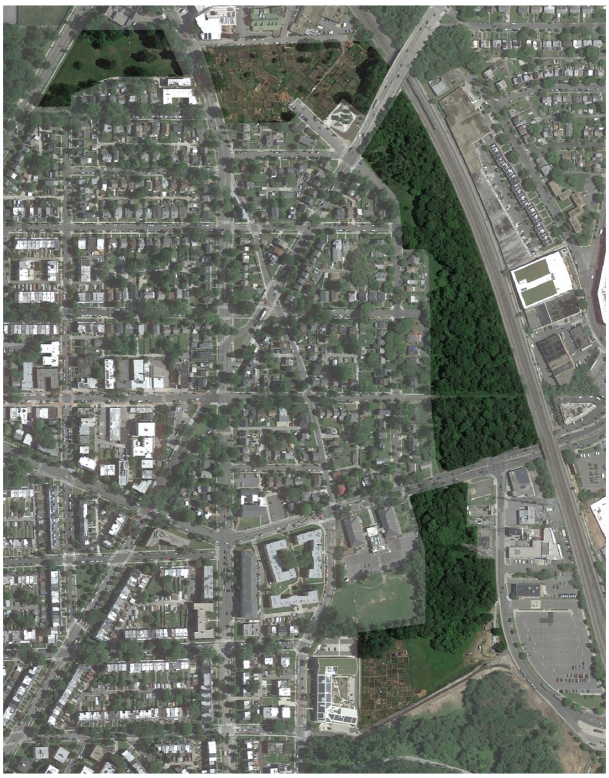
National Park Service
Cultural Landscapes Inventory

2021



Fort Drive

Rock Creek Park

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Cultural Landscape Summary & Site Plan

Cultural Landscapes in the Cultural Resources Inventory System:

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources and cultural landscapes. The set of CRIS records for cultural landscapes is referred to as CRIS-CL.CRIS-CL records conform to a standardized data structure known as the Cultural Landscapes Inventory (CLI). The legislative, regulatory and policy directions for conducting and maintaining the CRIS are: Section 110 of the National Historic Preservation Act, NPS Management Policies (2006), Director's Order 28 (Cultural Resources) and Director's Order 28a (Archeology).

The Cultural Landscapes Inventory (CLI)

The CLI is the data structure within CRIS used to document and evaluate all potentially significant cultural landscapes in which NPS has, or plans to acquire any enforceable legal interest.
Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:

Landscape individually meets the National Register of Historic Places criteria for evaluation; or,
Landscape is a contributing element of a property that is eligible for the National Register; or,
Landscapes does not meet the National Register criteria, but is managed as cultural resources because of law, policy or decisions reached through the park planning process.

Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type. Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity. The legislative, regulatory and policy directions for conducting and maintaining the CLI within CRIS are: *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…

Executive Order 13287: Preserve America, 2003. Sec. 3(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.

Inventory Unit Description:

The Fort Drive—Fort Slocum to Fort Totten component cultural landscape (hereafter the Fort Drive component cultural landscape) (Reservation 497 and portions of Reservation 451) is an approximately 41-acre, discontinuous urban park in the northwest and northeast quadrants of Washington, D.C. It is bounded to the west by Kansas Avenue NW, Blair Road NW, South Dakota Avenue NE, 1st Street NE, and the D.C. Bilingual, Bridges, and Briya Public Charter Schools; to the south by Nicholson Street NW, McDonald Place NE, Riggs Road NE, and an asphalt trail connecting to Fort Totten Park; to the east by the Metro Red Line and 1st Place NE; and to the north by Oglethorpe Street NW. The study area is transected northeast-southwest by Kansas Avenue NW and New Hampshire Avenue NE, north-south by Blair Road NW/North Capitol Street NW, and east-west by Riggs Road NE. Reservations 497 and 451 constitute a ribbon of land acquired for Fort Drive, a project conceived to connect the historic Civil War Defenses of Washington, D.C. (CWDW). The cultural landscape is managed by the National Park Service, Rock Creek Park (ROCR).

HISTORICAL OVERVIEW
The Fort Drive component cultural landscape was formally incorporated as part of the District of Colombia under surveyor Andrew Ellicott in 1792, although it wasn't delineated or improved as a park until later periods. Until the mid-19th century, the cultural landscape remained primarily agricultural in use, with most parcels consisting of crops and forested areas. In 1763, William Dudley Digges patented 'Chillum Castle Manor,' which included 4,443 acres of land along the present-day boundary between the District of Columbia and Prince Georges County, Maryland. This included the cultural landscape, which after this time was used as a large-scale cash-crop plantation and was cultivated by enslaved laborers.

By the 1830s and 1840s, wealthy residents of Washington City began establishing 'gentleman farms' in the hills surrounding the city, due to the rapid urbanization in Washington City and a resultant desire to escape its unhealthful conditions. Suburbanization in the Antebellum period was spurred by the expansion of the Washington City street grid and the establishment of throughways such as the 7th Street turnpike. At the advent of the Civil War, the cultural landscape was divided among four substantial estates, farms, and plantations. By 1861, the cultural landscape included buildings, structures, roadways, and vegetation associated with the Caroline Fairfax Sanders plantation, 'Woodburne.'

The period between 1861-1865 marked one of the most substantial periods of development for the cultural landscape, as Union forces rapidly constructed the Civil War Defenses of Washington in the hills surrounding the city. Existing forest, fields, structures, and other landscape features were indiscriminately cleared to make way for the construction of defensive features. Forts Slocum and Totten (constructed north and south of the cultural landscape) were connected through the cultural landscape by rifle trenches built by Union forces; there are no apparent physical traces within the study area dating to this era.

The post-bellum era saw rapid suburbanization in the northern portions of the District. Private developers used racial covenants to bar anyone of color from settling in these new developments, including those platted within the boundaries of the cultural landscape. By the time the 1902 McMillan Plan was published, the cultural landscape had been almost entirely subdivided and prepared for residential development. Among its design tenets, the McMillan Plan proposed a parkway connecting the former fortifications encircling Washington. In 1927, Congress passed enabling legislation to a create a parkway linking the Civil War-era fortifications and the rights-of-way between them.

The passage of the 1930 Capper-Cramton Act provided much-needed funds for the acquisition of the privately held lands for parkway purposes. However, even as the National Capital Park and Planning Commission (NCPPC) proceeded to acquire the cultural landscape, the agency lacked the Congressional authority to develop the land. As the cultural landscape awaited improvement as a parkway, the American Women's Voluntary Services (AWVS) established a victory garden at the northern end of the cultural landscape in order to aid in the war effort during World War II. This garden has remained in continual use since World War II, and now operates as the Blair Road Community Garden. By 1968, thwarted by decades of failed large-scale proposals, the National Park Service (NPS) and NCPPC abandoned the idea of the Fort Drive as a parkway and shifted instead to preserving the land as an urban greenbelt. This was codified in the 1968 Fort Circle Parks Master Plan; the cultural landscape, however, saw little to no

direct improvement under the plan. The last major change to the cultural landscape occurred in the mid to late 1970s, when the Mamie D. Lee School and Community Garden were established on the southern end of the cultural landscape.

SIGNIFICANCE SUMMARY
The Fort Drive component cultural landscape derives local significance as a segment of parkland acquired for the development of Fort Drive and, later, the Fort Circle Parks. The cultural landscape was previously included in the National Register of Historic Places draft nomination for the Civil War Defenses of Washington/Fort Circle Parks [Additional Documentation and Boundary Increase, 2015], with significance based on Criteria A, C, and D. The period of significance for that draft nomination is 1861-1972.

This CLI recommends that the Fort Drive component cultural landscape's significance be refined to encompass the following two periods:
1. 1930-1968, with local significance under Criterion A, based on the reservation's association with the development of the Fort Drive and Fort Circle Parks, beginning with its earliest acquisition in 1930 under the Capper-Cramton Act and ending with the adoption of the 1968 Fort Circle Parks Master Plan;
2. 1942-1945, with local significance under Criteria A, based on the Blair Road Community Garden's association as a victory garden established within the cultural landscape during World War II.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION
This CLI finds that the Fort Drive component cultural landscape retains integrity based on the extant conditions that are consistent with its periods of significance (1930-1968; 1942-1945). Original landscape characteristics and features from the periods of significance remain in place in the study area, including its use as passive park and greenway, natural rolling topography, bifurcated and segmented composition, internal views within the community gardens, agricultural plantings in the community gardens and mature vegetation throughout, and several small-scale features (including those associated with the community gardens). The landscape displays all seven aspects that determine integrity, as defined by the National Register of Historic Places.

Site Plan

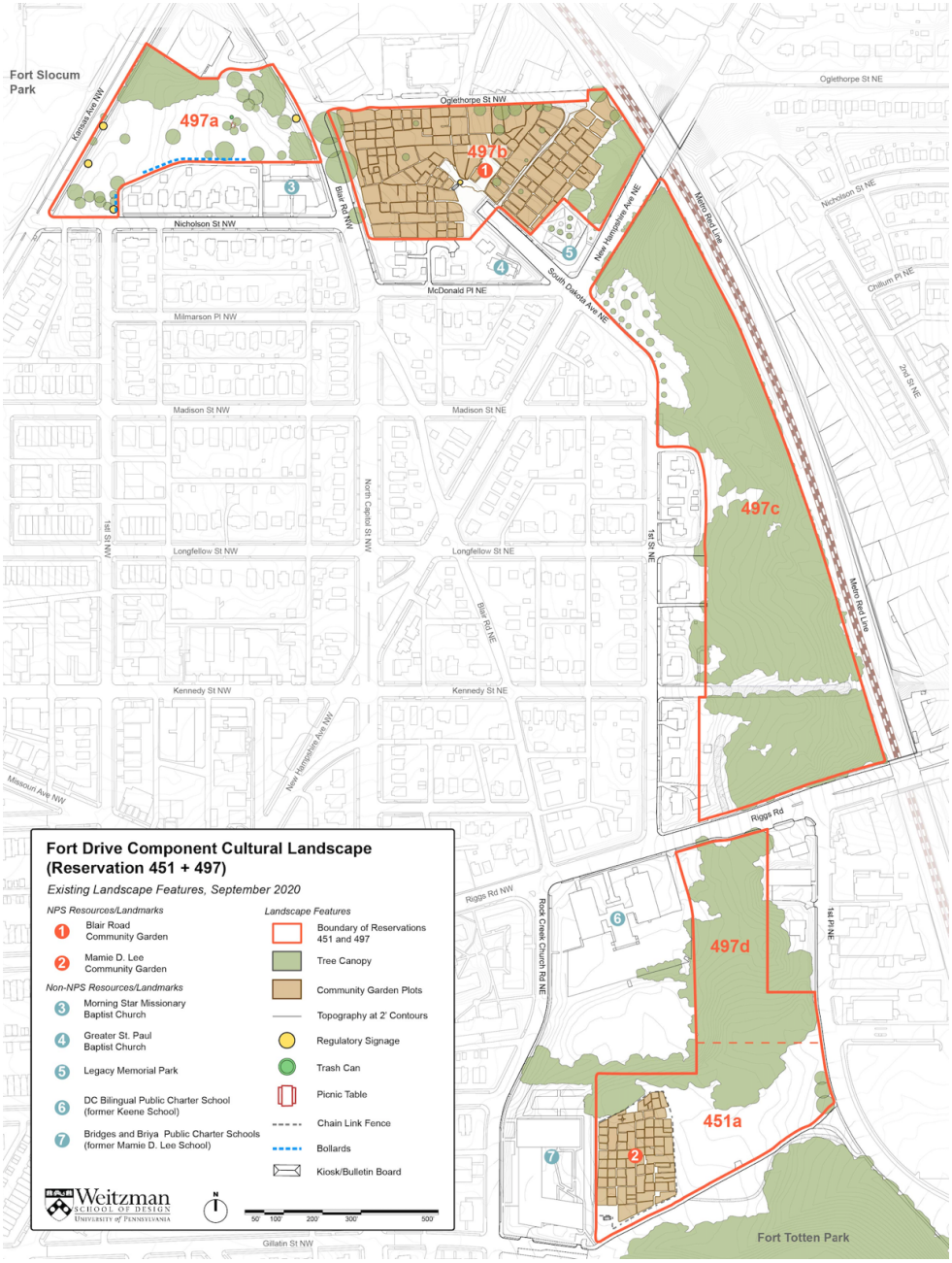


FIGURE 2: Site boundaries for the Fort Drive—Fort Slocum to Fort Totten component cultural landscape. (Graphic by Xue Fei Lin and CLI author, 2020)

Property Level and CLI Numbers

Inventory Unit Name:	Fort Drive
Property Level:	Landscape
CLI Identification Number:	976170
Parent Landscape:	600259

Park Information

Park Name and Alpha Code:	Rock Creek Park - Fort Drive - ROCR
Park Organization Code:	3450
Park Administrative Unit:	Rock Creek Park

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This Cultural Landscape Inventory was written by Jacob Torkelson, Research Associate, University of Pennsylvania, under the supervision of Molly Lester, Associate Director of the Urban Heritage Project of PennPraxis, University of Pennsylvania. This Cultural Landscape Inventory also relies on substantial writing and research conducted by Shannon Garrison (University of Pennsylvania) and Molly Lester (University of Pennsylvania) related to other D.C. small parks and Civil War fortifications, including the D.C. Small Parks Overview (2020), and the Fort Bunker Hill Cultural Landscape Inventory (2017). 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. Initial documentation and research for this CLI was completed during the COVID-19 Pandemic. Due to restrictions in travel (both in the field and to local repositories), findings could not be verified in a routine manner; as such, this CLI reflects the current understanding of the cultural landscape as of September 2020.

Research and editorial assistance was provided by: Daniel Weldon, Cultural Resources Program Manager, National Capital Parks-East, National Park Service; Bradley Krueger, Cultural Resource Program Manager, Rock Creek Park; Randall Mason, Associate Professor, Historic Preservation, University of Pennsylvania; Xue Fei Lin, Cultural Landscape Intern, University of Pennsylvania; and Sarah Lerner, Cultural Landscape Intern, University of Pennsylvania.

The following individuals provided guidance on the ethnographic scope of work: Noel Lopez, Regional Cultural Anthropologist and Edwin C. Bearss Fellow, Region 1- National Capital Area, National Park Service; and Katherine Payne, Cultural Landscape Intern, University of Pennsylvania.

Additional historical research should be completed in the future to identify when the Mamie D. Lee Community Garden was established. See the supplemental information section showing aerial photos that illustrate construction and development activities associated with the school and garden from 1968 to the present.

