“Keep Right, Center Lane For Passing”, “Diagonal Parking”, “Slow, You Are Approaching Mt. Vernon”), informational signs (“Belle Haven Country Club”, “G.F.S. Holiday House”, “Fort Hunt”), and signs marking bus stops, overlooks and recreation areas (“West Grove, No Parking”, “Dyke Overlook”, “Riverside Park”). Side roads intersecting and parallel to the main roadway used more conventional signage, octagonal “STOP” signs and rectangular directional signs. In addition, special signs were used to mark the ends of the teardrop intersections, tombstone-shaped signs with three circles in a triangular pattern and an arrow directing traffic to stay to the right of the median. These, too, are marked and depicted on the planting plan.

Overall the colonial-styled signs added to the character and distinctiveness of the parkway, complementing the overall design. By treating all the signage in the same manner, the different kinds of signs blended together into a continuous reminder of the commemorative role of the parkway that is also consistent with the domesticity and the more pedestrian-scale character of this parkway landscape. By focusing attention to the overlooks and historical features, especially, signs such as “Dyke Overlook”, “Fort Washington Overlook”, and “Vernon View” highlighted the significant viewpoints and shaped motorists’ experiences along the parkway.

Memorial Plaques:

Bronze plaques identified the six of the eight memorial plantings sponsored by patriotic women’s groups along the route. Each identifies the sponsoring group, the number and type of tree, and additional details about the specific planting. Each is mounted on a large stone and placed close to the relevant memorial trees. On the original planting plan, most but not all of the stones are identified as being “Historical Washington Canal Stone.” The stones appear

similar in origin today. The thirteen elms planted at Riverside Park each had a small circular marker at their base that identified the state, which the tree represented. Only one, New Jersey, remains at the base of one of the replacement zelkovas near the 250th anniversary plaque (see Existing Conditions).

One more, larger plaque marks the terminus of the entire Mount Vernon Memorial Highway and was unveiled as part of the dedication of the parkway in 1932. It is placed on the eastern side of the terminus circle near the entry gate, the Texas Gate, and is mounted on a large stone from the vicinity of Great Falls.

Guardrails:

Two different types of guardrails were used along the roadway. In situations where steep drop offs or other hazards posed an actual danger to motorists, a standard height, double rail was used. In other areas, a low, single rail was used when the designers wanted to protect the landscaped shoulder and "to prevent promiscuous parking which would eventually result in the users of the highway driving between solid lines of automobiles occupying the best vantage points for scenery." (HAER No. VA-69 pp. 119). Aside from prohibiting "promiscuous" roadside parking, promoters argued that allowing motorists to pull on and off the motorway at random was a dangerous practice that defeated the purpose of designing a sophisticated limited-access roadway. Although the guardrails are often described as being constructed from "native" materials, in actuality the black locust logs for the posts and rails were obtained from western Pennsylvania and Maryland. The project, however, required significantly more guardrail than originally estimated and the contractor was having difficulty sourcing enough straight lengths of log. So, bent rails were alternated with straight ones to produce a picturesquely irregular effect. The guardrails "helped shape the visual experience of the parkway, working along with the naturalistic plantings to soften the striking modernity of the serpentine pavement and ground the parkway's advanced engineering features in the American vernacular tradition." (HAER No. VA-69 P.119).

Lampposts:

The memorial highway was illuminated from end to end with a sophisticated and attractive lighting system. Lampposts were spaced approximately every 75 feet along the highway and located in a staggered pattern on alternate sides of the road. The Bureau of Public Roads (BPR) used a 17-foot rustic cedar lamppost to harmonize with the wooded countryside between Alexandria and Mount Vernon. While the BPR used the 75-foot interval as a general goal, actual placements were subtly varied to minimize the lampposts' visual impact on significant views, specimen trees, grade-separated crossings, and other design features. Most light standards supported one pendant light fixture, but double lamps were used along the traffic island of the Mount Vernon terminus to light both the drop off and through-traffic lanes. Underground wires and subterranean transformer vaults of pre-cast concrete were used to conceal the power supply for improved appearance and safety. The BPR pointed to its ability to combine "the most advanced highway lighting principles" with "simple design to harmonize with the landscape background as inconspicuously as possible" as yet another example of the

memorial highway's harmonious integration of aesthetic beauty and engineering prowess. (HAER No. VA-69.1993: 119-120).

Curbs:

Rounded, three-inch curbs lined the roadway from station 466.00 (today's Tulane Drive intersection) to the terminus, but there were no curbs from the Hunting Creek Bridge to station 466.00. (Plan and Profile of Proposed Mt. Vernon Memorial Highway 1931). Drainage inlets and breaks in the curbs occurred where topographic conditions warranted. Teardrop traffic islands had similar three-inch curbs throughout the roadway with a deep-er profile.

EXISTING CONDITIONS

Traffic Signs:

All of the original colonial-styled signs have been replaced by standard highway traffic signs (e.g. 'speed limit', 'no parking', 'do not enter'), National Park Service brown informational signs (indicating overlooks, recreational areas, etc.), and standard Metrobus signs marking the bus stops. Two replicas of the original signs are placed along the side roads on the eastern side of the parkway in Wellington, but they are not in original locations since the side roads had conventional signage during the period of significance. One is placed along Northdown Road, and the other at the intersection of Herbert Springs Road and East Boulevard Drive. Overall, the traffic signs have no integrity to the period of significance.

Memorial Signs:

As with the memorial plantings, the memorial signs vary in their integrity; collectively they have integrity. From south to north, they are as follows. The memorial plaque identifying the single American elm no longer exists (nor does the tree); the other plantings at the terminus did not have plaques. The memorial plaque at Riverside (noting thirteen American elms) is located at a distance from the remaining six zelkovas, and due to the difference in species and number and the addition of numerous other large trees among the zelkovas, there is no real way to associate the plaque with the relevant trees. The plaque marking the two, giant willow oaks at the Hillcrest pullout, correspond with the trees. The plaque marking the single red oak has been moved with the replacement oak to the west side of the roadway near the Collingwood teardrop medians, where it was originally placed. The plaque at Dyke Overlook does not correlate with the trees; it states that one sycamore was planted, whereas the plans indicate two. There are indeed two sycamores growing in the traffic island, but they do not correspond to the two in the plans, nor do they seem to have been planted at the same time. It is unclear what the 'correct' memorial is due to these discrepancies between sign, plans, and actual trees. The plaque for the eight memorial honeylocusts in the Belle Haven teardrop medians is also difficult to associate with the correct trees. It had been relocated to the side of the road from its original location in the median near the actual trees, and now it faces the parking lots and is sited amidst numerous mature trees, a few of which are honeylocusts but not the actual memorial trees. The replanted honeylocusts in the median are among the smallest trees in the vicinity and are growing amidst many other large trees, so again there is little correspondence between the sign, the plans, and the actual trees.

The dedication plaque at the terminus still exists in the same location and has mature woods as its backdrop as intended, and consequently has high integrity. An additional bronze plaque has been placed near the entry gate to commemorate recipients of the Purple Heart. Mounted on a granite stele and flanked by three boxwoods, the plaque was dedicated on August 7, 1998 by the Military Order of the Purple Heart of the United States of America and marks the beginning of The Purple Heart Trail. It reads “This monument commemorates the establishment of the Purple Heart decoration by General George Washington, commander-in-chief of the Continental Army, on August 7, 1782.” This plaque is similar in style to other memorial plaques and is compatible with the commemorative nature of the cultural landscape.

“Mount Vernon” Sign:

A low “Mount Vernon” sign has been placed in the terminus circle (see figure 21) to announce arrival at the estate. It consists of white lettering on a sky-blue background, flanked by a low brick wall and backed by an evergreen hedge. While this sign does not physically block the view of the main entry, the Texas Gate, it makes the gate less visible by attracting visitors’ attention to the sign rather than the entrance to Mount Vernon. As described by Wilbur Simonson, the intention of the design of the circle was to be free of distracting objects so that the gate itself would be the focus of the view.

“As the visitor emerges from the woodland approach, he will find himself attempting to analyze the beauty and harmony of the picture before him. The hillsides will seem to disperse and flatten themselves into a broad, expansive plain, slightly concave, like a huge bowl. Across the center of this large saucer-shaped oval, he will gaze over a perfectly finished greensward toward the ivy-covered brick lodge entrance to Mount Vernon...The intention is to hide the “sea” of cars that will visit Mount Vernon every day so that the distinguished, quiet charm of the estate within may be drawn out toward the entrance and be free of all disquieting influences of the modern, but necessary auto park.” (Simonson, unpublished, 1932).

The current “Mount Vernon” sign is inconsistent with the original intention of the design for the terminus and also with the original and current signage conventions for the cultural landscape.

Lampposts:

The illumination of the roadway proved to be much too expensive to continue, despite safety concerns of removal. As a result, the lighting fixtures were removed sometime around 1933, and ultimately, the cedar light poles were removed as well, shortly after the end of World War II. (HAER No. VA-69 1993: 121).