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 03/15/2021

National Register Concurrence: Eligible -- SHPO Consensus Determination

Date of Concurrence Determination: 03/26/2021

National Register Concurrence Narrative:

The Historic Preservation Officer (HPO) for the District of Columbia concurred with the findings of the Fort Drive CLI on 03/26/2021, in accordance with Section 110 of the National Historic Preservation Act. The HPO recommends expanding the period of significance to include the Mamie D. Lee Community Garden and former Mamie D. Lee Elementary School. The elementary school is located outside of the CLI boundary and is not owned or maintained by the NPS. Additional historical research is required to confirm when the community garden was established before the period of significance can be expanded.

Concurrence Graphic Information:

District of Columbia Office of Planning

March 26, 2021

Cortney Gjesfjeld
NCA Cultural Landscape Inventory Coordinator
National Park Service
Interior Region A-National Capital Area
1100 Ohio Drive, S.W.
Washington, D.C. 20242

RE: RE: Fort Circle Drive—Fort Slocum to Fort Totten Cultural Landscape Inventory
SHPO Concurrence Letter

Dear Cortney:

Thank you for providing the DC Historic Preservation Office (HPO) the opportunity to review the Fort Circle Drive—Fort Slocum to Fort Totten Cultural Landscape Inventory. It provides an excellent and thorough history of the site and its historical uses and HPO has read the document with great interest. Based upon that review, HPO has the following comments:

- The document is inconsistent on the date of construction of the Mamie D. Lee Elementary School. On page 109, the CLI notes, "Construction on the school began in 1970 and was finished by 1971. According to the 21st Century Schools Fund, the school opened in 1977; however, the former Mamie D. Lee Elementary School's Facebook page lists the school as having opened in 1971." Despite this inconclusiveness, the timeline chart on page 36 sets the date of construction of the Mamie D. Lee School at 1977.

- HPO has undertaken further research to definitively determine the actual date of completion of the school. The attached *Washington Post* articles confirm the earlier construction date. The school is cited by name in a 1973 article; by name and address in a 1974 article (Fort Totten Drive and Gallatin Streets NE; the address given on page 36 of the CLI, Gallatin Street and North Capitol, is approximate and not accurate); and by name in a 1975 article, which refers to a student who had attended the school since 1972.

- The document is similarly inconsistent on the construction date of the community garden. The outline on p. 36 notes, "Sometime after the completion of the Mamie D. Lee Elementary School, the school's principal builds a community garden on the east side of

1100 4th Street SW, Suite E650, Washington, DC 20024 voice 202.442.7600 fax 202.442.7638

Fort Drive CLI District of Columbia HPO concurrence, signed March 26, 2021. Page 1 of 2.

the school on National Park Service land (Reservation 451). The garden takes its name from the adjacent Mamie D. Lee Elementary School. Gardening is incorporated into the school's curriculum, but engagement varies based on succeeding principals." The outline establishes the date of construction of the community garden as 1977 based upon the incorrect date of construction of the school. HPO encourages additional research to determine the actual date of establishment of the community garden.

- One of the Periods of Significance for the CLI is established as 1930-1968. HPO believes that a longer Period of Significance, 1930-1972 may be more appropriate. An end-date of 1972 would correspond with the completion of recreational facilities specified in the 1968 Fort Circle Parks Master Plan as per the 2015 Master Plan.

- Should the Period of Significance be increased to a 1972 end-date, then the status of the Mamie D. Lee Elementary School and, most likely, the adjacent community should change from "non-contributing" to "contributing."

Statement of Concurrence
Fort Drive--Fort Slocum to Fort Totten Cultural Landscape Inventory

The preparation of the CLI for Fort Drive—Fort Slocum to Fort Totten is part of the National Park Service's efforts to update cultural resource inventories, as required by Section 110 (a)(1) of the National Historic Preservation Act.

The Fort Drive—Fort Slocum to Fort Totten Cultural Landscape Inventory establishes two periods of significance of 1930-1968 and 1942-1945 and finds that the resources, as enumerated, retain integrity to the district's periods of significance.

The District of Columbia Historic Preservation Office (DC HPO) concurs with the findings of the Fort Drive—Fort Slocum to Fort Totten Cultural Landscape Inventory with the recommendation that the period of significance 1930-1968 be expanded to 1930-1972 and that the enumerated resources from the period 1968-1972 be re-classified as "contributing."



David Maloney
State Historic Preservation Officer

3/26/2021
Date

2

Fort Drive CLI District of Columbia HPO concurrence, signed March 26, 2021. Page 2 of 2.

Geographic Information

Geographic Information & Location Map

State and County:

State: District of Columbia

County Washington County

Size (Acres) 41

Land Tract Number(s)

U.S. Reservations 497 (all), 451 (portion)

Inventory Unit Boundary Description:

The Fort Drive—Fort Slocum to Fort Totten component cultural landscape (hereafter the Fort Drive component cultural landscape) (Reservation 497 and portions of Reservation 451) is an approximately 41-acre, discontinuous urban park in the northwest and northeast quadrants of Washington, D.C. It is bounded to the west by Kansas Avenue NW, Blair Road NW, South Dakota Avenue NE, 1st Street NE, and the D.C. Bilingual, Bridges, and Briya Public Charter Schools; to the south by Nicholson Street NW, McDonald Place NE, Riggs Road NE, and an asphalt trail connecting to Fort Totten Park; to the east by the Metro Red Line and 1st Place NE; and to the north by Oglethorpe Street NW. The study area is transected northeast-southwest by Kansas Avenue NW and New Hampshire Avenue NE, north-south by Blair Road NW/North Capitol Street NW, and east-west by Riggs Road NE. Reservations 497 and 451 constitute a ribbon of land acquired for Fort Drive, a project conceived to connect the historic Civil War Defenses of Washington, D.C. (CWDW). The cultural landscape is managed by the National Park Service, Rock Creek Park (ROCR).

Boundary Coordinates:

Source:

Type of Point: Point

Latitude: 38.959883

Longitude: -77.012581

Narrative:

Source:

Type of Point: Point

Latitude: 38.961172

Longitude: -77.01167

Narrative:

Source:

Type of Point: Point

Latitude: 38.952974

Longitude: -77.005477

Narrative:

Location Map:

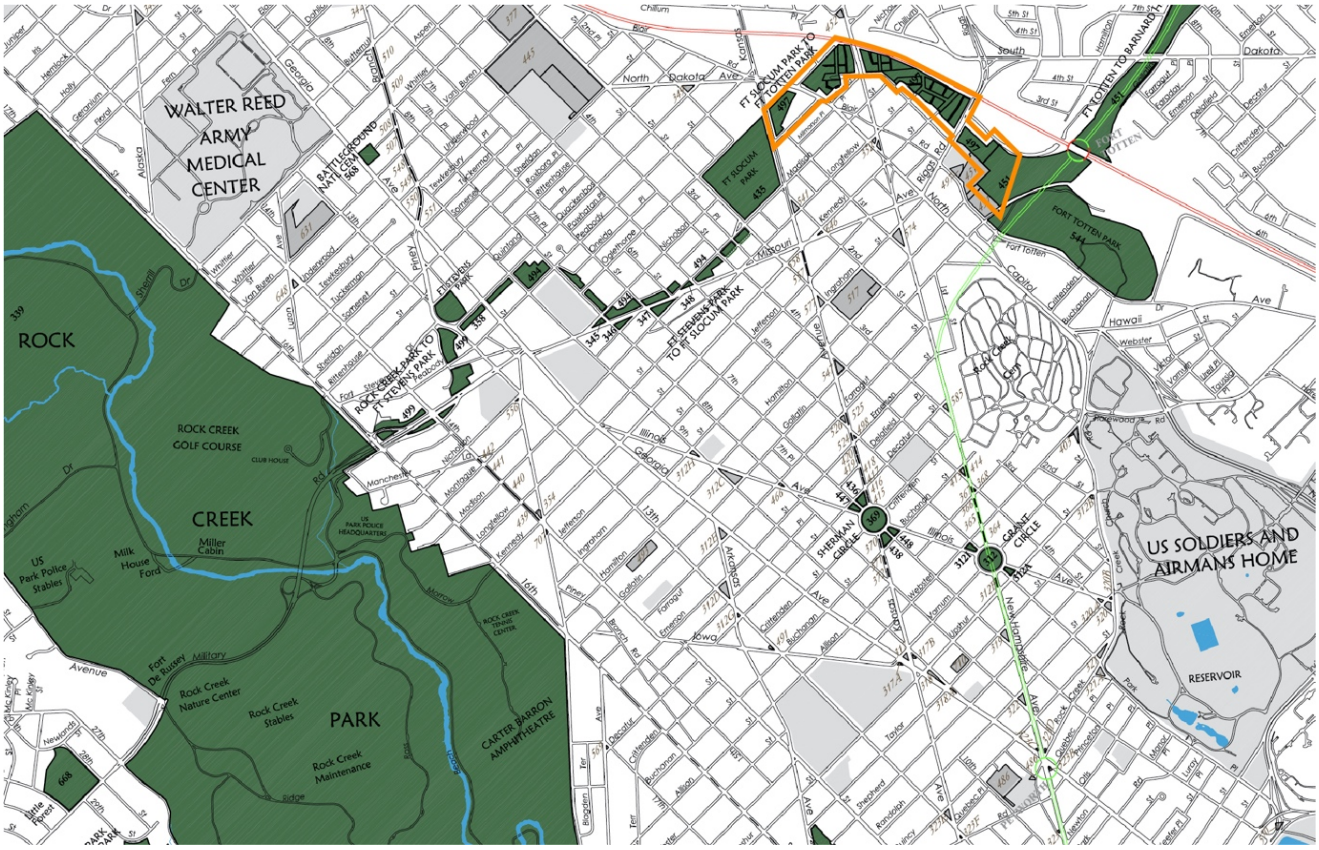


FIGURE 3: The Fort Drive—Fort Slocum to Fort Totten Component Cultural Landscape, showing location in relation to Rock Creek Park, Walter Reed Army Medical Center, and the US Soldiers and Airman's Home. The cultural landscape is outlined in orange; other federal reservations are depicted as green. (Excerpt from Park System of the Nation's Capital and Environs, National Capitol Region, National Park Service, 2016; annotated by the CLI author)

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 03/15/2021

Management Category Explanatory Narrative:

The Fort Drive component cultural landscape is currently listed in the draft 2015 National Register of Historic Places nomination for the Fort Circle Parks/Civil War Defenses of Washington as a contributing resource for the future historic district, consistent with the park's legislated significance. The cultural landscape was acquired as public right-of-way for the construction of Fort Drive and contributes to the park's national significance.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: None

Type of Context:

Management Agreement Explanatory Narrative:

No agreement identified (2020)

NPS Legal Interest:

Type of Interest: Fee Simple

Narrative: In 1933, responsibility for the federal reservations in Washington, D.C. was transferred from the Office of Public Buildings and Public Parks back to the Department of the Interior, under the management of the National Park Service (NPS). This transfer included Reservation 497 and 451, the Fort Drive—Fort Slocum to Fort Totten component cultural landscape. The National Park Service maintains this ownership and management responsibility today.

Located in managed wilderness?: No

Public Access:

Type of Interest: Unrestricted

Explanatory Narrative:

The Fort Drive—Fort Slocum to Fort Totten component cultural landscape is open to the public with unrestricted access during daytime hours. The park is closed at dark. The Mamie D. Lee Community Garden is a locked, gated, and fenced portion of Reservation 497d and is accessible only to members of the Mamie D. Lee Community Garden Association. The Blair Road Community Garden (497b) is unrestricted.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Land Narrative:

Adjacent lands outside the boundaries of the cultural landscape include Fort Slocum and Fort Totten Parks. The cultural landscape was acquired as a public right-of-way to connect these two historic sites, both for military purposes during the Civil War and for recreational purposes in the 20th century. As such, these adjacent lands contribute to the cultural landscape's significance.

National Register Information

Documentation Status:

SHPO Inadequately Documented

National Register Explanatory Narrative:

The Fort Drive component cultural landscape was previously included in the National Register of Historic Places draft nomination for the Civil War Defenses of Washington/Fort Circle Parks [Additional Documentation and Boundary Increase, 2015]. The 2015 nomination proposes a discontinuous historic district that encompasses land associated with the Civil War Defenses of Washington and with the development of the Fort Circle Parks and the proposed Fort Drive. The overall proposed historic district totals 1,524 acres, including the cultural landscape. The period of significance for the Civil War Defenses of Washington/Fort Circle Parks draft nomination is 1861-1972, a span that begins with the construction of the Civil War Defenses of Washington, D.C. at the beginning of the Civil War in 1861. The proposed period of significance ends in 1972 with the completion of recreational facilities specified in the 1968 Fort Circle Parks Master Plan. The Civil War Defenses of Washington/Fort Circle Parks Historic District National Register nomination is proposed for listing under Criteria A and C for its national significance in the area of military history and engineering, for its collection of Civil War-era fortifications built to protect the nation's capital during the war and their status as outstanding examples of wartime engineering. The historic district is also proposed for listing under Criteria A, C, and D for its local significance in the areas of Ethnic Heritage—Black, Community Planning and Development, and Archeology: Historic—Non-aboriginal. The proposed 2015 boundary increase to the historic district incorporates the cultural landscape (along with other similar reservations) as an innovative example of 20th-century park planning that called for the construction of a Fort Drive parkway and eventually became one of the first greenways, or systems of parks along the city's perimeter.

The Civil War Defenses of Washington/Fort Circle Parks historic district was determined to be eligible for the National Register of Historic Places by the State Historic Preservation Officer in 2015.

Concurrence Narrative:

The Historic Preservation Officer (HPO) for the District of Columbia concurred with the findings of the Fort Drive CLI on 03/26/2021, in accordance with Section 110 of the National Historic Preservation Act. The HPO recommends expanding the period of significance to include the Mamie D. Lee Community Garden and former Mamie D. Lee Elementary School. The elementary school is located outside of the CLI boundary and is not owned or maintained by the NPS. Additional historical research is required to confirm when the community garden was established before the period of significance can be expanded.

Name in National Register:	Civil War Fort Sites (Boundary Increase)
NRIS Number:	78003439
NRIS URL:	https://catalog.archives.gov/id/117692045
Primary Certification Date:	09/13/1978

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	Local
Significance Criteria:	A - Associated with events significant to broad patterns of our history

Period of Significance:

Time Period:	CE 1930 - 1968
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Protection Of Natural And Cultural Resources
Other Facet:	None
Time Period:	CE 1930 - 1968
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The Automobile Age And Suburban Development
Other Facet:	None
Time Period:	CE 1930 - 1968
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Urban Planning in the Twentieth Century
Other Facet:	None
Time Period:	CE 1942 - 1945
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	World War II
Facet:	The Home Front
Other Facet:	None

Area of Significance:

Area of Significance Category:	Community Planning and Development
Area of Significance Category:	Transportation
Area of Significance Category:	Agriculture
Area of Significance Category:	Social History

Statement of Significance:

The Fort Drive—Fort Slocum to Fort Totten component cultural landscape (hereafter the Fort Drive component cultural landscape) (Reservation 497 and portions of Reservation 451) is an approximately 41-acre, discontinuous urban park in the northwest and northeast quadrants of Washington, D.C. It is bounded to the west by Kansas Avenue NW, Blair Road NW, South Dakota Avenue NE, 1st Street NE, and the D.C. Bilingual, Bridges, and Briya Public Charter Schools; to the south by Nicholson Street NW, McDonald Place NE, Riggs Road NE, and an asphalt trail connecting to Fort Totten Park; to the east by the Metro Red Line and 1st Place NE; and to the north by Oglethorpe Street NW. The study area is transected northeast-southwest by Kansas Avenue NW and New Hampshire Avenue NE, north-south by Blair Road NW/North Capitol Street NW, and east-west by Riggs Road NE. Reservations 497 and 451 constitute a ribbon of land acquired for Fort Drive, a project conceived to connect the historic Civil War Defenses of Washington, D.C. The cultural landscape is managed by the National Park Service, Rock Creek Park (ROCR).

The cultural landscape was previously included in the National Register of Historic Places draft nomination for the Civil War Defenses of Washington/Fort Circle Parks [Additional Documentation and Boundary Increase, 2015]. The 2015 nomination proposes a discontinuous historic district that encompasses land associated with the Civil War Defenses of Washington and with the development of the Fort Circle Parks and the proposed Fort Drive. The overall proposed historic district totals 1,524-acres, including the cultural landscape. It is located primarily in the District of Columbia, with a few sections situated in Prince George's County, Maryland, and in Fairfax County and Arlington County, Virginia. The period of significance for the Civil War Defenses of Washington/Fort Circle Parks draft nomination is 1861-1972, a span that begins with the construction of the Civil War Defenses of Washington, D.C. at the beginning of the Civil War in 1861. The period of significance ends in 1972 with the completion of recreational facilities specified in the 1968 Fort Circle Parks Master Plan.

The Civil War Defenses of Washington/Fort Circle Parks Historic District national register nomination is proposed for listing under Criteria A and C for its national significance in the area of military history and engineering, for its collection of Civil War-era fortifications built to protect the nation's capital during the war and their status as outstanding examples of wartime engineering. The historic district is also proposed for listing under Criteria A, C, and D for its local significance in the areas of Ethnic Heritage—Black, Community Planning and Development, and Archeology: Historic—Non-aboriginal. The proposed 2015 boundary increase to the historic district incorporates the cultural landscape (along with other similar reservations) as an innovative example of 20th-century park planning that called for the construction of a Fort Drive parkway and eventually became one of the first greenways, or systems of parks along the city's perimeter.

Real estate development in the late-19th and early-20th centuries obliterated Fort Slocum and any traces of the Civil War defenses between Forts Slocum and Totten. As a result, there are no perceived archeological sites within the study area. (The project area has not yet been the subject of archeological investigations.) This cultural landscape inventory (CLI) finds that the cultural landscape lacks integrity to the Civil War era under Criterion A, C, and D in the areas of Ethnic Heritage—Black, Community Planning and Development, and Archeology: Historic—Non-aboriginal, and recommends removing these criteria from consideration for the

cultural landscape.

This CLI concurs with the findings of the proposed National Register historic district for the Civil War Defenses of Washington/Fort Circle Parks under Criterion A—Community Planning and Development, but recommends refining the period of significance for the Fort Drive component cultural landscape to 1930-1968 based on its local significance under Criterion A. This refined period of significance begins in 1930, when the passage of the Capper-Cramton Act, which enabled the acquisition of the cultural landscape for a proposed Fort Drive between Forts Slocum and Totten, and extends to 1968, when the idea of the Fort Drive was abandoned in favor of a greenway or system of ribbon parks codified in the 1968 Fort Circle Parks Master Plan. There was no effort to acquire or develop the cultural landscape as public parkland prior to passage of the Capper-Cramton Act in 1930. Previous historical investigations show that the cultural landscape retains no integrity to the Civil War era and thus retains integrity only to the period of parkway and greenway development encompassed by this recommended period of significance (Causey and Pliska 2015: Map 13.3).

This CLI recommends an additional eligibility or consideration for inclusion on the National Register under Criterion A, in the areas of Agriculture and Social History for the Blair Road Community Garden's local significance as a victory garden established within the cultural landscape during World War II. The American Women's Voluntary Services (the largest American women's service organization during World War II) identified the site for a Victory Garden in 1942. The United States promoted such gardens as a way to supplement wartime rations and to relieve the demand on the public food supply, thus aiding the war effort. The production of food, however, was secondary to victory gardens' role as wartime morale boosters. By gardening, citizens could feel that their labor and contributions were aiding in the war effort from the home front. The Blair Road community garden remained in use as a victory garden for the duration of the war and transitioned to use as a peacetime community garden after the war. The garden remains active as one of the few continuously used victory gardens in Washington, D.C.

CRITERION A
Areas of Significance: Community Planning and Development; Transportation
Level of Significance: Local
Period of Significance: 1930-1968

The cultural landscape is locally significant under Criterion A in the area of Community Planning and Development. It is an example of a public reservation acquired under the Capper-Cramton Act of 1930, which authorized funding for the rapid acquisition of the parkland needed to complete the Fort Drive, a concept set forth in the landmark 1902 McMillan Plan. The Capper-Cramton Act of 1930 gave the National Capital Park and Planning Commission (NCPPC) certain regional planning powers that it continues to exercise today as the central planning agency for the federal and District governments. The act also provided broad funding and jurisdiction to the NCPPC to acquire and develop a system of parks for the greater Washington D.C. area, with a focus on protecting stream valleys and assembling parcels for proposed regional parkways. At the forefront of these efforts was the acquisition of the private land needed to link the Civil War Defenses into a cohesive Fort Drive parkway.

The quick acquisition of land in the 1930s by the NCPPC was a response to a clear need to protect the fort sites and intervening rights-of-way from the rampant development and suburbanization spreading across Washington, D.C. at the turn of the 20th century (Causey and Pliska 2015: 83-84). By the time that Fort Slocum Park was acquired in 1927, much of the original Fort Slocum earthworks had been lost to urbanization. Despite NCPPC planners' clear intentions to acquire the land between the Civil War Defenses, Congressional funding remained elusive prior to 1930 and the cultural landscape continued to be developed by private parties as various suburban real estate ventures. In response to these pressures, Congress passed the 1930 Capper-Cramton Act to enable the acquisition and development of the cultural landscape and other sites within the Fort Drive greenbelt. The period of significance for the cultural landscape consequently begins in 1930, with the passage of the Capper-Cramton Act, as the Act represents the first efforts to acquire the land within the cultural landscape as part of the Fort Drive planning initiative.

The McMillan Plan, which is recognized as one of the pivotal works in the history of American city planning, proposed preserving Washington's Civil War fortifications as public parks and creating a pleasure drive between them. However, the McMillan Plan did not venture a confirmed path for the greenbelt; it emphasized the Fort Drive concept, rather than its implementation. In 1927, distinguished city planner Charles W. Eliot II

was hired by the NCPPC, the body charged with overseeing the creation of the city's park system, to develop specific designs for the acquisition and construction of the fort parks and Fort Drive, based on the McMillan Plan's original idea. The Capper-Cramton Act created the first opportunities to systematically implement Eliot's plan (Causey and Pliska 2015: 83-84).

The initial concept of a Fort Drive evolved into a prime example of urban open space planning in the early and mid-20th century. The evolving idea of a greenbelt, anchored by key historic fort sites, served as an early example of local and regional "greenway" corridor development in the first half of the 20th century. However, in the decades after the Capper-Cramton Act, the initiative proved difficult to implement in its entirety as a continuous motorway. A continued lack of funding for the development of Fort Drive allowed much of the greenway to grow into an urban forest in the decades after federal acquisition under the Capper-Cramton Act (Causey and Pliska 2015: 83-84).

By 1968, the National Park Service (NPS) had abandoned the idea of a road-based parkway, in favor of an urban 'greenway,' a term that denotes a corridor of parkland or other protected open space that is maintained for the purposes of conservation, recreation, and the use of non-motorized transportation. The 1968 Fort Circle Parks Master Plan codified the development of the reservations—including the cultural landscape—as open space and stressed the importance of natural resource conservation, historic preservation, and public recreation (Causey and Pliska 2015: 83-84). The 1968 Fort Circle Parks Master Plan consequently became an early local example of the "greenway" concept, a major city planning idea that began to garner broad national support in the early 1970s. This codification of the greenway concept in the 1968 Fort Circle Parks Master Plan marks the end of the cultural landscape's period of significance.

As part of the reimagined Fort Drive greenway, the cultural landscape represents one of the earliest parkway proposals explicitly intended to connect historic sites in Washington, D.C. The cultural landscape directly links two fort sites within the 23-mile ribbon of urban parkland that makes up the present Civil War Defenses of Washington/Fort Circle Parks Historic District. This forested landscape remains in place today and is readily apparent amid the heavily urbanized environment of Washington, D.C. Although Fort Drive was never fully realized as a motorway, the fort sites and connecting rights-of-way were successfully acquired, assembled, and preserved as a greenway made possible by the Capper-Cramton Act, creating a strip of urban parkland around most of the perimeter of Washington, D.C. (Causey and Pliska 2015: 83-84).

CRITERION A
Areas of Significance: Agriculture, Social History
Level of Significance: Local
Period of Significance: 1942-1945

The cultural landscape is locally significant under Criterion A in the areas of Agriculture and Social History, based on its use as a World War II victory garden established by the American Women's Voluntary Services (AWVS) to aid in the war effort during World War II. The United States government promoted victory gardens as a way to supplement wartime rations and to mitigate demand for the public food supply. Public and private lands were rapidly converted into wartime allotment gardens, aided in part by a successful victory garden marketing campaign. At peak production, victory gardens provided 44% of the nation's entire produce supply (Landman 1989: 8). Victory gardens' primary role, however, was to boost morale on the home front by affording citizens the opportunity to contribute their time and labor to the war effort. In 1942, the AWVS identified a portion of Reservation 497 at Blair Road as an ideal location for a victory garden, owing to the undeveloped nature of the reservation after efforts to improve it for Fort Drive had stalled with the onset of the war.

The AWVS was the largest women-led volunteer service organization in the United States during WWII. Alice Throckmorton McLean formed the AWVS in 1940 in an effort to prepare the home front for the inevitability of war, prior to the United States' involvement in WWII. McLean based the AWVS on the English Women's Voluntary Services, which she observed while traveling Europe from 1938-1939. The AWVS's wide-reaching, women-led mission mobilized volunteers in support roles in all aspects of the wartime home front. Initially, volunteers were trained in emergency services, including ambulance driving, evacuation procedures, mobile-kitchen operation, firefighting, and first aid. As membership grew, the group took on other essential roles including food service, crop picking, motor vehicle driving, aerial photography, and urban gardening. Unlike many other voluntary organizations, the AWVS was notably interracial; it established chapters for Chinese-American women, several chapters for African-American women, and even a chapter of indigenous women in

Taos, New Mexico (Spring 2017; “Alice Throckmorton McLean” britannica.com; Weatherford 2015: 21-23). Although the organization was interracial overall, it is unknown if the victory garden at Blair Road was established along similar interracial lines. The historic layout of the garden is unknown; however, post-War aerial photographs indicate rectangular plots ranging in size from 50’ x 30’ to 25’ x 20’ organized in a similar pattern to the present-day community garden.

When the war ended in 1945, the AWVS disbanded, and the Blair Road Community Garden ceased its association with the organization. However, the Blair Road garden transitioned to use as a public community garden, in keeping with President Harry S. Truman’s appeal for sustained community gardening after the war (Fletcher 2020). The Blair Road Community Garden has remained in continuous use since World War II, and is significant as one of the few remaining continuously used victory gardens in Washington, D.C.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Primary Historic Function: Parkway (Landscape)

Primary Current Use: Leisure-Passive (Park)

Other Use/Function	Other Type of Use or Function
Agriculture/Subsistence-Other	Current, Historic
Outdoor Recreation	Current, Historic
Small Residential Landscape	Historic
Plaza/Public Space (Square)	Current, Historic

Current and Historic Names:

Name	Type Of Name
U.S. Reservation 497	Both Current And Historic
U.S Reservation 451	Both Current And Historic
Fort Circle Parks	Both Current And Historic
Fort Drive	Historic
Blair Road Community Garden	Current
Mamie D. Lee Community Garden	Current

Chronology:

Year	Event	Annotation
CE 1608	Explored	Captain John Smith is the first English colonizer to explore and map the Potomac River and its Eastern Branch.
CE 1612	Platted	Captain John Smith publishes an account of his travels and maps of his explorations along the Potomac River, its Eastern Branch and the area around Rock Creek in his book, General Historie of Virginia.
CE 1632	Land Transfer	King Charles I grants much of the land that would become Washington, D.C. to George Calvert, Lord Baltimore. George Calvert dies shortly after the grant and the lands are then transferred to Cecilius Calvert, the second Lord Baltimore, who names the land Charles County, Maryland.
CE 1634	Settled	Maryland is settled by English colonizers sent by Cecilius Calvert, the second Lord Baltimore. Each man is granted a set amount of land based on the amount of people they bring to the new province: if they bring more settlers, they receive more land.
CE 1696	Land Transfer	Prince George's County is formed out of Charles and Calvert Counties by the Council of Maryland, changing the governance of the land for the future Capitol to the new county.
CE 1763	Platted	William Digges patents Chillum Castle Manor, which includes portions of the future Washington D.C. and Prince Georges County. The 4,443-acre patent combines several previous patents, including Widows Purchase, Henrietta Maria, Yarrow Farm, and Yarrow Swamp. Digges names the estate "Chillum" after his ancestral home, Chillum Castle, in Kent, England.
CE 1790 - 1791	Established	The Residence Act of 1790 establishes the District of Columbia. Maryland and Virginia cede the area within a 10-square-mile diamond to the federal government, based on a survey conducted by Andrew Ellicott and Benjamin Banneker. George Washington appoints three city commissioners to oversee the new federal district, including public reservations.
CE 1791	Designed	Pierre L'Enfant lays out the new federal city of the District of Columbia, sited between the Potomac and Anacostia Rivers. The future site of the Fort Drive cultural landscape is not included in L'Enfant's plan, but is included in the 10-mile square delineated as the larger District of Columbia.
CE 1792 - 1793	Designed	Andrew Ellicott is retained to reproduce a city plan based on L’Enfant’s original, after L'Enfant is dismissed from his position. The future site of the Fort Drive cultural landscape is not included in Ellicott's 1792 plan but is included in his 1793 10-mile square plan that delineates the boundaries of the District of Columbia.