Guardrails:

All of the original wooden guardrails are no longer extant. Further research is needed to determine more precisely when they were removed, but it appears to have happened in the 1950s. New steel-backed, timber guardrails were installed in both north and south bound directions in the area of Fort Hunt: three segments along the northbound lane, and one along the

southbound lane. The southernmost section runs along the northbound side of the roadway at the southern tip of the Fort Hunt median from approximately station 695.00, north to station 690.00 on the original plans. The second guardrail begins at station 680.00 and continues to the northbound access to the fort, and along the entrance ramp, terminating shortly before the brick overpass. The third section begins just north of the northbound access road and extends just north of the Fort Washington Overlook. The southbound guardrail begins at station 663.00, just south of the northernmost Fort Hunt access road, and extends south to station 678.00, roughly opposite of the northbound access road entrance. These guardrails use dimensioned lumber rather than the whole locust logs of the original design. These new guardrails are compatible with the character of the parkway, but were erected after the period of significance and therefore do not contribute to its integrity.

In 1985, four stone faced guard walls were built extending from the base of the Wellington underpass (Alexandria Avenue). The masonry is in the same style as the bridge structures, retaining walls, and headwalls along the parkway.

Curbs:

Curbs have been reconstructed, presumably in 1984 when other road renovations were implemented. Rather than the original rounded, three-inch profile, they now are angled, four-inch curbs with have an integrated gutter along the edge of the road. Additional curbing was added along the roadway in Belle Haven at the same time. It begins where the asphalt roadway changes to concrete at the end of the causeway and continues to Belle View Road on the western side and to the Belle Haven Park entrance road on the eastern side. This leaves two stretches without curbs. One is the causeway itself from the Hunting Creek Bridge to the start of concrete paving, and the other is from Belle Haven Park and Belle View Road to the Tulane Drive intersection.

Plazas along Mount Vernon Trail:

Four small plazas have been added along the multi-use trail as rest stops for cyclists, joggers, pedestrians and other users of the trail. Each plaza consists of between two and four benches, a water fountain, and an informational map, and in contrast to the asphalt bike path, each is paved with small (2"x6") concrete pavers. They are located as follows: Belle Haven Park near the public rest rooms; just south of the Alexandria Avenue Bridge in Wellington; at the junction of the two entry roads to Fort Hunt; and at the end of the trail just before reaching the Mount Vernon parking lots. More research is needed to determine the date of construction and any other pertinent historical information.

Two additional small plazas have been constructed at Riverside Park. One, close to the parking lot, consists of an information map, entitled "George Washington, Farmer", and two benches relatively close to one another and facing the Potomac River, each in memory of David A. Schnetzler. Approximately 100 feet from this plaza, at a higher elevation, is another, also with two benches and a bronze plaque mounted on a stone pier approximately two feet square and three feet high. The plaque marks an additional memorial planting and reads, "To

commemorate the 250th anniversary of the birth of George Washington the citizen so the original Washington, Tyne and Wear, England, present to the people of the United States 250 trees planted along the Mount Vernon Memorial Highway. 1732-1982”,

ANALYSIS

Collectively, the small-scale features of the parkway have moderate integrity. The integrity of the memorial signs individually varies, but as a collection they are contributing. The wooden, colonial signs have been completely replaced by modern, steel signs that convey much of the same information but have none of the character of the original signage. The rustic guard rails and light fixtures have been removed, most likely during the period of significance, and this reduces the rustic character of the original Mount Vernon Memorial Highway, although it is consistent with the slightly more modern style of the landscape of the larger George Washington Memorial Parkway. The curbs have been replaced with a compatible design. The various plazas along the Mount Vernon Trail and additional memorial plaques are non-contributing, but are compatible with the intention of the cultural landscape as a place of active recreation and commemoration.

Character-defining Features:

Feature: Traffic Signs

Feature Identification Number: 179525

Type of Feature Contribution: Non contributing

Feature: Memorial Plaques

Feature Identification Number: 179527

Type of Feature Contribution: Contributing

Feature: Angled curbs along roadway

Feature Identification Number: 179531

Type of Feature Contribution: Non contributing – compatible

Feature: Plazas

Feature Identification Number: 179533

Type of Feature Contribution: Non contributing – compatible

Feature: Stone faced guard walls

Feature Identification Number: 179535

Type of Feature Contribution: Non contributing – compatible

Feature: Plaque at Riverside Park

Feature Identification Number: 182343

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Type of Feature Contribution: Contributing

Feature: Plaque at Mount Vernon

Feature Identification Number: 182345

Type of Feature Contribution: Contributing

Feature: Plaque at Hillcrest pullout

Feature Identification Number: 182347

Type of Feature Contribution: Contributing

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 08/20/2014

Condition Assessment Explanatory Narrative:

This CLI finds the cultural landscape of the Mount Vernon Memorial Highway – South of Alexandria (MVMH – South) to be in good condition. Most of the landscape characteristics have little or no significant impacts. The most significant impacts have to do with the condition of the vegetation. As the vegetation has matured, it has become overgrown, and this has impacted views and vistas, spatial organization and the character of the vegetation itself. More specifically, many views of structures have been blocked by vegetation, some parts of the cultural landscape have become more enclosed than they originally were, and throughout the landscape, there are far fewer ornamental trees and shrubs than in the original design

Natural systems are also impacted by changes to the vegetation. Vines were originally planted on all the guardrails and lampposts, many of which proved to be highly invasive. Dyke Marsh was acquired as part of the cultural landscape only after significant quarrying for sand and gravel, and this has led to continuous erosion.

Despite these specific impacts, the overall character of the landscape remains consistent with the intentions of the original design. Its naturalistic landscape provides many opportunities for recreation and scenic driving and also prepares visitors to Mount Vernon for their arrival at the rather subdued entrance to Washington’s estate. Its stylized plantings transform the surrounding forest and marshes into a highly scenic and artful expression of nature, a symbol of the Virginia landscape that Washington himself loved deeply.

The Condition Assessment Date refers to the date that the park superintendent concurred with the findings of this CLI. This determination takes into account both the landscape and the structures situated therein.

To maintain this landscape in Good condition the park should:

- 1) Follow historic planting plans when determining in-kind replacement of vegetation.
- 2) Remove invasive exotic vegetation where possible.
- 3) Implement Dyke Marsh restoration.

Impacts

Type of Impact: Planting Practices

External or Internal: Internal

Impact Description:	Character defining vegetation such as flowering dogwoods and other fruiting and flowering shrubs that ornamented the landscape are either missing or overgrown
Type of Impact:	Deferred Maintenance
External or Internal:	Internal
Impact Description:	The mixed vegetation along the west side of the roadway at Belle Haven is overgrown and has a very different spatial character from the intended design.
Type of Impact:	Deferred Maintenance
External or Internal:	Internal
Impact Description:	The cedar and pine plantings along the parkway at Wellington are overgrown and have a very different spatial character from the intended design.
Type of Impact:	Planting Practices
Other Impact:	.
External or Internal:	Internal
Impact Description:	Memorial plantings are frequently missing or have been added to with additional trees, and the memorial purpose is unrecognizable
Type of Impact:	Deferred Maintenance
External or Internal:	Internal
Impact Description:	Woodland vegetation and specimen trees have grown up and blocked numerous views, especially those to Mount Vernon, Fort Washington and the Masonic Temple.
Type of Impact:	Adjacent Lands
External or Internal:	External
Impact Description:	Vegetation changes on adj land not owned by the NPs impact significant views. The view to Mt Vernon is mostly blocked by veg on the Mt Vernon estate, and the view to the Masonic Temple is blocked in part by veg on the adjacent country club property.
Type of Impact:	Vegetation/Invasive Plants

External or Internal:	Internal
Impact Description:	Invasive vines have colonized much of the woodland edge, especially along Belle Haven and Dyke Marsh, where thick mats of mixed vines form a dense thicket adjacent to the mown lawn along the roadway
Type of Impact:	Erosion
External or Internal:	Internal
Impact Description:	Dyke Marsh was quarried for sand and gravel before acquisition by NPS, and it has been eroding for decades since then, and it is now substantially smaller than its condition at the time of development of the parkway.
Type of Impact:	Adjacent Lands
External or Internal:	External
Impact Description:	The mouth of Hunting Creek has been filled for expansion of Belle Haven Country Club, and this has changed the spatial character of the original causeway at the north end of the cultural landscape from a narrow causeway crossing the open waters of the Hunting Creek estuary into a firm edge of the Potomac River.
Type of Impact:	Other
Other Impact:	Additional signage
External or Internal:	External
Impact Description:	A large sign with surrounding formal vegetation interrupts the view across the open lawn at the terminus circle, and draws attention away from the intended focus of the terminus, the entrance gate to Mount Vernon.
Type of Impact:	Planting Practices
External or Internal:	Internal
Impact Description:	Several American elms at the terminus circle are missing, presumably due to disease, and as a result the Mount Vernon Inn is more visible than intended and draws attention away from the entry gate.
Type of Impact:	Erosion

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

External or Internal:

External

Impact Description:

Erosion, especially in the Dyke Marsh area is ongoing due to global sea level rise and subsidence

Treatment

Bibliography and Supplemental Information

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Year of Publication: 2013
Citation Publisher: <http://www.ahs.org/about-river-farm/history>
Source Name: Other

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Citation Author: Timothy Mark Davis
Citation Title: Mount Vernon Memorial Highway: Changing Conceptions of an American Commemorative Landscape
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- Citation Author:** Timothy Mark Davis
Citation Title: A Pleasant Illusion of Unspoiled Countryside: The American Parkway and the Problematics of an Institutionalized Vernacular
Year of Publication: 2003
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- Citation Author:** EDAW
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- Citation Author:** Henry Vincent Hubbard and Theodora Kimball
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Year of Publication: 1917
Citation Publisher: New York, The Macmillan Company
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Citation Author: Barry Mackintosh
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Year of Publication: 1996
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Source Name: Other

Citation Author: National Capital Park and Planning Commission
Citation Title: The George Washington Memorial Highway: From Mount Vernon to Great Falls along the Potomac River
Year of Publication: 1933
Citation Publisher: Unpublished
Source Name: Other
Citation Type:
Citation Location: George Washington Memorial Parkway Archives

- Citation Author:** National Park Service
Citation Title: George Washington Memorial Parkway (HAER No. VA-69)
Year of Publication: 1993
Citation Publisher: National Park Service
Source Name: HAER
Citation Type:
Citation Location: Library of Congress
- Citation Author:** National Park Service
Citation Title: National Register of Historic Places- Registration Form (George Washington Memorial Parkway)
Year of Publication: 1995
Citation Publisher: National Park Service
Source Name: HAER
- Citation Author:** National Park Service
Citation Title: Cultural Landscape Inventory; George Washington Memorial Parkway North
Year of Publication: 2009
Citation Publisher: Government Printing Office
Source Name: HAER
- Citation Author:** Wilbur H. Simonson
Citation Title: The Roadside Picture: a Hindrance to Traffic?: Or an Inspiring Asset to Travel?
Year of Publication: 1939
Citation Publisher: Landscape Architecture
Source Name: HAER
Citation Number: No.1, Vol XXX

Citation Author:	Wilbur H. Simonson
Citation Title:	Final Report: Unit VI: The Mount Vernon Memorial Highway
Year of Publication:	1932
Citation Publisher:	Unpublished
Source Name:	Other
Citation Type:	
Citation Location:	Federal Highway Administration Research Library
Citation Author:	Wilbur H. Simonson
Citation Title:	The Potomac Preserved for Posterity the Dream of Presidents Now Taking Form
Year of Publication:	1932
Citation Publisher:	Landscape Architecture
Source Name:	Other
Citation Number:	Vol. XXII
Citation Author:	Wilbur H. Simonson
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Year of Publication:	1932
Citation Publisher:	Landscape Architecture
Source Name:	Other
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Citation Author:	Wilbur H. Simonson
Citation Title:	Notes on the Mount Vernon Memorial Highway II: The Southern Terminus at Mount Vernon, Virginia
Year of Publication:	1936
Citation Publisher:	Landscape Architecture
Source Name:	Other
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Citation Title:	Notes on the Mount Vernon Memorial Highway II: The Southern Terminus at Mount Vernon, Virginia
Year of Publication:	1936
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Citation Author:	Senate Park Commission; Ed. Charles Moore
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Year of Publication:	1902
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- Description:** 1890
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Produced by: Surveyed under the direction of Lieut Colonel PETER C.HAINS, Corps of Engineers
by B.F. Mackall, C.E. assisted by S.W. Clark, C.E. Drawn by G.P. Strum
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Reference: NPS TIC 805/80181

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Title: Partial Development- Picnic Area, Collingwood Site, George Washington
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George Washington Memorial Parkway - Mount Vernon Memorial Highway

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Title: Acquisition of Property, Belle Haven, Mt. Vernon Memorial Highway

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Memorial Parkway

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Produced by: Denver Service Center, National Park Service; U.S. Department of Interior,

Washington D.C.

Reference: NPS TIC 850/41.014

NO DATE

Title: Proposed Entrance Planting Waynewood, Mt. Vernon Memorial Highway

Mount Vernon Memorial Highway-South of Alexandria

George Washington Memorial Parkway - Mount Vernon Memorial Highway

Produced by: Bureau of Public Roads, U.S. Department of Agriculture.

Reference: NPS TIC 850/85578

Title: Mount Vernon Memorial Highway Names of Property Owners Abutting River

Route

Produced by: Bureau of Public Roads, U.S. Department of Agriculture.

Reference: NPS TIC 805/80203

Cover Photo



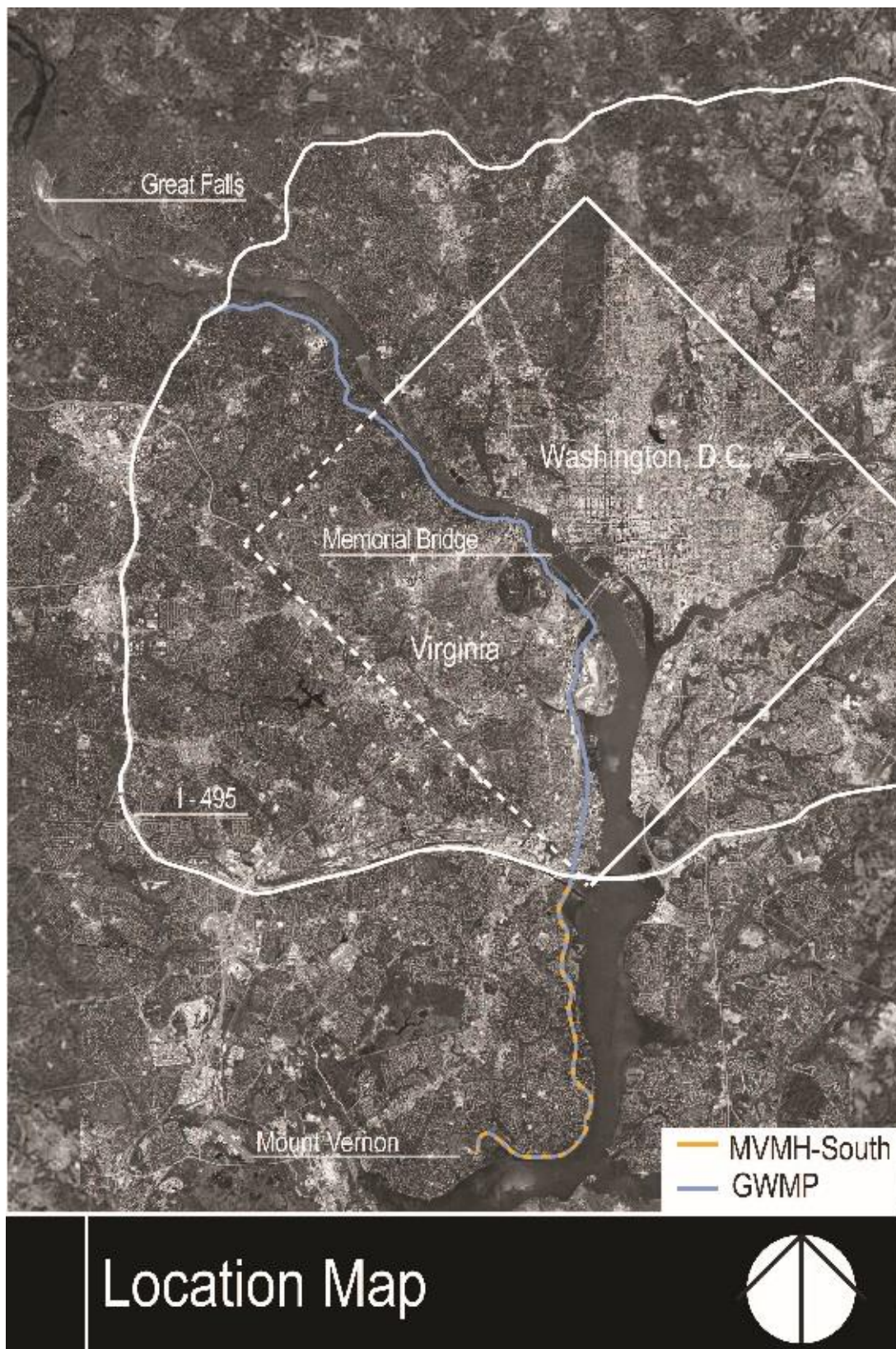


Fig1. Location map showing the location of the MVMH-south in relation to the GWMP and Washington, DC.