Year	Event	Annotation
CE 1800	Moved	The federal government officially moves from Philadelphia to Washington.
CE 1801	Established	The 1801 Organic Act places the District of Columbia under the control of the U.S. Congress and organizes the unincorporated area north of the district, including the cultural landscape, into Washington County.
CE 1802	Land Transfer	Montgomery and Prince George's Counties transfer jurisdiction of Washington County, including the area around the Fort Drive cultural landscape, to the new federal government.
CE 1816 - 1849	Land Transfer	The Superintendent of Public Buildings is replaced by a Commissioner of Public Buildings, still under the authority of the President. The Commissioner assumes responsibility for public reservations. The cultural landscape is not yet a public reservation, but this administrative shift will affect its future jurisdiction.
CE 1849 - 1867	Land Transfer	Jurisdiction over public reservations is transferred from the Office of the Commissioner of Public Buildings to the newly created Department of the Interior.
CE 1861 - 1865	Built	According to the 1861 Boschke map, much of the cultural landscape was owned by Mrs. C. Sanders at the advent of the Civil War; by 1865, the Barnard map shows the cultural landscape as simply belonging to "Sanders." Both maps depict a residence and a cluster of associated outbuildings near the present-day intersection of 1st St. NE and South Dakota Avenue NE. These structures were located approximately 250 feet southeast of the present-day Blair Road Community Garden. By 1865, the cultural landscape is divided among 4 estates. Clockwise from Fort Slocum to Fort Totten, the landowners are: Mrs. M. Walker (west of Blair Road and south of Sligo Mill Road NE), Mrs. C. Sanders (east of Blair Road NE and north of Riggs NE), T. Murphy (east of Blair Road, south of Riggs Road NE, north of Hamilton Street NE), and Thomas Brown (south of Hamilton Street NW, east of Fort Totten Drive/Rock Creek Church Road). Other than the Sanders estate, there are no other buildings and structures associated wit

Year	Event	Annotation
CE 1861 - 1865	Built	The Union Army constructs the Defenses of Washington to protect the national capital from Confederate attack during the Civil War. The fortification system encompasses 68 forts, 93 batteries, 3 blockhouses, 20 miles of rifle trenches, and more than 32 miles of military roads. Two of these fortifications, Fort Slocum, and Fort Totten, are located adjacent to the cultural landscape. Much of the land around each fort, likely including the cultural landscape, is cleared of trees for use in military construction and as a means of improving sightlines. Civil War-era maps indicate that rifle trenches are constructed near or on portions of the periphery of the cultural landscape; however, no major Civil War fortifications are constructed within the boundaries of the cultural landscape.
CE 1861 - 1865	Inhabited	Over the course of the Civil War, 40,000 self-emancipated refugees, historically referred to as contraband, flee slavery to Union Army installations in Washington D.C. Most refugee camps are located near the fortifications surrounding the capital, likely including portions of the cultural landscape adjacent to Forts Slocum and Totten. Many refugees contribute to the Union cause by constructing and maintaining fortifications and providing support services to the Union Army.
CE 1865 - 1866	Land Transfer	The Federal Government returns the land used to construct the Defenses of Washington to the private owners who owned the land prior to the Civil War. It is likely that much of the cultural landscape was returned to its previous owners during this time; however, what portions were used and returned is unknown. Fort Slocum and Fort Totten are two of ten forts retained for an unspecified longer period by the Union Army as part of a reduced ring of defensive fortifications.
CE 1867	Land Transfer	The Office of Public Buildings and Grounds (OPBG), U.S. Army Corps of Engineers, War Department assumes jurisdiction of the public reservations from the Department of the Interior.
CE 1873	Built	The Baltimore & Ohio Railroad (B&O) builds the Metropolitan Branch line, connecting Point of Rocks, MD (northwest of Gaithersburg, MD) with Washington D.C. In the following years, the B&O establishes a passenger station adjacent to the estate of Samuel Stott at Riggs Road NE, naming it Stott's Station. The new line establishes the eastern boundary of the cultural landscape.

Year	Event	Annotation
CE 1891	Established	The heirs of Samuel Stott subdivide a portion of the Stott Estate as an early speculative real estate development called Chillum Castle Manor. The new subdivision is among the first in the NW and NE quadrants of the district. Chillum Castle Manor is bounded by Juniatta Street NE (Madison Street NE) and Riggs Road (between 1st Street NE and the railroad) to the north, 1st Street NE to the east, Blair Road to the west, and the land of Thomas Brown's heirs to the south.
CE 1891 - 1894	Purchased/Sold	By 1891, the cultural landscape is divided among 5 estates. Clockwise from Fort Slocum to Fort Totten, the landowners are: Ellen Barry (west of Blair Road and south of Kansas Avenue NW), C. S. O'Hare (west of Blair Road and south of Kansas Avenue NW), W. Michlejohn (east of Blair Road NW, south of Oglethorpe Street SW, and north of Nicholson Street NW), the heirs of Samuel Stott (east of Blair Road, west of the railroad tracks, south of Oglethorpe Street NW, north of Hamilton Street NE), and the heirs of Thomas Brown (south of Hamilton Street NW, east of Fort Totten Drive/Rock Creek Church Road). By 1894, there are at least two structures in the cultural landscape associated with the estates of W. Michlejohn (present-day Blair Road NW and Oglethorpe Street NW) and Samuel Stott (1st Street NE between Longfellow and Madison Streets NE). Also extant are driveways and other circulation features associated with the estate of Samuel Stott (approximately following present-day 1st Street NE f
CE 1893	Established	The District of Columbia Highway Act of 1893 calls for the regulation of the city's street grid by extending L'Enfant and Ellicott's design into the rural parts of the District, outside the boundaries of the original 1791 plan. Prior to this time, the only streets around the cultural landscape were winding country roads such as Riggs, Blair, and Rock Creek Church Roads. Passage of the 1893 Highway Act mandates that any future real estate development comply with a uniform street grid.
CE 1898	Altered	Riggs Road NW is improved from Blair Road to the District line as part of an 1899 Congressional appropriation to improve country roads.
CE 1901 - 1902	Designed	The McMillan Commission publishes its plan for the 20th century development of Washington, D.C. The plan discusses the future design and development of a Fort Drive, which would connect the Defenses of Washington via a parkway. The Commission envisions a pleasure drive that connects these historic sites with a continuous carriageway that capitalizes on the views, natural scenery, and topography of the Defenses of Washington.

Year	Event	Annotation
CE 1902	Damaged	The Woodburn Citizen's Association declares Blair Road between Riggs and Sligo Mill Roads NE, west of the cultural landscape, "almost impassable" and lobbies the District Commissioners to address the condition of the road. Heavy rainfall and frost heaving cause significant deterioration to the road each year.
CE 1908	Platted	For $1 million, the Southern Securities and Development Company acquires 430 acres of land located north of the Soldiers Home and south of the District line. The company is divided into 5 corporations: the Manor Park Realty Company, the Federal Realty company, the Blue Ridge Realty Company, the Stott's Park Realty Company, and the Chillum Castle Realty Company. The cultural landscape is part of the Stott's Park and Chillum Castle developments. Each development is platted, and streets are extended from the L'Enfant plan according to the District of Columbia Highway Act of 1893.
CE 1911	Altered	16 naphtha streetlamps, installed sometime prior to 1911 on Riggs Road from Blair Road to the District Line, are discontinued and replaced with incandescent electric lamps on overhead wires.
CE 1911	Land Transfer	In July 1911, a West Virginia real estate syndicate known as the Washington Loan and Mortgage Company purchases 50 acres of land west of Blair Road from the estate of C.S. O'Hare. The tract was among the last estates in the District to be subdivided in early 20th century Washington D.C. The syndicate subdivides the tract and markets it as Chillum Castle Heights. Contractors grade new streets around existing vegetation, leaving the natural setting where possible. The company installs sewers, water mains, and an unknown number of gas and electric lights at unknown locations throughout the development. Chillum Castle Heights is bounded by Shepherd Road on the south, Blair Road (by this time macadamized) to the east, and Rittenhouse Street to the north. The new subdivision operates on strict racial covenants that bar any person of color from purchasing or living on the land.
CE 1912	Land Transfer	The Washington Loan and Mortgage Company purchases an additional 34-acres of land two blocks north of their Chillum Castle Heights subdivision, naming the new subdivision the "North Addition to Chillum Castle Heights."
CE 1913 - 1921	Demolished	The estate of Samuel Stott, near the intersection of 1st Street NE between Longfellow and Madison Streets NE, is demolished as development of the Chillum Castle Manor subdivision progresses.

Year	Event	Annotation
CE 1914	Altered	The Chillum Castle Heights Citizen's Association calls for the District Commissioners to extend and pave New Hampshire Avenue NW/NE through the cultural landscape, with the larger project extending from its terminus at Buchanan Street to the District Line. The same resolution calls for the extension of the Washington Railway and Electric Company's (Capital Traction Company) streetcar line northwards along North Capitol Street, through the Chillum Castle Heights subdivision. By 1916, New Hampshire Avenue is extended through the Chillum Castle Heights subdivision, terminating at Blair Road and Longfellow Street.
CE 1916	Altered	Unspecified streets within the Chillum Castle Heights subdivision are graded, macadamized, and supplied with sidewalks.
CE 1924	Established	Congress establishes the National Capital Park Commission to acquire public parkland in the nation's capital and to develop a comprehensive plan for park, parkway, and playground development in the District.
CE 1925	Damaged	Residents of Chillum Castle Heights complain of poor road conditions and traffic issues in the rapidly expanding northern part of the city. Streets near the cultural landscape are described as a "sea of mud."
CE 1925	Land Transfer	The Office of Public Buildings and Grounds transfers all public reservations to the Office of Public Buildings and Parks, a new separate and independent branch of the executive branch managed by the Director of Public Buildings and Public Parks of the National Capital.
CE 1926	Established	Congress establishes the National Capital Park and Planning Commission (NCPPC) to replace the National Capital Park Commission (NCPC) and gives it the authority to plan a park system for the Washington, D.C. region. Unlike the NCPC, the NCPPC's duties are expanded beyond park planning to include city and regional planning, including land use, transportation, recreation, mass transportation, and community facilities. The NCPPC is also granted the authority to acquire land on behalf of the U.S. government. The NCPPC takes up the task of establishing "a Fort Boulevard following the hills and encircling the city & connecting the Civil War forts." Acquisition of individual Civil War fortifications begins immediately.
CE 1927	Designed	The NCPPC approves city planner Charles W. Eliot II's plan for Fort Drive. Eliot favors a picturesque parkway with gently curving roads with points of visual interest.

Year	Event	Annotation
CE 1927	Land Transfer	Fort Slocum Park, directly east of the cultural landscape, is condemned by the NCPPC and taken into the public trust through eminent domain. By this time, the majority of Fort Slocum had been obliterated by adjacent real estate development. The condemned park is only a fraction of the former Civil War fort.
CE 1930	Altered	Riggs Road NE and Blair Road NE to Eastern Avenue are paved with asphalt. Curbing and gutters are installed along the edges of the newly improved streets.
CE 1930	Established	The Capper-Cramton Act of 1930 provides funding for the NCPPC to acquire land by condemnation for the development of a greater Washington D.C. park system, including land for the construction of a Fort Drive. This act enables the condemnation and acquisition of the cultural landscape.
CE 1930 - 1938	Land Transfer	Between 1930 and 1938, the bulk of the cultural landscape is acquired by condemnation under the Capper-Cramton Act of 1930. By 1937, this includes 646,706.11 acres of the cultural landscape between Fort Slocum and Fort Totten acquired for $124,401.24; land acquisition on a small scale continues through at least 1938.
CE 1932	Designed	The National Capital Park and Planning Commission rejects a proposal to site a large gas tank south of Riggs Road NE and east of the railroad tracks, adjacent to the cultural landscape. The Commission cites the importance of visual cohesion in the future Fort Drive system.
CE 1932 - 1937	Land Transfer	Fort Totten Park, immediately south of the cultural landscape, is acquired by the NCPPC through condemnation under the Capper-Cramton Act of 1930.
CE 1933	Land Transfer	Fort Slocum Park (Reservation 435), directly west of the cultural landscape, is transferred to the Office of National Parks, Buildings, and Reservations by the District of Columbia. By this time, much of Fort Slocum and its Civil War-era landscape features have been razed for adjacent real estate developments. The few remaining Civil War-era landscape features are incorporated into Fort Slocum Park.
CE 1933 - 1934	Land Transfer	The Office of Public Buildings and Public Parks of the National Capital transfers all public reservations, including the developing Fort Drive, to the Office of National Parks, Buildings, and Reservations, designated the National Park Service in 1934.

Year	Event	Annotation
CE 1934 - 1942	Altered	The Civilian Conservation Corps (CCC) conducts minor improvements to the cultural landscape (Reservation 497) while stationed at Fort Totten Park. These projects may have included: "grading roads"; construction of "head walls"; "soil preparation"; "seeding and sodding"; "maintenance, roads and trails"; "diversion ditches"; improvement of "minor roads"; "removal of trash and dead trees," and "selective cutting." The exact scope, locations, and dates of these projects are unknown.
CE 1937	Designed	Rapid population growth and automobile use in the District prompts NCPPC Director of Planning John Nolen to adapt Eliot's 1927 design in favor of a highspeed parkway modeled after the New York City's Bronx River Parkway. However, funding and public support for such an effort remain elusive.
CE 1938	Designed	The NCPPC applies for Public Works Administration (PWA) funding to construct a Fort Drive from Conduit Street (MacArthur Boulevard NW) to Fort Totten, through the cultural landscape; however, funding was denied.
CE 1938	Developed	By 1938, 20 of the 21 miles of public right-of-way for Fort Drive are acquired by the NCPPC. This includes the majority of the cultural landscape.
CE 1940 - 1941	Designed	The NCPPC hires engineer Jay Downer, one of the principal designers of the Bronx River Parkway, to design a highspeed parkway for Fort Drive. Downer's plan calls for streamlined curves, the elimination of at-grade crossings, and one-way lines divided by a median. His plans would alleviate traffic congestion and modernize the concept of Fort Drive.
CE 1940 - 1941	Established	The NCPPC approves Downer's plan for a Fort Drive parkway. On December 3, 1941, Congress approves an increase in gasoline tax to pay for the new parkway. However, four days later, Japan attacks Pearl Harbor and all non-military funding is diverted to the war effort and plans for Fort Drive once again stall.
CE 1942	Built	The American Women's Voluntary Services (AWVS), the largest American women's service organization in the United States during World War II, establishes a victory garden in Reservation 497 at the site of the present-day Blair Road Community Garden.

Year	Event	Annotation
CE 1947	Designed	Responding to the Fowler-Dent report, the NCPPC commissions staff landscape architect Thomas C. Jeffers to reevaluate Fort Drive. Jeffers plan, entitled "The Fort Drive: A Plan for Minimum Construction and Minimum Cost," calls for a parkway in name only. It specifies the use of existing roads and the elimination of grade separations, in favor of extant intersections. The plan also specifies that portions of the parkway can be created as needed at a later date. The reduced cost of the plan fails to solicit Congressional funding but stays the sale of the federal reservations comprising Fort Drive. By this time, 98.8% of the land had been acquired by the NCPPC for the construction of Fort Drive.
CE 1947	Planned	District Budget Officer Walter Fowler and District Assessor Edward Dent co-author a report (the Fowler-Dent report) in January 1947 that calls on Congress to abandon Fort Drive and allow the lands acquired for the project to be used for taxable purposes. Fowler and Dent believe the project is too costly and impractical to warrant future funding and that the concept of Fort Drive has been lost on citizens. The District Commissioners concur with the findings of the Fowler-Dent report and advocate selling off the 1,253 acres of parkland comprising Fort Drive to private developers.
CE 1950	Designed	Responding to the Fowler-Dent report, the NCPPC commissions staff landscape architect Thomas C. Jeffers to reevaluate Fort Drive. Jeffers plan, entitled "The Fort Drive: A Plan for Minimum Construction and Minimum Cost," calls for a parkway in name only. It specifies the use of existing roads and the elimination of grade separations, in favor of extant intersections. The plan also specifies that portions of the parkway can be created as needed at a later date. The reduced cost of the plan fails to solicit Congressional funding but stays the sale of the federal reservations comprising Fort Drive. By this time, 98.8% of the land had been acquired by the NCPPC for the construction of Fort Drive.
CE 1953	Established	Congress reorganizes the NCPPC, renaming it the National Capital Planning Commission (NCPC). The new agency is "established as the central planning agency for the federal government in the National Capital Region, with its current form and functions. Congress also reiterates its charge to NCPC to preserve the region’s important natural and historic features.” However, the National Park Service retains responsibility for design, construction, and maintenance of the Fort Drive system of reservations.

Year	Event	Annotation
CE 1965	Designed	NCPC planning consultant Fred Tuemmler develops a plan to connect the historic fort sites with rights-of-way acquired for Fort Drive, re-designating Fort Drive the “Fort Park System." Rather than a parkway, Tuemmler advocates for an urban parkland or greenway with no new roadway construction. Other elements of his plan include hiker-biker trails, recreation centers, comfort stations, and historical interpretation; however, little is built and only a few miles of trails are completed according to Tuemmler's plan.
CE 1965 - 1968	Land Transfer	The National Park Service transfers a portion of Reservation 497 at the corner of Gallatin Street NE and North Capitol Street NW to the District of Columbia for the construction of a school, later named the Mamie D. Lee Elementary School (and known today as the Bridges and Briya Public Charter Schools).
CE 1968	Designed	The National Park Service adopts the Fort Circle Parks Master Plan as the guiding document for all future work concerning the fort parks and connecting parks acquired as the Fort Drive right-of-way. This plan stresses the importance of natural resource conservation, historic preservation, and public recreation and declares a Fort Drive "impossible" and "impractical." The Fort Circle Parks Master Plan also calls for the gradual phasing out of community gardens, including the garden located in the cultural landscape on a portion of Reservation 497 (present-day Blair Road Community Garden).
CE 1968	Land Transfer	By this time, the National Park Service acquires title to the former streets that bisected the cultural landscape prior to its acquisition as part of the Fort Drive and Fort Circle Parks.
CE 1970 - 1971	Built	The Mamie D. Lee Elementary School (present-day Bridges and Briya Public Charter Schools) is built at the corner of Gallatin Street NE and North Capitol Street NW. The school is dedicated to students with developmental and intellectual disabilities aged 3-21.
CE 1975 - 1979	Built	In the mid to late 1970s, the principal of the Mamie D. Lee Elementary School builds a community garden on the east side of the school on National Park Service land (Reservation 451). The garden takes its name from the adjacent Mamie D. Lee Elementary School. Gardening is incorporated into the school's curriculum, but engagement varies based on succeeding principals.
CE 1978	Built	The Fort Totten Metro Station is built, southeast of the cultural landscape. The Metro Red Line begins service on February 6, 1978.
CE 1984	Built	Construction begins on the Green Line tunnel underneath the Metro Red Line and Fort Totten, immediately south of the cultural landscape.

Year	Event	Annotation
CE 2004	Planned	The National Capital Region (NCR) of the National Park Service, which by this time manages the cultural landscape, adopts the Fort Circle Parks Management Plan. The 2004 plan called for similar goals as its 1968 predecessor, including the construction of a pedestrian/bicycle trail to connect the Fort Circle Parks' rights-of-way.
CE 2014 - 2015	Built	In 2014, the National Park Service transfers jurisdiction of a 10,000 sq ft portion of Reservation 497 (at the intersection of New Hampshire and South Dakota Avenues NE) to the District of Columbia for a memorial to the victims of the June 2009 Washington Metro train collision. The District of Columbia breaks ground for the Legacy Memorial Park, which opens to the public in 2015.
CE 2015 - 2016	Altered	The Mamie D. Lee Elementary School closes in 2015 and is replaced by the Bridges and Briya Public Charter Schools, which opens in 2016. Studio 27 architects completely remodel and modernize the school. Their design expands the scope of services to infants and toddlers, as well as adult education and training needs. Gardening remains an important part of curriculum enrichment.
CE 2018 - 2020	Built	Construction begins on the portion of the Metropolitan Branch Trail (MBT) that passes through the cultural landscape. The MBT extension between John McCormack Drive NE (east of Fort Totten) and 1st Place NE is the next step toward the completion of the planned eight-mile trail between Union Station and Silver Spring, Maryland.

Physical History:

Introduction

The Fort Drive—Fort Slocum to Fort Totten component cultural landscape (hereafter the Fort Drive component cultural landscape) (Reservation 497 and portions of Reservation 451) is an approximately 41-acre, discontinuous urban park in the northwest and northeast quadrants of Washington, D.C. It is bounded to the west by Kansas Avenue NW, Blair Road NW, South Dakota Avenue NE, 1st Street NE, and the D.C. Bilingual, Bridges, and Briya Public Charter Schools; to the south by Nicholson Street NW, McDonald Place NE, Riggs Road NE, and an asphalt trail connecting to Fort Totten Park; to the east by the Metro Red Line and 1st Place NE; and to the north by Oglethorpe Street NW. The study area is transected northeast-southwest by Kansas Avenue NW and New Hampshire Avenue NE, north-south by Blair Road NW/North Capitol Street NW, and east-west by Riggs Road NE.

Reservations 497 and 451 constitute a ribbon of land acquired for Fort Drive, a project conceived to connect the historic Civil War Defenses of Washington, D.C. (CWDW). The cultural landscape is managed by the National Park Service, Rock Creek Park (ROCR).

Pre-1608-1792: Pre-Colonial History, Settlement, and the L'Enfant Plan

The first documented colonial exploration of the area associated with present-day Washington, D.C. occurred in 1608, when colonizer Captain John Smith mapped parts of the Potomac River and initiated contact with Algonquin-speaking people of the lower Potomac Valley. He encountered a large Native settlement, the seat of the Algonquin-speaking Nacotchtanks, located directly south of present-day Washington.

As European immigration increased, established Native settlements were abandoned or taken by force. Between 1608 and 1790, Europeans replaced Native populations as the main inhabitants of land that would eventually become Washington, D.C. Forests were cleared to make way for agriculture as European-born and colonist subsistence farmers began to plant for profit (Bushong 1990: 12, 16). Colonists established a number of tobacco plantations between the Potomac and Anacostia Rivers.

On June 20, 1632, King Charles I granted the land that would become Washington, D.C. to Cecilius Calvert, the second Lord Baltimore, who named the land Charles County (Riggs 1946/47: 250). In 1662, Lord Baltimore awarded the first patent in the region to George Thompson, a clerk of the Charles County Court. The first recorded patent for the area around the cultural landscape dates to 1668, when the Lord Baltimore, the Proprietary Governor of Maryland, granted Henry Darnall 6,000 acres in the future Washington metropolitan area. Darnall's patent included land on both sides of Rock Creek, extending from the boundaries of the future District northward and encompassing the future communities of Takoma Park, Forest Glen, and Silver Spring. The cultural landscape was likely part of one of Darnall's patents; however, the specific patent and bounds of Darnall's lands at this time are unknown (Duhamel 1924: 141; Bushong 1990: 13). Darnall's patents also included the area around present-day Fort DeRussy, Fort Stevens, Battleground National Cemetery, and the communities along the future Washington-Maryland border (Gahn 1969: 33; Garrison 2014: 22).

The building constructed for St. Paul's Episcopal Church, Rock Creek Parish, was among the earliest structures in northern Washington, D.C. and is believed by some historians to be the oldest episcopal church in the District of Columbia (Ganschinietz 1971: VIII.1). Its northern boundary is located approximately 1,000 feet southwest of the cultural landscape. The congregation held its first service outdoors in 1712, under the 'glebe oak' at its present-day site along Rock Creek Church Road. (A glebe is defined as a piece of land that serves as part of a clergyman's benefice and provides income.) St. Paul's Episcopal Church was originally founded to serve Prince George's Parrish, which extended westward from the northeast fork of the Eastern Branch and Patuxent Rivers, encompassing much of the land that would become Washington, D.C. In 1719, Reverend John Frasier gathered the parishioners from the Rock Creek Hundred and Eastern Branch to discuss financing and to select a permanent home for the church. Parishioners contributed 45 pounds sterling and 4,350 pounds of tobacco towards the construction of the church. The location of the church was determined by parishioner John Bradford's contribution of 100 acres from his tract 'Generosity' for a church and glebe along Rock Creek Road. Bradford also contributed 1,000 pounds of tobacco and timber for the construction of the church. Historians disagree about the sequencing of these initial events and have limited documentation on which to rely; however, they do agree that by 1726, the parish selected the present-day site of the church, and construction was underway on a brick structure. Sometime after this, Rock Creek Road or Rock Creek Church Road was established to service the church (Ganschinietz 1971: VIII.1; Bedell et al. 2008: 30).

In 1763, William Dudley Digges patented 'Chillum Castle Manor,' which included 4,443 acres of land along the present-day boundary between the District of Columbia and Prince Georges County, Maryland. This included the cultural landscape. The patent combined several smaller claims, including previously established land patents such as Henrietta Maria, Widows Purchase, Yarrow Farm and Yarrow Swamp (Sams 2016: VIII.1). The Digges family is descended from Sir Dudley Digges of Chillum Castle, in Kent, England, who was a member of the company that founded the colony of Virginia. The first Maryland-based Digges was Colonel William Digges of Charles County, Maryland, who was the son of Edward Digges, an early governor of Virginia. Colonel William Digges married the stepdaughter of a Lord Baltimore, which closely tied the Digges family to the founding of

Maryland. Colonel William Digges's son Charles Digges established the ancestral home, Warburton Manor, near present-day Fort Washington. After Charles' death, William Dudley Digges inherited the Digges family's vast land holdings and became the second proprietor of Warburton Manor. Subsequently, William Digges patented Chillum Castle Manor in 1763, naming it after the Digges' ancestral home in Kent, England ("William Digges," Early Colonial Settlers of Southern Maryland and Virginia's Northern Neck Counties, 2020). Chillum Castle Manor was located along the eastern border of the District of Columbia and Maryland. The irregular shaped patent stretched from the Anacostia River northwest to approximately Fort Slocum Park (Figure 4).

William Dudley Digges died in 1783 and willed his property to his son George Digges. Catherine Brent and George Digges had a two-year old son, William Dudley Digges Jr., who, after his father's untimely death in 1792, inherited the Digges Family's numerous estates—totaling nearly 10,000 acres in the greater Washington metropolitan region (Riggs 1946/1947: 249-263; "William Digges," Early Colonial Settlers 2020). At the time of George Digges' death in 1792, the Digges family was among the most prolific enslavers in Maryland. In his will, George Digges assigned all enslaved persons to his son, except for those enslaved persons already given to his daughters Elizabeth Carroll and Jean Fitzgerald ("George Digges," Early Colonial Settlers 2020). The will also excluded one enslaved man named Gustin, for whom George Digges recorded a bill of sale just before he died. At the time of that sale in January 1791, Gustin was 20 years old. He was sold by George Digges to Randolph Brandt Latimer of Anne Arundel County, Maryland for 85 pounds sterling (PGC, MLR 1790-1791, Liber JJ2, page 372). There are no known records that document the names of the other enslaved peoples in George Digges' will, and historians do not know how many people the Digges family enslaved in total.

Following the death of her husband George Digges, Catherine Brent Digges moved from the Digges family home at Warburton Manor to Chillum Castle Manor, land set aside for her as a dower. Around this time, Catherine Digges constructed a manor house that she named Green Hill, along Riggs Road near present-day Hyattsville, Maryland; she resided at Green Hill until her death.

William Dudley Digges, Jr. and his wife Eleanora Carroll also lived at Green Hill and would later host the French artist, engineer, and D.C. planner Pierre Charles L'Enfant on Chillum Castle Manor until his death in 1825. L'Enfant is discussed in greater detail in the following pages (Riggs 1946/47: 251-255).