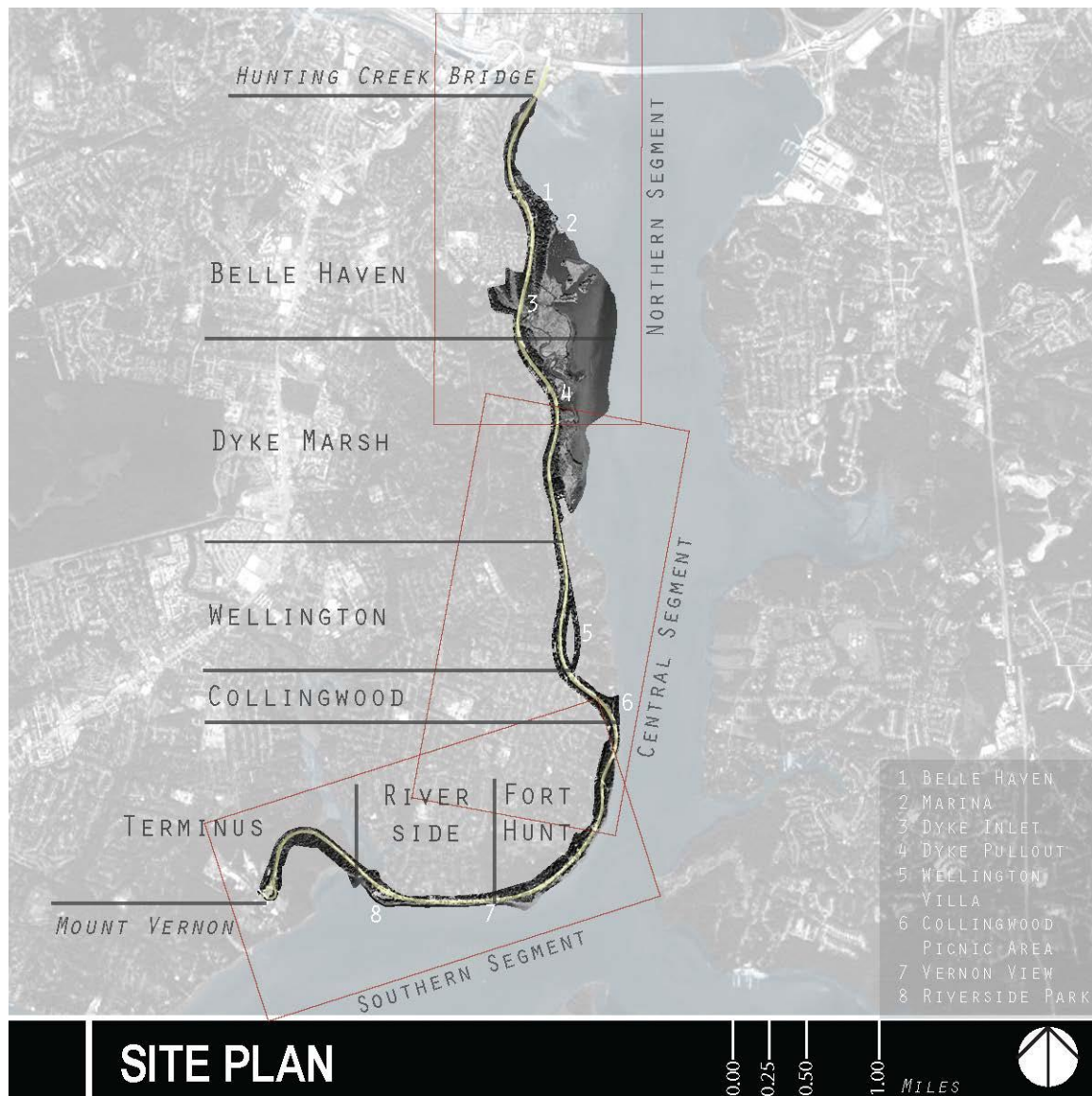


Fig. 2 Site plan illustrating the three segments and eight locales of the project area.

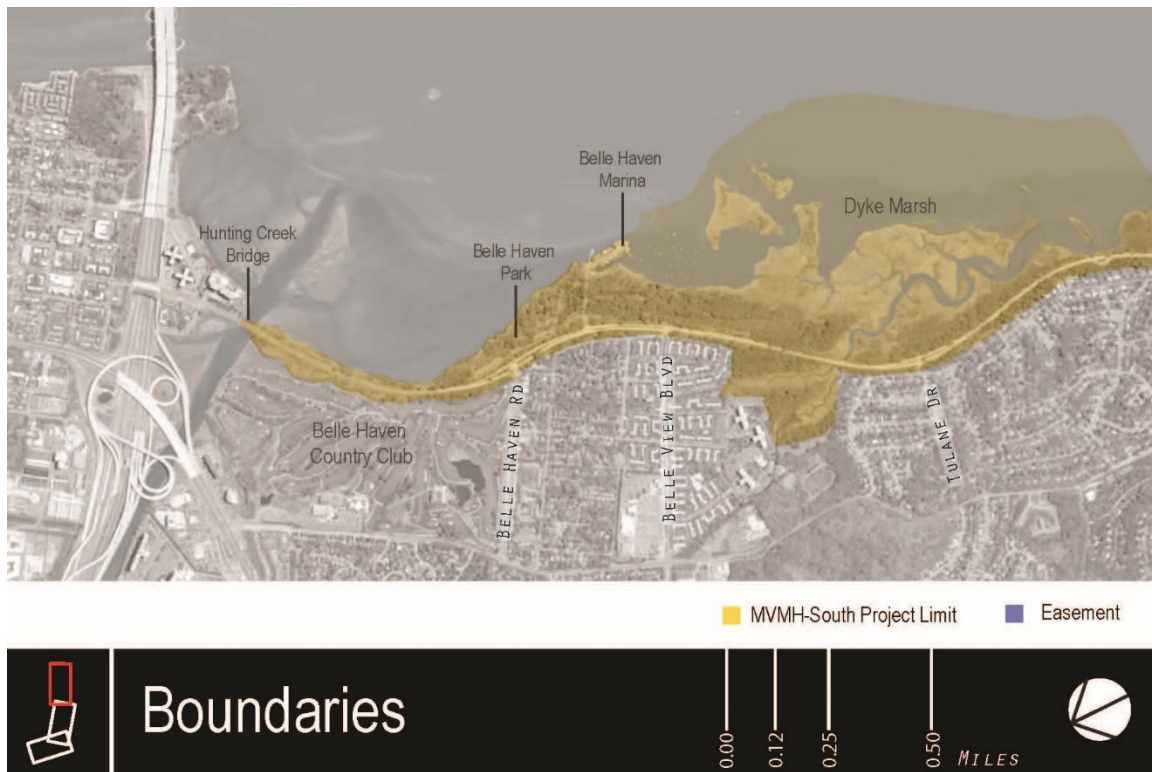


Fig. 3 Northern segment project boundaries.



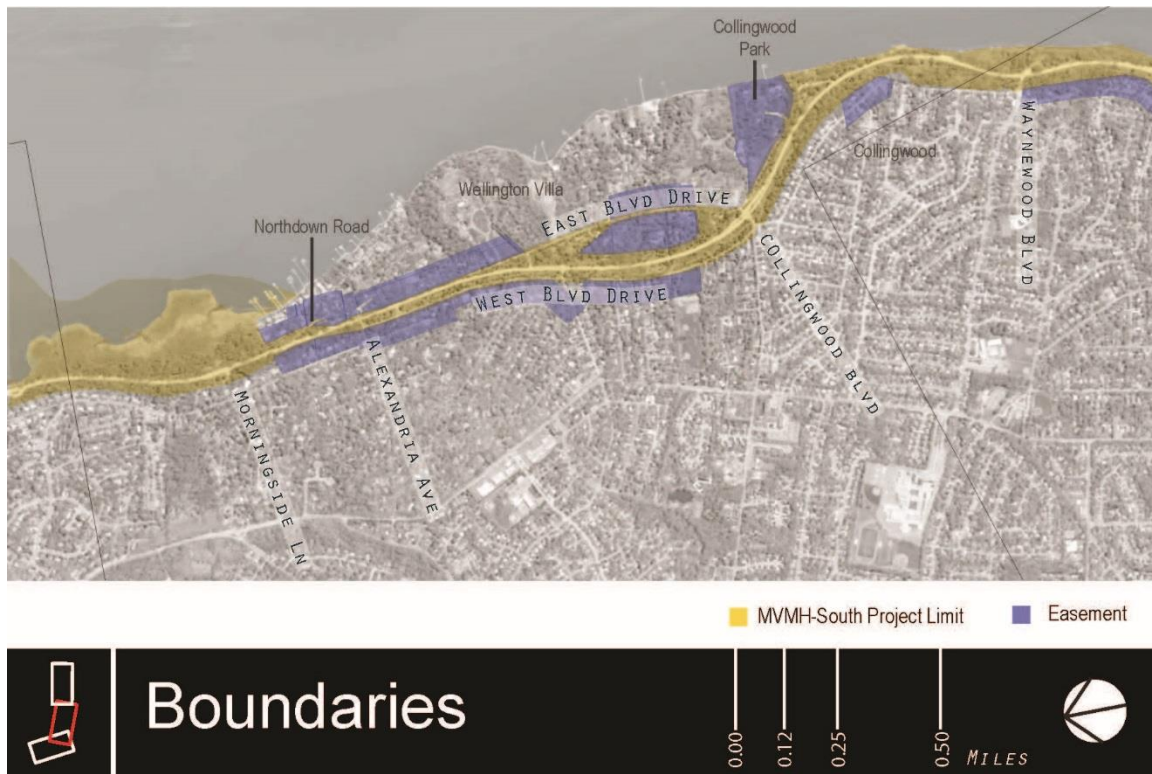


Fig. 4 Central segment project boundaries.

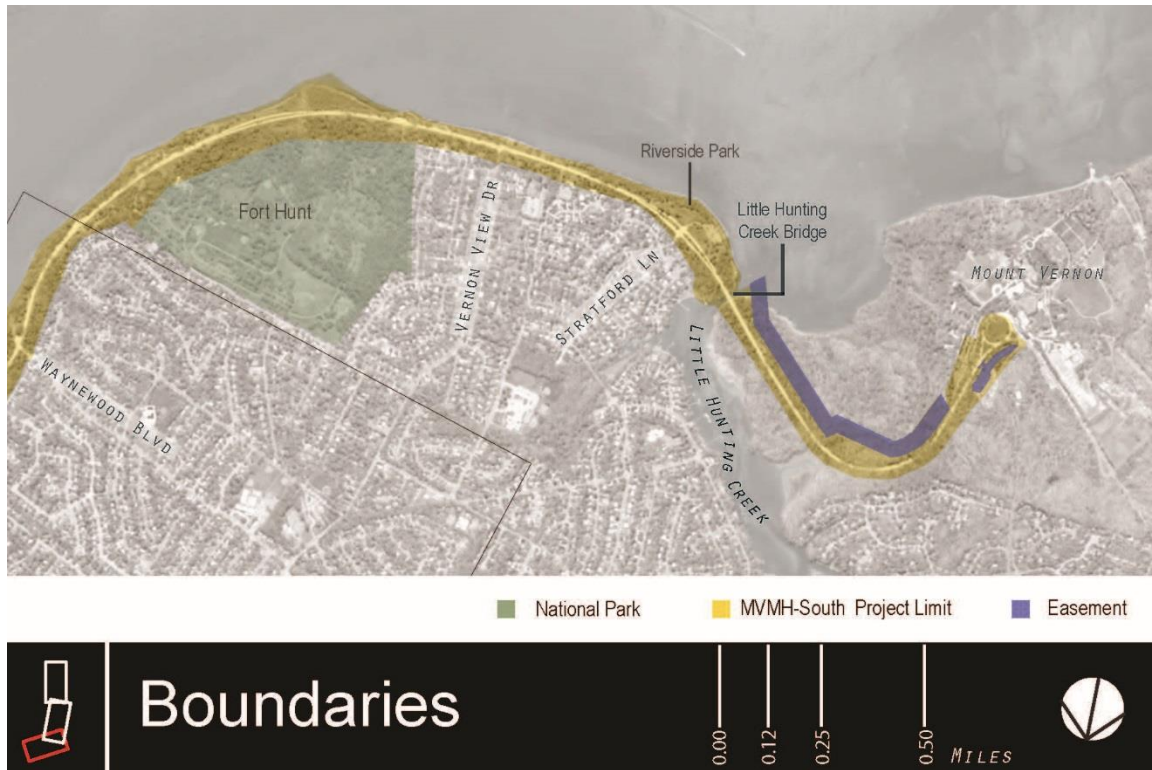


Fig. 5 Southern segment project boundaries.

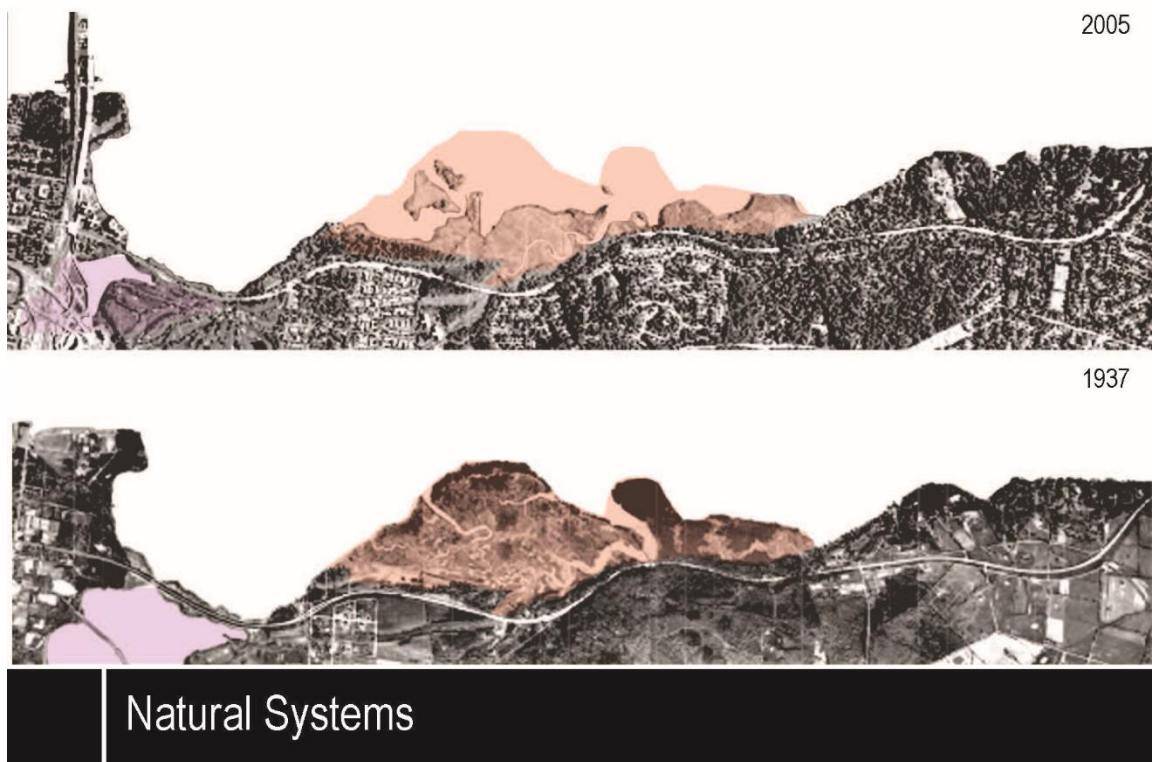


Fig. 6 Comparison of Dyke Marsh and the mouth of Hunting Creek showing the effects of dredging and filling operations between 1937 and 2005.



Fig. 7 Photographs illustrating the changes in condition at Dyke Marsh from the time of construction to present.

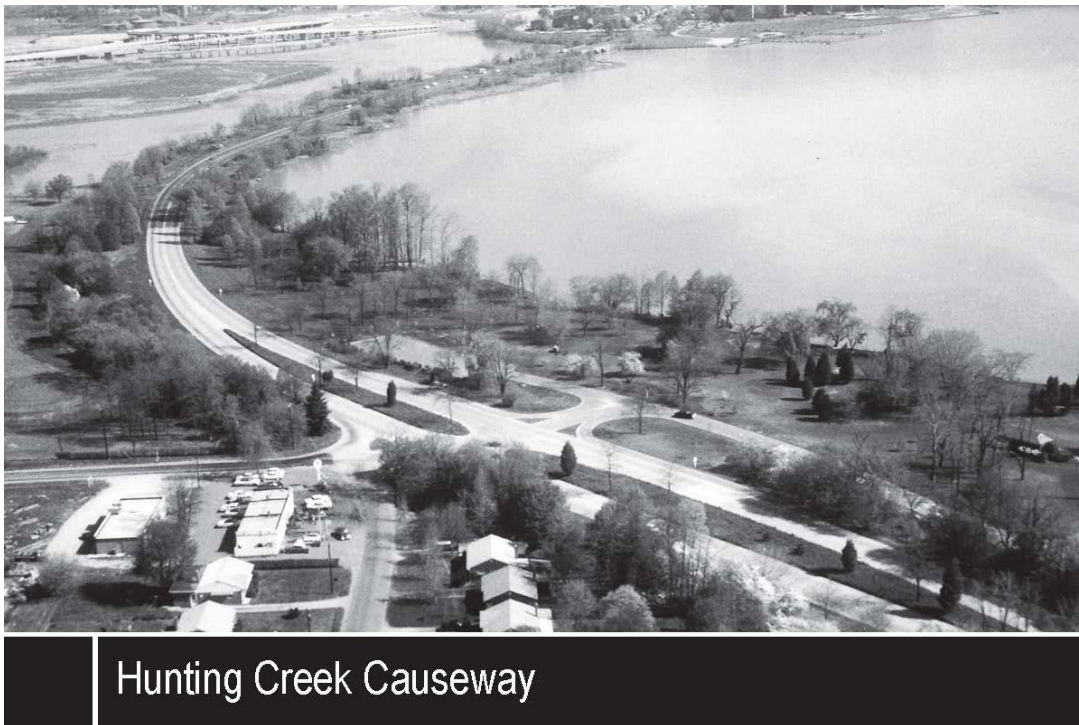
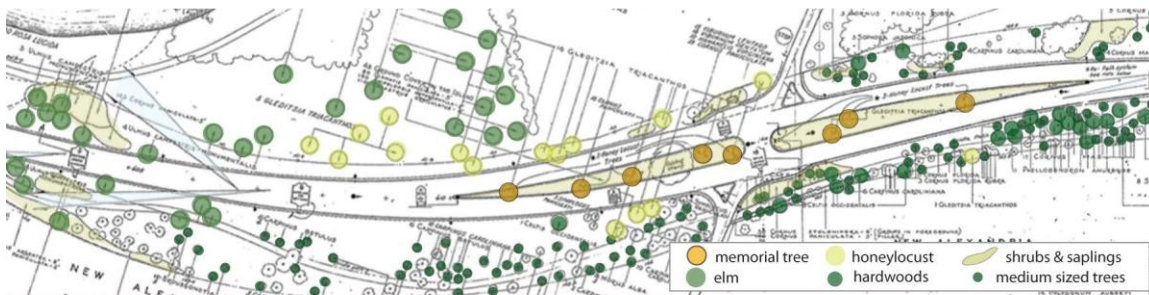


Fig. 8 View from Belle Haven looking north over Hunting Creek causeway. (1962)



Parkway Topography

Fig. 9 Aerial photograph illustrating parkway alignment based on topographic conditions of river edge from Dyke Marsh to Mount Vernon.