By the time the newly formed federal government set out to create the District of Columbia in 1790, the site of the Fort Drive component cultural landscape was owned by William Dudley Digges, Jr. The area around Chillum Castle Manor remained rural in nature and was composed largely of isolated plantations, manor houses, and fields under cultivation. The traditional crop of Potomac Valley plantations was tobacco, which offered immediate return on investment, but did little for its owners in the way of long-term investment. Intensive monocultures such as tobacco, often referred to as 'cash crops,' quickly drained the soil of needed nutrients and exhausted future production. Many tobacco fields were only sustained for three years before being abandoned. Typical large plantations like Green Hill (Chillum Castle Manor) often spanned 500 to 1,000 acres, using as little as 30 acres at a time for the cultivation of tobacco. The remaining acreage was cleared of woodland when fresh land was needed for the cultivation of tobacco. Since the majority of lands in the future federal city had been settled in the latter half of the 17th century, 100 years of such land practices had exhausted the soil, and the cultivation of tobacco was in decline. The creation of the federal city offered wealthy landowners a new source of income: real estate development and speculation (Gutheim and Lee 2006: 11).

In 1790, the United States Congress passed the Residence Act, which authorized President George Washington to select the location for the permanent capital of the United States of America. On January 24, 1791, Washington announced that the capital would be built on a ten-mile tract centered at the confluence of the Potomac and Anacostia Rivers. Maryland and Virginia ceded the area within the ten-square mile diamond to the federal government. Washington appointed three commissioners of the District of Columbia—David Stuart of Virginia, and Thomas Johnson and Daniel Carroll of Maryland—to survey the city and oversee construction of government buildings. Surveyors Andrew Ellicott and Benjamin Banneker, working under the direction of the D.C. commissioners, marked out a

diamond-shaped area, measuring ten miles on each side. The new District of Columbia encompassed territory in Maryland and Virginia, including the forks of the Potomac River and its Eastern Branch, which would eventually be renamed as the Anacostia River. Forty boundary stones, laid at one-mile intervals, established the boundaries based on celestial calculations made by Banneker, a self-taught astronomer of African descent and one of the few free Blacks living in the vicinity (Leach and Barthold 1997: VIII.7). Within the district, the area at the meeting of the Potomac and Anacostia Rivers was laid out as the City of Washington.

Under an agreement with President George Washington, the original proprietors of the land within the proposed District of Columbia were to convey lands for the public right-of-way and for government buildings. Despite being one of the largest landholders in the city, the Digges family lands were not within the platted capital grid. As such, their lands were not ceded to the federal government as part of the original proprietor's agreement, but much of their property, including a portion of Chillum Castle Manor, was included within the greater boundaries of the District of Columbia (Overbeck and Janke 2000: 126-28; McNeil 1991: 47-8; Carter et al. 2018: 20, 249-250).

Major Pierre Charles L'Enfant, a French artist and engineer who had formed a friendship with George Washington while serving in the Revolutionary War, requested the honor of planning the new capital. L'Enfant's final design encompassed approximately 6,111 acres, an area that was double the combined area of colonial Boston, New York, and Philadelphia. The entire plan encompassed the area between the Potomac and Anacostia Rivers, beginning at their convergence and extending north toward present-day Florida Avenue, which was originally named Boundary Street (Bedner 2006: 11-12). As the area's Native settlements had been abandoned or destroyed by English settlers by 1790, the area within the boundaries of L'Enfant's plan was largely agricultural or undeveloped at this time. This gave the federal city's founders the unique opportunity to create an entirely new capital city (Leach and Barthold 1997: VIII.7).

After surveying the bounded area, L'Enfant developed a plan that combined the grand processional ideas of the French Baroque with the English reverence for existing landscape features. L'Enfant's plan delineated ceremonial spaces and grand avenues radiating from seats of power in the Baroque style, while also respecting the natural contours of the land in the manner of rational English garden design. Just as his design for the capital city borrowed from English and French precedents (e.g. Vaux-le-Vicomte, Versailles, and Stowe Landscape Garden), L'Enfant's plan also drew from American precedents for the cities of Philadelphia and Williamsburg, transforming the practicality of the ubiquitous American grid through a more profound understanding of the European Baroque style (Comeau 2000: 47; Leach and Barthold 1997: VIII.7).

Notations on L'Enfant's original 1791 plan explain how he first chose the location for significant buildings and squares, including the sites for the President's House and Congress. They were located on small, centrally located hilltops whose higher elevations provided "the most advantageous ground, commanding the most extensive prospects" (Bedner 2006: 11). L'Enfant then linked these prominent sites via diagonal avenues, oriented northwest to southeast, and northeast to southwest.

L'Enfant's design specified that these avenues should be grand, wide, and lined with trees to emphasize unobstructed reciprocal views toward monuments and significant buildings (Miller 2002: 32-4). His notes suggested naming the avenues after the original thirteen colonies. On top of this arrangement of avenues, L'Enfant overlaid an orthogonal grid of streets, oriented in the cardinal directions. The size of individual blocks varied, ranging from small squares to larger rectangles.

The juxtaposition of the orthogonal streets and the diagonal avenues created opportunities for ornamental green spaces, ranging from large squares to smaller circles and triangles, where the two street systems met (Leach and Barthold 1997: VIII.7-8). Though the entire plan was designed to emphasize the importance of the area between the Capitol and the President's House, the network of small open spaces located outside this core was an integral part of L'Enfant's design. The open spaces and markets planned throughout the city would promote a functional and balanced settlement. As such, the plan of the capital reflected the nation it represented.

On paper, L'Enfant shaded and numbered fifteen larger squares as open space, indicating that the

squares were to be “divided among the several States in the Union, for each of them to improve, or subscribe a sum additional to the value of the land for that purpose.” The squares, named for the states, would be separate unto themselves, yet “most advantageously and reciprocally seen from each other…connected by spacious Avenues round the grand Federal Improvements,” much like the United States, bound together by the Constitution. L’Enfant speculated that the population would grow and be evenly distributed if each of the states participated in a square’s development, creating small villages with residents and legislators from individual states clustered around the squares. L’Enfant specified that each reservation would feature statues and memorials to honor citizens worthy of imitation. The urban landscape would thereby embody and perpetuate the nascent country’s values and ideals (Leach and Barthold 1997: VIII.8). See the Small Parks Cultural Landscape Overview for more on L’Enfant’s design principles.

As Pierre L’Enfant refined his design, President George Washington and Secretary of State Thomas Jefferson oversaw the real estate transactions necessary to finance the city’s physical development. At the suggestion of Georgetown businessman George Walker, they used a unique scheme to obtain the land from the original proprietors, with transactions contingent upon the yet-unfinished city plan. The government would purchase land designated for federal buildings at approximately $67 an acre. The proprietors would donate to the government land set aside for streets and avenues. The remaining acreage would be divided into city blocks, and each block would be further subdivided into lots. The lots in each block would be split evenly between the government and the original owners. Proceeds from the sale of the federally owned lots would fund the construction of government buildings and the improvement of parks. Anticipating that the value of the land would increase significantly, the proprietors retained only 16 percent of their original holdings, turning over 84 percent of it to the federal government (Leach and Barthold 1997: VIII. 8-9).

The first sale of federal lots in the city of Washington took place in October 1791. Believing the sale would hinder the city’s development, L’Enfant refused to furnish his plan for use. The sale was a failure, with only 35 of the 10,000 potential lots sold. Under pressure from the D.C. commissioners, President Washington relieved L’Enfant of his position and retained Andrew Ellicott to reproduce a city plan based on L’Enfant’s original design.

Ellicott’s map largely followed the L’Enfant Plan, but departed from it in several important ways. Ellicott straightened Massachusetts and Pennsylvania Avenues, eliminated twelve public reservations, deleted five radial avenues, omitted any mention of large fountains, and re-aligned several public reservations and streets. Perhaps most notably, Ellicott omitted L’Enfant’s name on his first draft of the plan (Miller, 2002: 45-47). Ellicott also eliminated L’Enfant’s notes concerning the installation of statues, monuments, and memorials at public spaces throughout the city, as well as his fifteen yellow-shaded reservations, thereby abandoning any comprehensive plan for the treatment of the city’s open spaces. He did, however, retain his predecessor’s directive to divide the avenue into “footways, walks of trees, and a carriage way.” Streets and avenue names first appeared on Ellicott’s plan, although the convention of naming avenues after states in the union is thought to have been originally conceived by L’Enfant (Leach and Barthold 1997: VIII.9-10).

In 1792, Ellicott and Banneker set to work implementing the final plan, focusing on the area between the President’s House and the Capitol. The construction of streets created additional federal acreage at the many odd-angled intersections. While these spaces were largely amorphous in L’Enfant’s original plan, Ellicott reconfigured many intersections, cutting off some of their acute angles to form near circular or rectangular openings (Leach and Barthold 1997: VIII.11). The result was the creation of additional open spaces, located within street rights-of-way. These sites, many of which do not appear as delineated areas on either the L’Enfant or Ellicott maps, would eventually form the basis of Washington, D.C.’s network of small parks. While the Fort Drive cultural landscape was not delineated as a public reservation during this time, many of its boundaries would later be established by the extended street-grid pattern created by L’Enfant and Ellicott between 1791-1792. The areas located beyond the boundaries of L’Enfant’s plan—but still within the ten-square mile District—remained rural in nature and would not see serious urban development until the late 19th and early 20th centuries.

Summary

By 1792, the cultural landscape was formally incorporated as part of the District of Columbia under surveyor Andrew Ellicott, although it wasn't delineated or improved as a park until later periods. The land that encompassed the cultural landscape was owned by the Digges family and served as a rural plantation; the area around the plantation remained sparsely developed until the first 19th and 20th centuries (Barthold, 1993). The cultural landscape remained primarily agricultural in use, with associated vegetation including crops and forested areas. The spatial organization of the cultural landscape likely remained unchanged from its natural state or consisted of open fields surrounded by woodland. According to historic research, there were a limited number of buildings and structures located northeast of the cultural landscape and associated with the pre-District farms and plantations of the Digges family at Green Hill. This included at least one large plantation house, and likely also included several outbuildings and barns, and living quarters for enslaved laborers; however, there is no evidence of buildings or structures within the cultural landscape by 1792. According to Ellicott's 1793-1794 topographical survey of the District, the topography of the cultural landscape consisted of steep hills, sloping southeast down to the Piney Branch and Rock Creek.

Located high in the hills overlooking the city, the cultural landscape likely enjoyed views of the growing capital. Notably, Rock Creek Church Road bisected the cultural landscape by this time, in the approximate location of present-day Blair Road NW/NE. Rock Creek Church Road served as a major north/south artery connecting northern Maryland communities to Georgetown and the City of Washington. There is no documentation of the cultural landscape's small-scale features by 1792, but

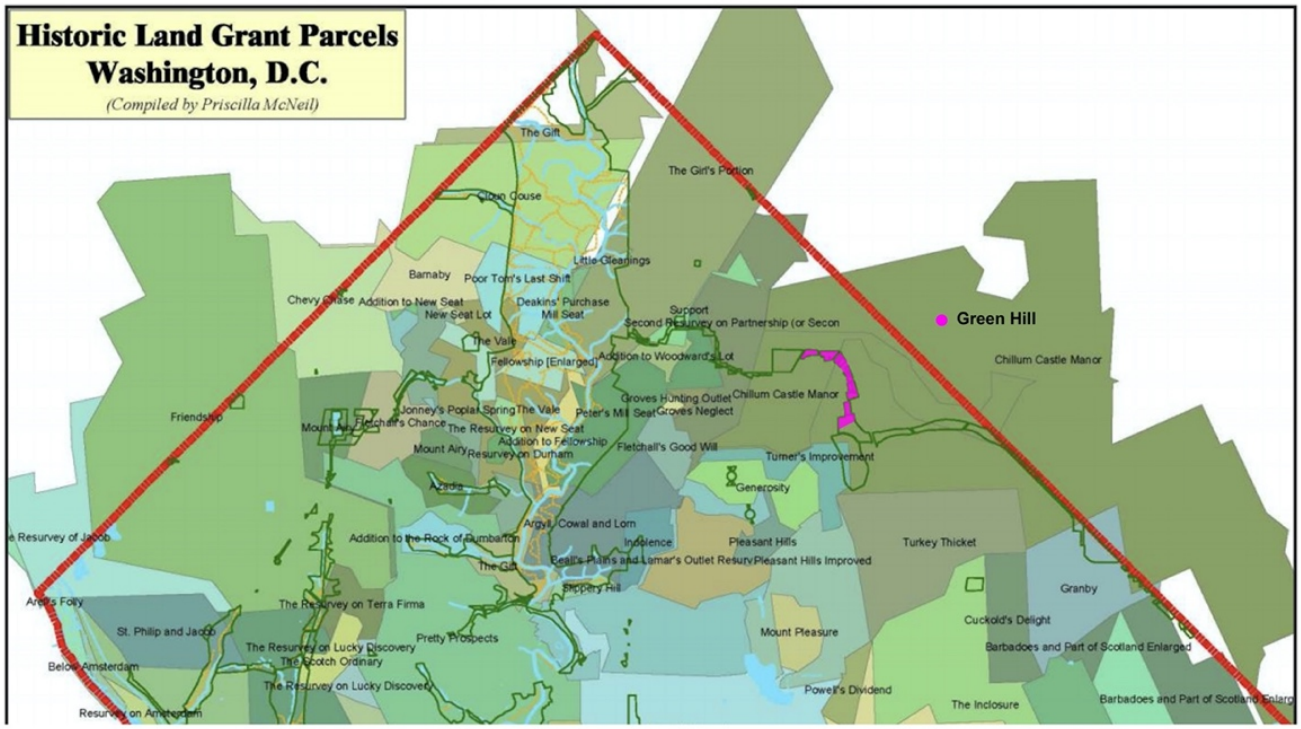


FIGURE 4: Map of historic land grant parcels in Washington D.C. compiled by Priscilla McNeil. The cultural landscape is shown in purple in relation to Chillum Castle Manor (olive green), which occupied much of the future northeast D.C. border with Maryland. The Digges family home of Green Hill is shown in relation to the cultural landscape (purple circle). (Excerpt from Bedell et al. 2008: 20; annotated by the CLI author, 2020)



FIGURE 5: The Ellicott "Ten Mile Square" Map shows the land included in the District of Columbia as drawn by Pierre L'Enfant and surveyed by Andrew Ellicott. The cultural landscape is shown in purple. Since it was outside of the bounds of the 1791 L'Enfant plan, the Digges family did not cede land to the new federal city. At this time, the cultural landscape was bisected by one of the major north-south thoroughfares, Rock Creek Road. (Excerpt from Ellicott 1794; annotated by CLI author 2020)

1793-1860: The Rural Northwest and Northeast Quadrants in the late 18th- and early 19th-Centuries

The Organic Act of 1801 officially placed the ten square-mile District of Columbia under federal control, organizing the territory into two counties: Washington County and Alexandria County. All areas east of the Potomac River, excluding Georgetown and the area within the L'Enfant Plan (known as Washington City), composed Washington County. Under the act, Washington County was governed by a Levy Court consisting of seven justices of the peace appointed by the president. The Levy Court carried the duties of a county government, including the collection of taxes and the construction and maintenance of roads. As of 1801, nearly all roads in Washington County pre-dated the creation of the District, originating as indigenous trade routes, post roads, or tobacco rolling roads (Williams 2013: 8-9). This included Rock Creek Road, which was among the few roads in north-central Washington County; Rock Creek Road bisected the cultural landscape at this time.