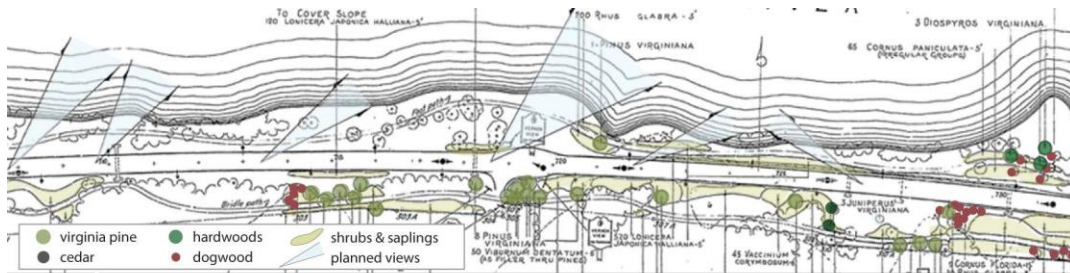


Belle Haven Plantings

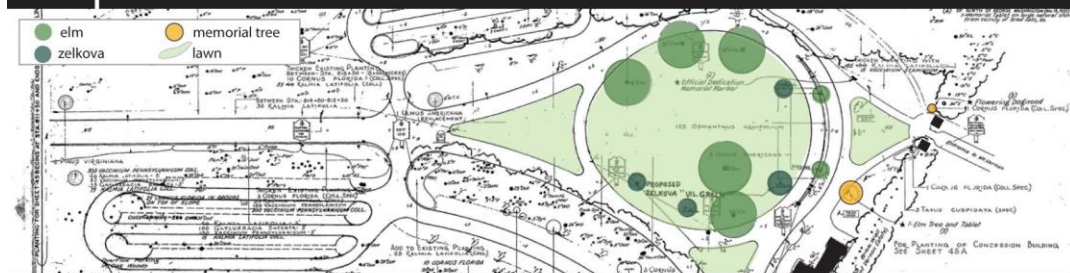


Wellington Plantings

Fig.10 Colorized plantings plans for Belle Haven and Wellington show distinctive vegetative character for each place.



Riverside Plantings



Terminus Plantings

Fig.11 Existing vegetation is augmented with flowering trees and fruiting shrubs at Riverside. Elms and zelkovas at the terminus frame an open lawn to direct attention to the entry gate.



Terminus Understory

Fig.12 Mature woodlands preserved during construction near Mount Vernon (bottom, 1932) have a more developed understory currently (top, 2013).

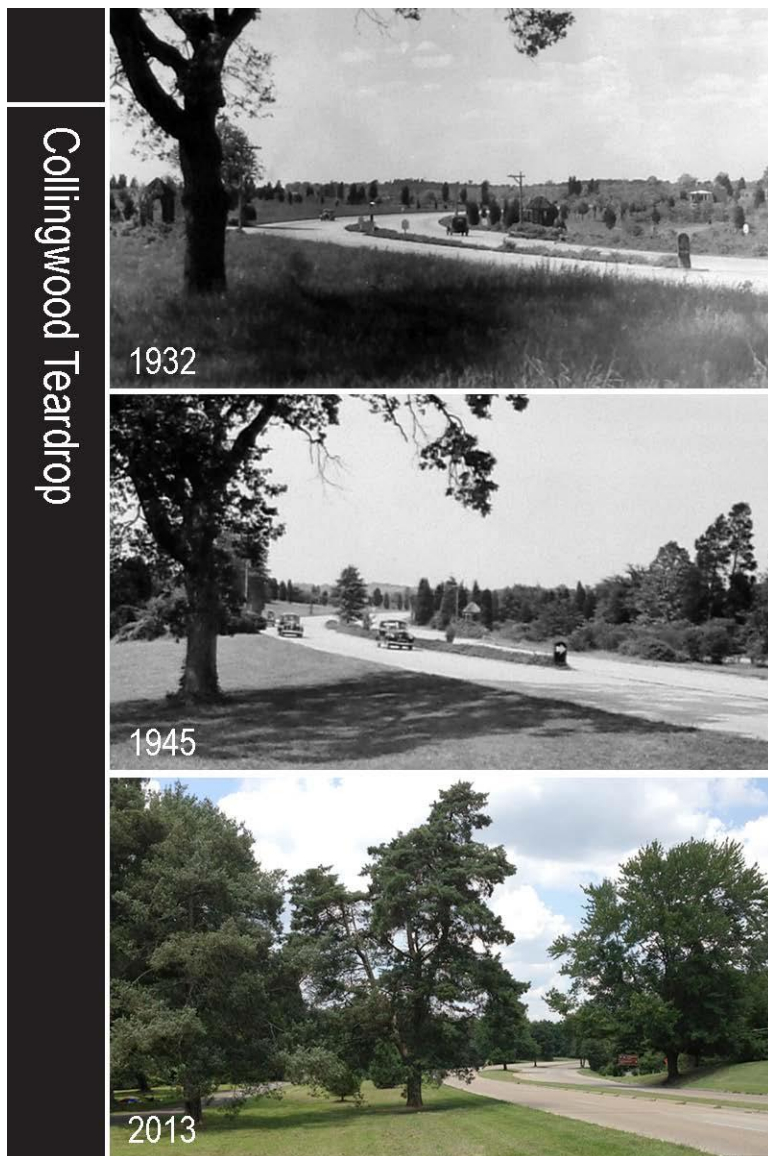


Fig.13 Cedar landscape at Collingwood teardrop at time of planting (top, 1932), maturing in 1945 (middle), and currently (2013).



Fig.14 Existing and new vegetation defined spaces and framed views along the Potomac River. (top 1949, middle 1945, bottom 2013)



Fig.15 Two willow oaks planted at Hillcrest pullout (a). Replacement red oak along Mount Vernon Trail, original planted in Collingwood teardrop median (b). Three of six zelkovas at Riverside Park (replacements for thirteen elms) (c).



Fig.16 Mature cedars create a distinctive landscape in the park-like median at Wellington (bottom), with fingers of trees defining open spaces along the roadway (top).

Historic Dogwoods

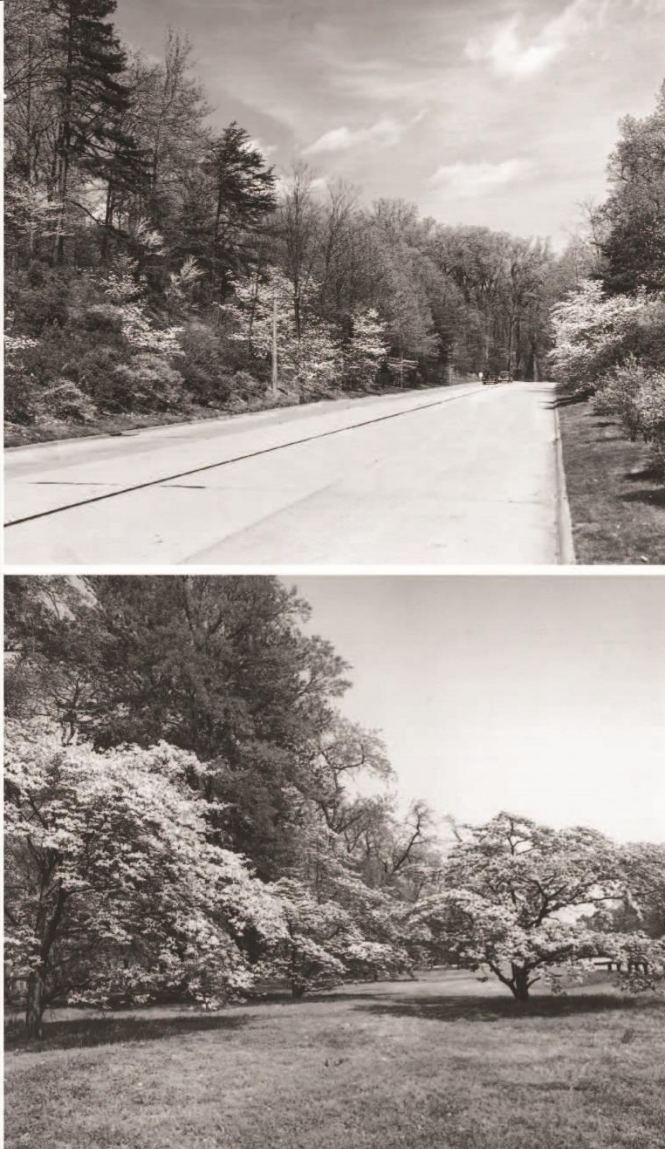


Fig.17 Flowering dogwoods, growing naturally in the woodlands, (top, 1945) and planted to form a more composed edge (bottom, 1966).

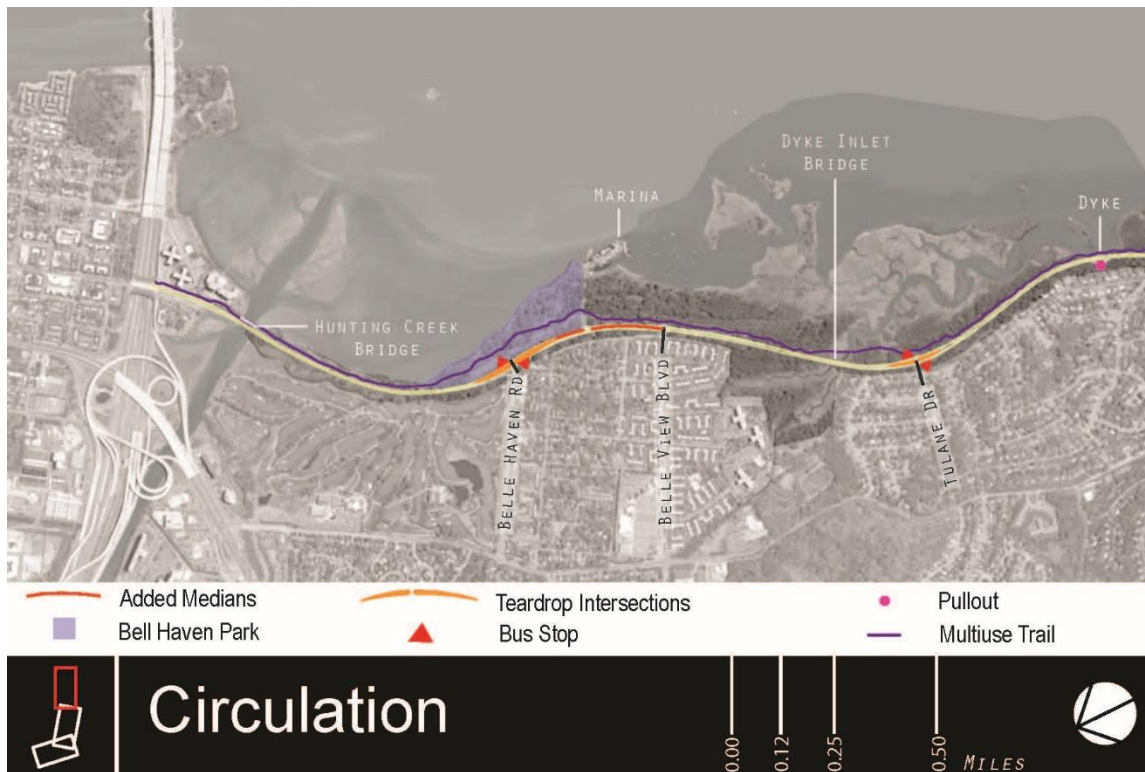


Fig.18 Northern segment of MVMH-South showing Hunting Creek bridge and key intersections

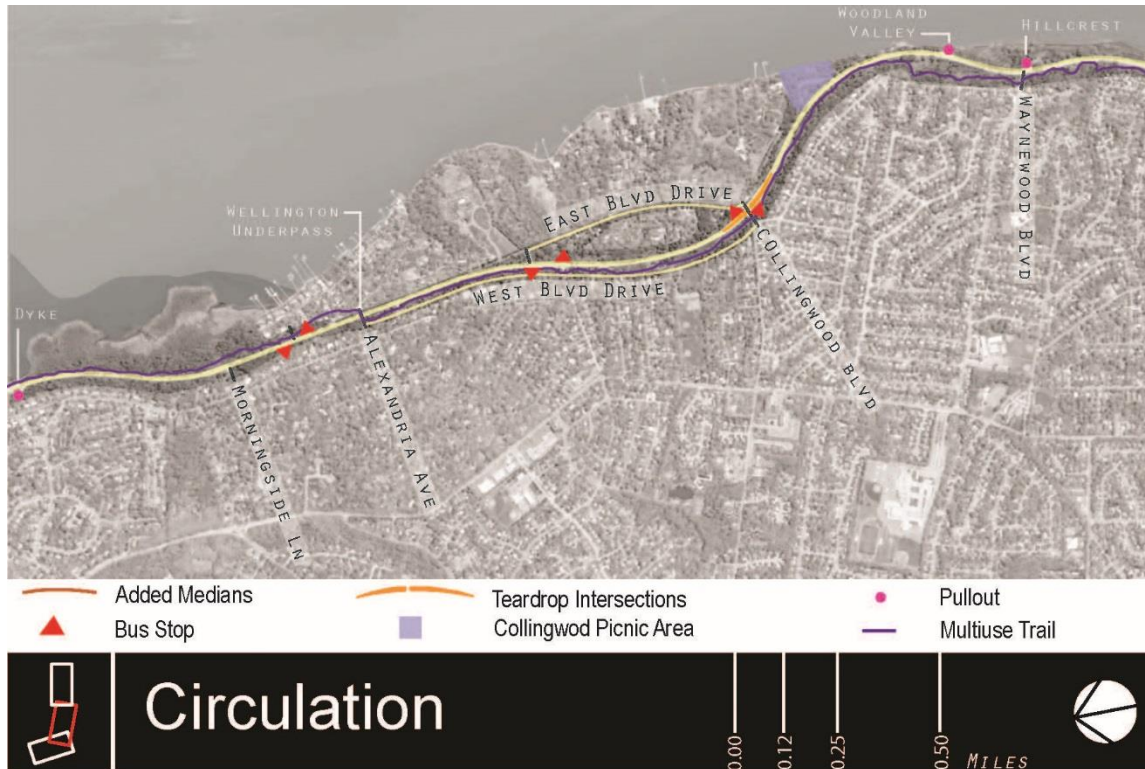


Fig.19 Key circulation features and intersections of central segment of MVMH-South.

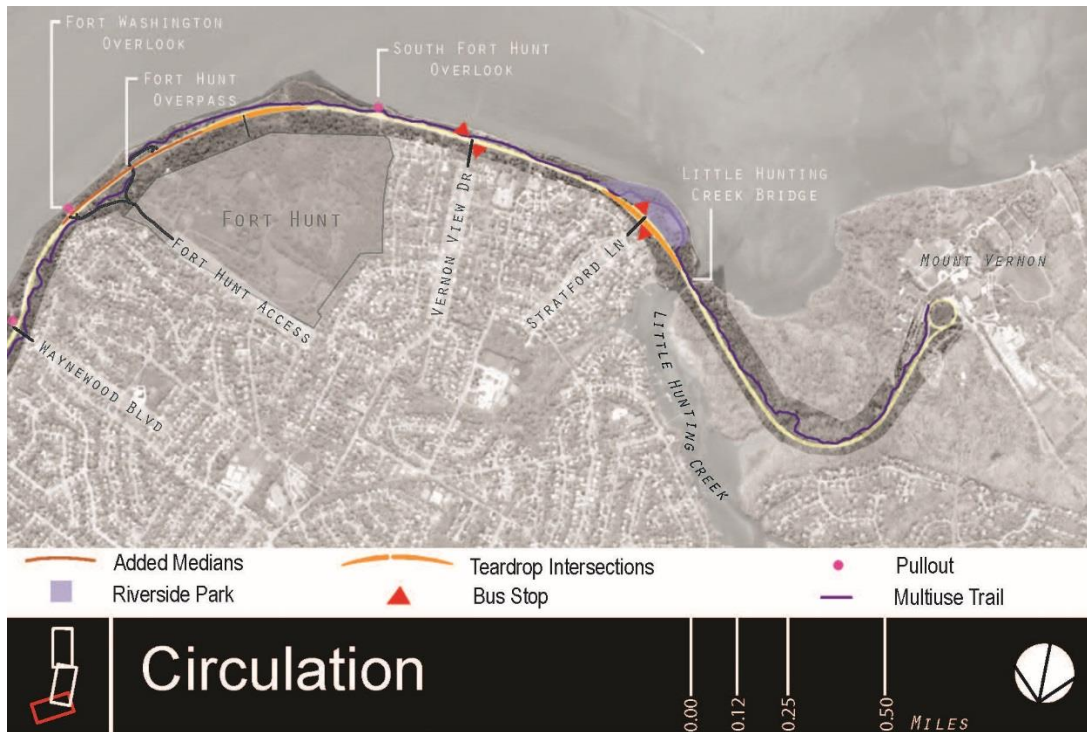


Fig.20 Southern Segment of MVMH-South illustrating circulation of Fort Hunt intersection and Mount Vernon terminus.