Washington City saw rapid growth in the first half of the 19th century. Meanwhile, Washington County—including the area around the cultural landscape—remained largely rural and sparsely populated. Much of Washington County remained large plantations owned by relatively few wealthy families, seeing only a gradual increase in population during this time. By 1850, only 6% of the free population in the District of Columbia resided in the rural countryside of Washington County. (The county population of free and enslaved persons at this time was 3,320). According to the census, the majority of free Washington County residents were farmers, including both wealthy landowners and tenant farmers (Williams 2013: 9).

Wealthy residents of Washington City began establishing 'gentleman farms' in the hills surrounding

the city, due to the rapid urbanization Washington City and a resultant desire to escape its unhealthful conditions. These estates, many of which were exclusively summer houses, capitalized on the country air and breezes afforded their location overlooking the city. Country life provided relief from the 'miasmas,' or bad air, believed to be the cause of fevers, diseases, and other unhealthy conditions associated with urban life. As tobacco production in Washington declined, large-scale landowners often sold off property and sometimes reduced their property bequests; as a result of these trends, the size of estates vastly diminished in the 18th century. Agricultural production, while reduced in size, still continued along the lines of the 'gentleman planter' model advocated for by Thomas Jefferson. In this manner, a smaller acreage of land was cultivated to test new agricultural techniques or plant varieties. By 1850, the average estate in Washington County only held 39 acres under cultivation (Williams 2013: 9). These estates constituted the first suburban development of the capital city.

The Blair family was among the earliest suburbanites to settle the area of Washington County adjacent to the cultural landscape, later founding Silver Spring, Maryland in 1840. Francis Preston Blair was a journalist and Kentucky political figure associated with President Andrew Jackson (elected in 1828 and re-elected in 1832) and the Democratic Party. Blair was invited to Washington, D.C. in 1836 by the President and became the founder and editor-and-chief of the Washington Globe, an official propaganda instrument of the Democratic Party (Eriksson 1921: 4; Blair 1918: 158-160). Under Jackson, Blair continued to exert considerable political influence in Washington, serving as a member of the President's unofficial cabinet of advisors, often referred to as 'the Kitchen Cabinet.' In 1836, Blair purchased the Blair House at 1651 Pennsylvania Avenue NW, across from the President's House (Blair 1918: 158-160).

According to Blair family lore, Francis Preston Blair and his daughter Elizabeth Blair were out riding their horses in the countryside on the Georgia Avenue/7th Street Turnpike, west of the cultural landscape, when Blair's horse was spooked and ran off into the surrounding forest. Upon retrieving the horse, Blair discovered a natural spring with flecks of mica in the water, which he named 'Silver Spring.' Shortly after, in 1842, Blair purchased 1,000 acres of land around the spring and built an estate he called 'Silver Spring,' located north of the cultural landscape at the intersection of East West Highway and Newell Street, Maryland (Blair 1918: 150-161; Meredith 2018). Blair established his country home and its associated fields with the help of enslaved labor; more research is needed to determine the exact number and names of individuals enslaved by the Blair family. Many of the roads in the vicinity of these early suburban estates took the name of the families or estates that they led to; such was the case with the portion of the former Rock Creek Road, which became known as Blair Road.

The 7th Street Turnpike (present-day Georgia Avenue) was authorized by Congress in 1818 and opened in 1822 as a more efficient throughfare to connect the capital city with Rockville, Maryland. Roads like the Rock Creek Road (var. Rock Creek Church Road) and Bladensburg Road existed prior to this time; however, unlike these roads, the new turnpike ran almost directly north south, serving as a new and efficient spine for the capital city. The turnpike served both as a major route for wealthy leisure-seekers and for the transportation of commercial goods between Maryland and the District. The efficiency of this route helped to catalyze real-estate development in the NE and NW quadrants of the District in the 19th and 20th centuries (Fletcher 2015: 8-9; Grandine 2010: 125-128). Inspired by the fashionableness of the early suburbs and aided by the establishment of the 7th Street Turnpike, other wealthy families began to join the Blair family in settling the area around the cultural landscape during the Antebellum period.

The Blair family's Silver Spring estate complemented the Digges family's Green Hill estate as the earliest estates in NE/NW Washington, D.C. The prominence of the families that settled the northern hills of the District attracted many influential and famous guests to their estates—and the enslaved persons that tended to these individuals and their estates. The Digges family, including William Dudley Digges Jr., continued to enslave many individuals, but this CLI's research uncovered the identities of only a few people. According to a petition filed in the District of Columbia in 1822, Digges enslaved a man named Dick, who was purchased by Digges in 1818 ("Details for Dick in Petition 20482212," Race & Slavery Projects Petitions, 2009). After his death in 1830, Digges' wife Eleanora purchased an enslaved woman named Eliza in 1831 ("Details for Eliza in Petition 20483103, Race &

Slavery Projects Petitions, 2009). Few other details are known about the individuals enslaved by the Digges family.

Among Green Hill's visitors was Pierre L'Enfant. Despite falling into disgrace after a number of failed commissions (including the presidential commission for the District plan), L'Enfant found favor with the family of William Dudley at Green Hill. L'Enfant lived out the remainder of his life on the Chillum Castle Manor tract as superintendent of the family's estate, dying there in 1825. He was buried on the property at Green Hill (and exhumed in 1909 for burial at Arlington National Cemetery). William Dudley Digges died in 1831, and the estate passed as a dower to his wife, Eleanora Carroll, who lived there until her death in 1863 ("Green Hill," 1990: 9-10). At some point during this period, the Digges family tract, Chillum Castle Manor, was subdivided or reduced; according to contemporary maps, by 1860-1861, the cultural landscape was composed of a patchwork of many smaller farms, estates, fields, and forested tracts (Boschke 1861).

At the advent of the Civil War in 1861, the cultural landscape was divided among four estates. Clockwise from present-day Fort Slocum to Fort Totten Parks, the landowners were: Mrs. M. Walker (west of Blair Road and south of Sligo Mill Road NE), Mrs. C. Sanders (east of Blair Road NE and north of Riggs NE), T. Murphy (east of Blair Road, south of Riggs Road NE, north of Hamilton Street NE), and Thomas Brown (south of Hamilton Street NW, east of Fort Totten Drive/Rock Creek Church Road).

Census and genealogical research revealed Mrs. C. Sanders to be Caroline Eliza Snowden Fairfax Sanders (1807-1899), a wealthy widow whose family established a plantation called 'Woodburne' within the boundaries of the cultural landscape. Sanders was born to Richard Nicholas Snowden and Elizabeth Ridgely Snowden in 1807. She married Albert Fairfax, son of the 9th Lord Fairfax of Cameron, American-born Scottish nobility in 1828. Together they had two sons, Charles Snowden

Fairfax (10th Lord Fairfax) and Dr. John Contee Fairfax (11th Lord Fairfax). Albert Fairfax died in 1835 ("Descendants of Fairfax of Virginia's Northern Neck," hdhdata.org; Papers of Charles Snowden Fairfax, Accession #7041, Special Collections Dept., University of Virginia Library, Charlottesville, Va.). Caroline E. Snowden Fairfax remarried in 1838 to William Rollins Sanders (Fairfax County Deed book DC, page 440). William Sanders died only a few years later in 1845, leaving his "plantation … and other lands [he] manipulated" to his wife ("[Will of William G. Sanders]," Box 0017, Folder 1845-372). By the 1850 Census, Caroline Sanders lived at the present-day intersection of 1st Street NE and South Dakota Avenue NE. Her son, Dr. John Contee Fairfax, was the only individual living with her at the time (1850 United States Census, Washington, Washington, District of Columbia, Roll 57, Page 256a).

According to the 1850 and 1860 United States Censuses, Thomas Murphy and Thomas Brown were both farmers of considerable wealth. On the 1850 Census, Thomas Murphy was listed as born in Ireland and as being a farmer. At this time, Murphy also employed an Irish gardener named James Clandenman. By 1860, Murphy was worth $15,000 and was employing two Irish laborers by the names of Dan Mohney and Patrick Moran for agricultural work. In 1850, Thomas Brown was listed as born in England and as being a farmer. By 1860, Thomas Brown was worth a combined $48,000 in personal wealth and real estate and was employing a Swiss laborer named John Lenagen (1850 United States Census; 1860 United States Census).

Sanders, Murphy, Brown, and Walker amassed their fortunes through the benefit of enslaved labor. In 1862, the District of Columbia Emancipation Act freed all enslaved persons within the District and provided enslavers a means of filing petitions for compensation. These petitions offer a glimpse into the lives of the enslaved and their identities. Caroline Sanders was by far the wealthiest landowner within the cultural landscape prior to the Civil War. In 1862, Sanders filed a petition seeking reimbursement for the emancipation of seventeen enslaved individuals, for which she received $13,600. Their names, ages, and positions were as follows:

John Dodson, 37 years old, Wagoner
William Snowden, 36 years old, Carriage Driver
Sylvester Brooks, 24 years old, Gardener

Edward Howard, 22 years old, Ostler
Henry Howard, 19 years old, Field Hand
Maria Howard, 33 years old, Cook
Sallie Wallis, 33 years old, [Seamstress]
Henry Howard, 20 years old, Nurse; Chambermaid
Nellie Arnold, 50 years old, Cook
Jim Dodson, 12 years old, Waiter
George Dodson, 10 years old, Errand Boy
Frank Hepburn, 11 years old, Waiter; errand boy
Louis Adams, 11 years old, Waiter
Tom Adams, 9 years old, Waiter
Jenny Hepburn, 9 years old, Waiter
Fanny Wallis, 3 years old, Child
Kate Wallis, 2 years old, Child

Thomas Murphy filed a petition seeking compensation for the freeing of Lewis Ferguson, a 55-year old man purchased by Murphy in 1859. Murphy's petition was granted, and he received $600 for the loss of Lewis Ferguson. Thomas Brown filed for reimbursement for the loss of three individuals under the new law: Richard Johnson (25 years old), Charles A. Dorsey (8 years old), and Ann Dorsey (16 months). Brown purchased Richard Johnson in 1857 for $1,000. Charles and Ann Dorsey were the children of an enslaved woman named Rosetta, who was loaned to Brown for some time. While enslaved by Brown, Rosetta have birth to Charles and Ann. However, by 1862, when the petition was filed, Rosetta had been separated from her children and was not at the Brown plantation. Brown was granted $2,100 for the emancipation of Richard Johnson, Charles A. Dorsey, and Ann Dorsey (Petitions 898 & 900, Bundle 5, Petitions Filed Under the Act of April 16, 1862).

Mary Walker was married to United States Marine Corps Paymaster Major George C. Walker, who had built an estate at the junction of Shephard Road (present-day Missouri Avenue NW) and Blair Road NW/NE. After the death of her husband in 1862, Mary Walker filed for compensation under the 1862 Emancipation Act for the following individuals:

Amanda Hanson, "is a good cook, and house servant I valued her at $1000," 38 years old
Sophia Hanson, "is good house servant & waitress I value her at $600," 12 years old
Clara Hanson, "is a bright active child valued at $300," 8 years old
Edward Hanson, "is a bright active smart boy valued at $200," 5 years old

The plantations of Murphy and Brown are indicative of the rural nature of the cultural landscape by 1860. With the exception of the Sanders estate, there were no other buildings and structures associated with the cultural landscape by this time (Boschke 1861; Barnard 1865). On the Sanders estate, the 1861 Boschke map depicts a residence and a cluster of associated outbuildings near the present-day intersection of 1st Street NE and South Dakota Avenue NE. These structures were located approximately 250 feet southeast of the present-day Blair Road Community Garden, within the boundaries of the study area. While some wealthy individuals were beginning to build summer homes in the countryside, much of the land continued to be under cultivation—often through enslaved labor. The estate of Mary Walker was among these new wealthy estates. The expansive Sanders plantation was atypical of the trend towards smaller estates in northwest and northeast Washington, a representative holdout from the earlier era of large-scale plantation-style cultivation.

Summary
By 1860, the cultural landscape consisted of several plantations, estates, farms, fields, orchards, and forested tracts, subdivided from larger 18th- and early 19th-century patents, including the Digges family's estate, Green Hill (Chillum Castle Manor). However, few specifics are known about the conditions of the cultural landscape prior to the publication of the Boschke Map in 1861. The cultural landscape likely remained primarily agricultural in use, with associated vegetation including crops and forested areas.

The Boschke Map shows 13 buildings and structures associated with the Sanders estate Woodburne, with at least 7 of them located within the boundary of the cultural landscape, and 3 associated with

the Thomas Brown farm, 2 of which were likely located within the boundary of the cultural landscape. Their design is unknown; however, these buildings and structures likely included plantation houses, barns, outbuildings, and living quarters for enslaved laborers. The spatial organization of the cultural landscape organized around the estates of Sanders, Brown, Murphy, and Walker and consisted of a patchwork of fields, orchards, and forested areas. The topography remained consistent with previous eras, largely reflecting the natural state of the land prior to cultivation (Boschke 1861).

Owing to its location in the hills overlooking the city, the cultural landscape likely retained views of the growing capital. It also would have enjoyed views in all directions of the buildings and structures associated with Antebellum plantations and farms around the cultural landscape, including the Sanders and Brown estates within its boundaries. By 1860, Rock Creek Church Road, the major N/S circulation route, split just west of the present-day intersection of Blair and Riggs Roads. At the time, these roads were referred to as Left Fork and Right Fork Roads. Additional circulation features included driveways and footpaths associated with the Sanders family plantation. There is no documentation of the cultural landscape's small-scale features by 1860, but these likely included fences, troughs, and other similar features associated with agriculture and gardening (Boschke 1861).