Fig. 21 The minimal design of the terminus circle directs the view to the entry gate (top, 1945), but new signs and more colorful plantings draw attention away from the gate (bottom, 2013)

Riverside Views to Mount Vernon



Fig.22 Blocked long view to Mount Vernon at Riverside Park (top); historical view from roadway (1949, bottom).



Fig.23 Northbound Masonic Temple views from Belle Haven in 1931 and present (2013).

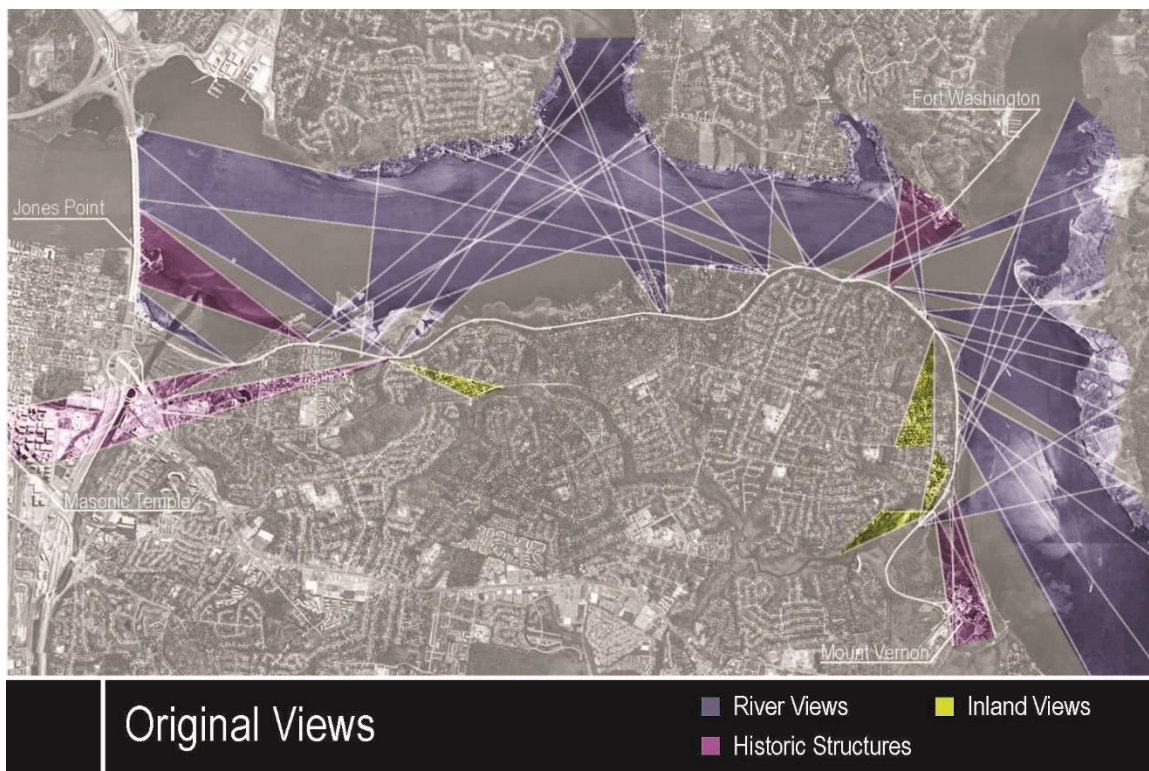


Fig.24 Map showing views originally indicated on the 1932 Planting Plan.

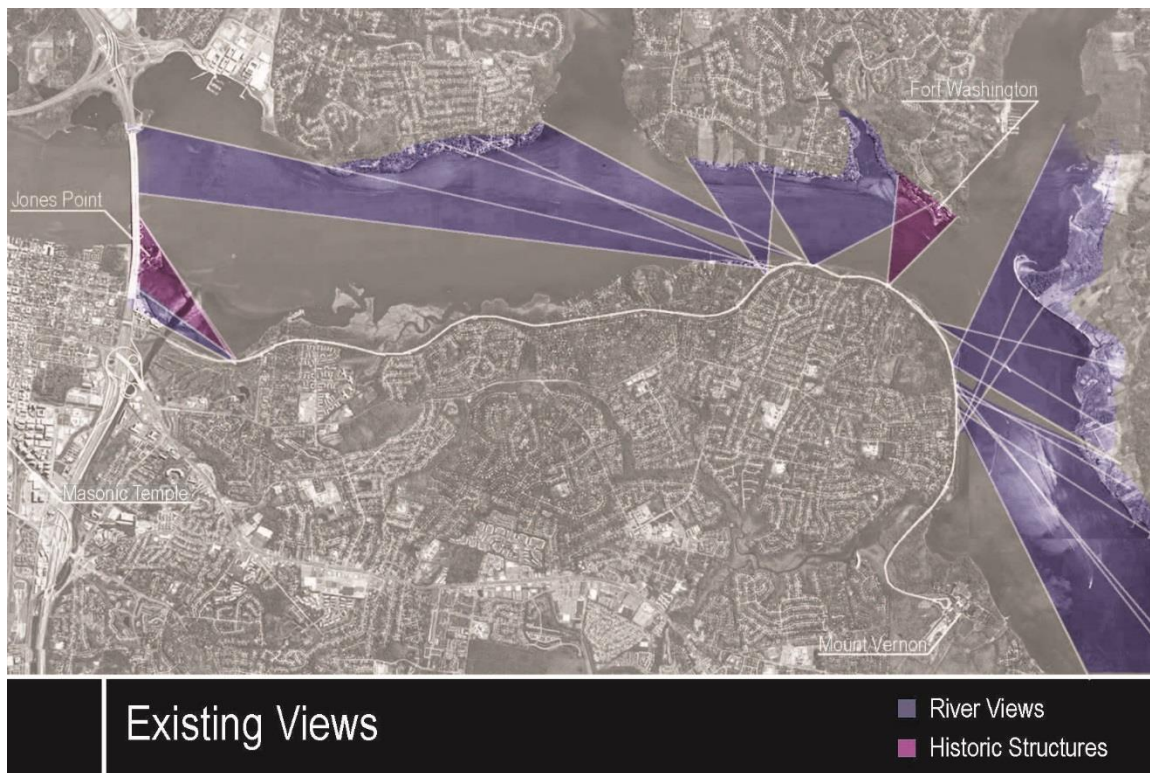


Fig.25 Map showing the remaining views.

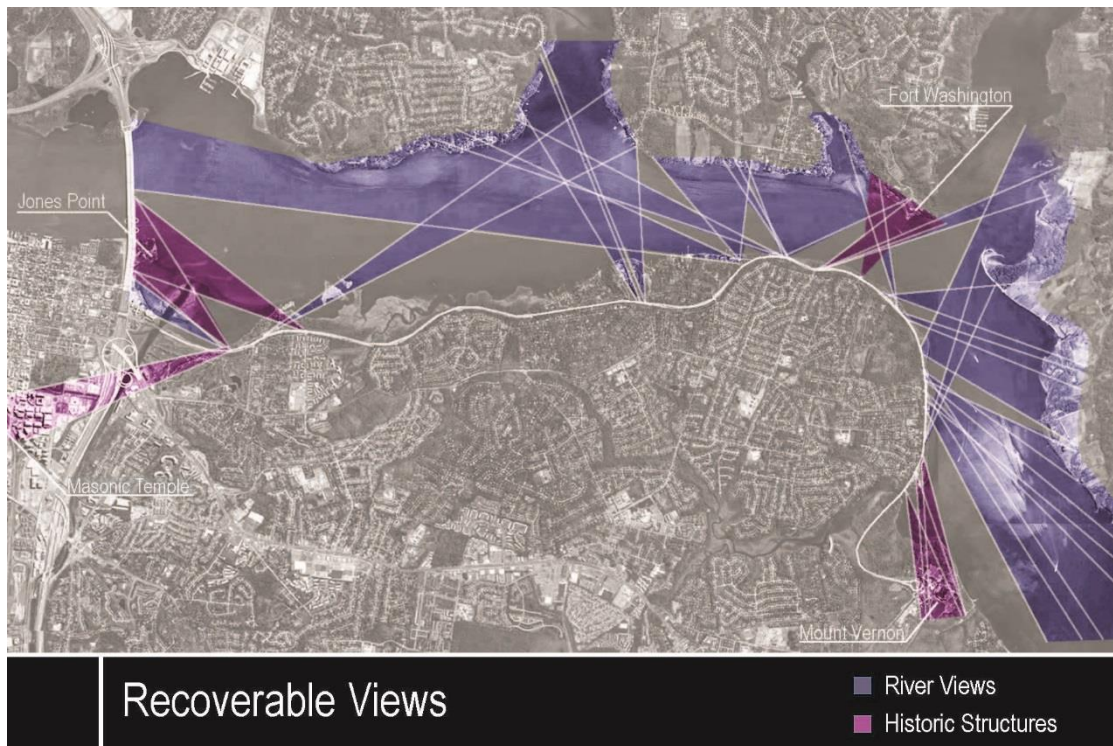


Fig.26 Map illustrating existing and potentially recoverable views at present (2013).