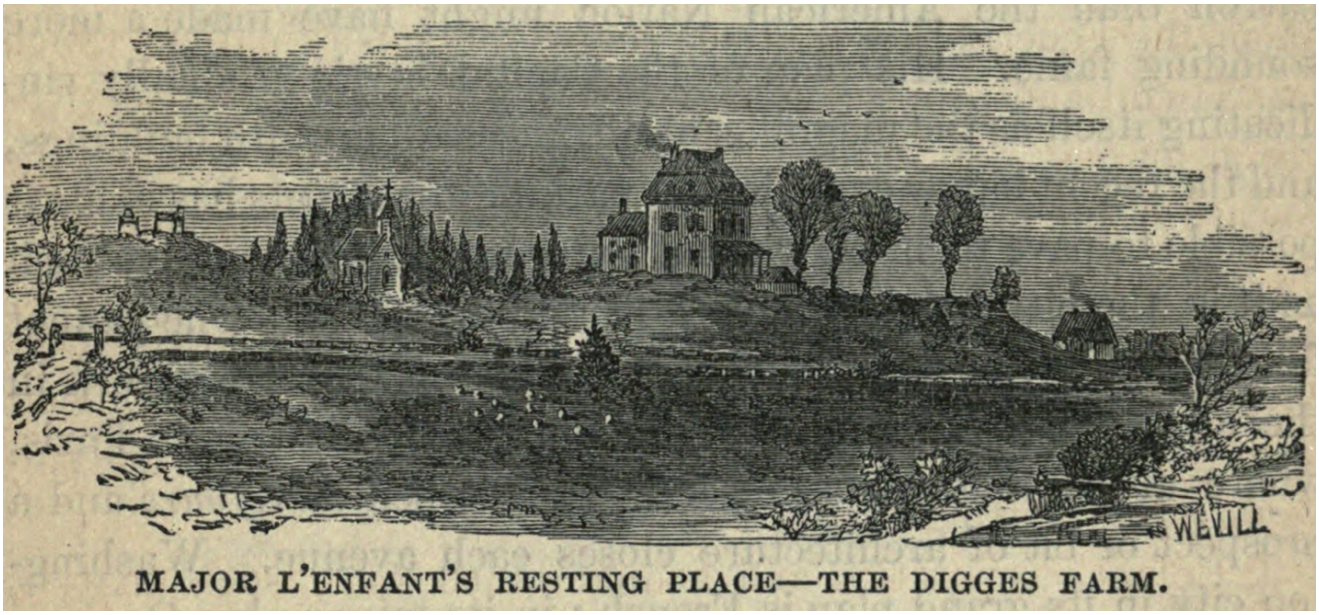


FIGURE 6: Pictured is an artist's rendition of Green Hill, the Digges family estate on the Chillum Castle Manor tract, which included the cultural landscape. The sketch is indicative of the rural conditions of the cultural landscape during the Antebellum period. The Green Hill mansion is located 1.75 miles northeast of the cultural landscape in Hyattsville, Maryland, outside the boundary of the cultural landscape. (Townsend 1876: 35)

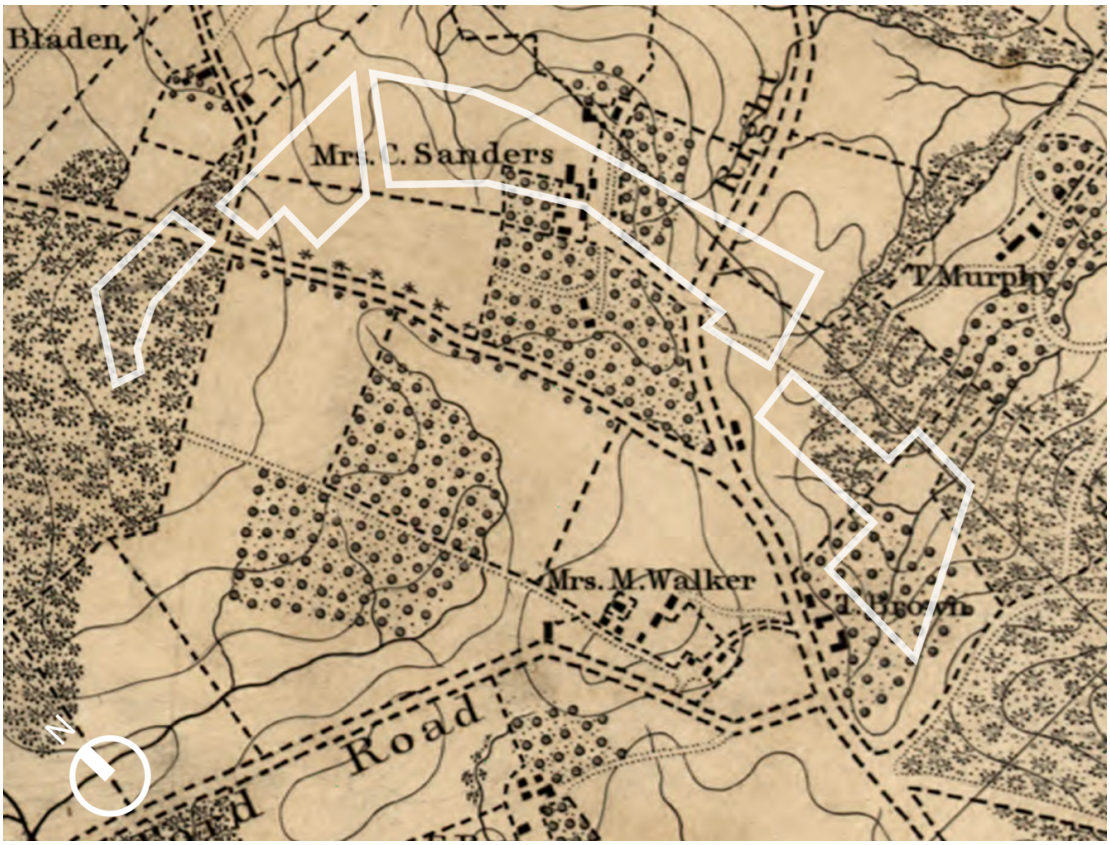


FIGURE 7: The approximate boundaries of the cultural landscape are shown in white. By 1861, the cultural landscape consisted of a patchwork of fields, orchards, wooded areas, plantations, and estates. Caroline Sanders, Tomas Murphy, Thomas Brown, and Mary Walker are among the known landowners prior to the Civil War. (Excerpt from Boscke 1861; annotated by the CLI author, 2020)

1861-1865: The Construction of the Civil War Defenses of Washington

(Much of the following text for the period 1861-1865 was written by Molly Lester, University of Pennsylvania, in 2017 for the Fort Bunker CLI and Fort Chaplin CLI and is used here with her permission.)

When war loomed again in the mid-19th century, the federal government was conscious of Washington's defenseless borders, as the War of 1812 had demonstrated the city's vulnerability. As civil war approached, the atmosphere in Washington was one of apprehension and uncertainty. John Brown's raid at Harper's Ferry in 1859 had heightened tensions in the border states, as Southern states feared an insurrection among enslaved persons, and Northern states—as well as the federal capital—rushed to strengthen their militias. (Before 1860, most of the regular army was posted further west, where conflicts with Native Americans demanded the greatest military concentration.) (Billings 1960/1962: 123-4) The looming threat was so great that President Lincoln's inauguration on March 4, 1861, was conducted under military guard. Seven states had already seceded from the Union by this time, and Confederate troops were already positioned across the Potomac River in Alexandria, Virginia (one of the secessionist states), preparing for an attack on the capital (Miller 1976: 3).

Unlike the British attack on Washington in the War of 1812, the threat to the capital this time was internal, rather than external, and the Union leaders wanted to reinforce Washington, D.C, as both a symbolic and strategic center for the nation. Military officers had learned from the combat losses of 1812, and city officials wished to avoid the demoralizing psychological damage of that war as well. Washington, D.C could no longer go unprotected, and Union leaders sought to capitalize on its open space for a tactical, and not simply a ceremonial, purpose (McCormick 1967: 3).

The District's geographic location in the middle of the Eastern Seaboard was an asset in the early years of the Republic. The city was carved out of the territory of its neighboring states, establishing the federal capital as the geographic and governmental center of the new nation. In the wake of the Battle of Fort Sumter on April 12, 1861, however, Washington, D.C.'s position became a liability. The federal city was surrounded by the southern state of Virginia (which seceded on April 17 of that year) and the southern sympathizer state of Maryland, with just Fort Washington (twelve miles south of the city) as protection (Cox 1901: 1). The outdated fort, completed in 1824, was a distant and ineffective buttress for the federal city, with few armaments and even fewer troops stationed there. Designed to protect more against naval attacks than land armies, it was even more isolated and precariously located than the rest of the District of Columbia. In its position along the Potomac River, the fort was on the border with Maryland and was separated by less than a mile of water from Virginia (McClure 1957: 1).

As of January 1861, the only regular troops stationed near Washington were a few hundred Marines and enlisted men stationed at the Washington Arsenal at the branch of the Potomac and Anacostia Rivers (Miller 1976: 3). When President Lincoln called for volunteer soldiers on April 15, 1861, for military offensives, his Union commanders quickly began to put in place a system of military defenses to protect the Union capital from surrounding threats (McCormick 1967: 2). On May 23, 1861, three infantry units accompanied military engineers on a reconnaissance mission around the capital city as they scouted locations for a ring of fortifications around the capital city (Miller 1976: 4).

Under the command of General George McClellan's Chief Engineer, Major John G. Barnard, Union engineers surveyed the northern approaches between the Potomac and Anacostia Rivers. The quick examination of the land provided insight on the roadways into the city and the "defensive character of the ground" (United States War Department 1881: 680). Based on the topography of this northern arc of hills, engineers quickly selected seven sites for what would become Forts Pennsylvania (later known as Fort Reno), Massachusetts (later renamed Fort Stevens), Slocum, Totten, Bunker Hill, Saratoga, and Lincoln. An additional four sites were later established to fill the perceived gaps in the northern defenses, resulting in Forts Gaines, DeRussy, Slemmer, and Thayer. According to Barnard's report to General J. G. Totten, Chief of Engineers, on December 10, 1861, the construction for these defensive works began in August; they were completed and armed by early December of that year (United States War Department 1881: 678-685).

The engineers' plan for the ring of defenses around Washington, including Forts Slocum and Totten, reversed the city's siting from one of low-lying vulnerability to one of buffered impregnability. Where Washington had been defenseless and exposed in the War of 1812, prone to approaches from the hills, its army officers now looked to capitalize on that ring of hills around the city, which formed a strategically-elevated shield several hundred feet above the rest of the city. (Indeed, some historians refer to the Defenses of Washington as the city's shield during the war, and the Army of the Potomac as its sword [Cooling and Owen 2010: 1].) Once cleared of trees and undergrowth according to the engineers' plans, these ridges would host a circle of fortifications—linked by rifle trenches—that could command views not only to other neighboring defenses and the city, but to any military threats that might approach from Maryland, Virginia, or the sea.

Working swiftly in the early months of 1861, the Army bought, seized, and confiscated the agricultural land for 68 military posts and battlements around the edge of the city. By the end of 1861, a 37-mile ring of battlements, trenches, rifle pits, and military roads encircled the capital on land that was, until recently, private farmland (McClure 1957: 1). The Army's acquisition of land for the full ring of fort sites was an exercise in federal authority and military necessity, as Brigadier General Barnard noted in his 1871 report:

The sites of the several works being determined upon, possession was at once taken, with little or no reference to the rights of the owners or the occupants of the lands—the stern law of "military necessity" and the magnitude of the public interests involved in the security of the nation's capital being paramount to every other consideration. (Barnard 1871: 85)

Indeed, the move was an emphatic signal to both the area landowners and the South's commanders

that federal power would supersede individuals' property rights in the fight to protect and preserve the Union. (The transformations in the landscape were executed so quickly that the army's map of the line of defenses, published late in 1861, simply superimposed the designs for the fortifications onto the Boschke map, printed just a few months earlier, with no effort to map the new topographical patterns of the now fully-cleared ridges) (Lester 2017: 25-29; Figures 9).

No records were uncovered during the course of research for this CLI to indicate what lands were specifically confiscated for the construction of the defenses near the cultural landscape, or if neighbors resisted these efforts. Fort Slocum was constructed on the high ground to the east of the cultural landscape, where there was no prior development; the fort overlooked the estates of Sanders (mapped as "Sanders"), Walker, and Murphy (Figures 7, 9-10). Fort Totten was constructed on the high ground south of the cultural landscape. Together, these two fortifications guarded Rock Creek Road (or Left/Right Fork Roads variously), which was one of the major north-south entrances to the city. Army engineers constructed rifle trenches between the two forts, passing through the cultural landscape (Figure 9). The route for these rifle trenches closely followed the steeply sloping ridgeline that connected the two forts, on the northern and eastern edges of the cultural landscape ("[Line of Defenses]" 1861; "[Topographic Map…]" circa 1861).

At the time, much of the land between the two forts had already been clear-cut for agricultural fields; however, construction of the defenses included additional clear-cutting to remove vegetation and open sightlines within, and from, the cultural landscape (Boschke 1861; Figures 7, 9-10). Visual connections between forts were aided by physical connections via the rifle trenches and military roads. Union goods and forces could readily move between fortifications using this connective network.

Rifle trenches were typically used to span the gaps between fortifications and batteries. Trenches, such as those through the cultural landscape, varied in width based on use. Those solely used by infantry were five feet wide, while those used for artillery could be as wide as eight feet. There are no apparent physical remnants of these trenches in the cultural landscape to indicate what types of trenches once passed through the study area.

In order to transport troops and supplies, the military typically used existing country roads to the rear of the fortifications. In the area around the cultural landscape, this included Rock Creek Church Road. Barnard deemed it essential to keep these roads open at all times, but their conditions often deteriorated and required regular repair during the war (Causey et al. 2015: 11, 28, 95-96).

Few of the fortifications saw real combat, but the Defenses of Washington had a clear deterrent effect throughout the war. As a newspaper article noted of the defenses in 1884:

That the garrison of Washington was never called upon to withstand a siege is no argument against the precautions taken to insure the possession of the National Capital against any possible contingency, and that, through the darkest hours of the struggle for existence, the National Government could remain in security within sight of the debatable ground trodden by hostile soldiers is no slight testimonial to the wisdom that planned and the engineering skill that executed this important work (The National Tribune 1884).

For four years, the ring of hills around the District of Columbia served as a topographical, psychological, strategic, and militaristic buffer to nearly all Confederate attacks on the capital. Indeed, the only substantial threat to the defenses—and, therefore to the capital city—came in 1864, when Confederate General Jubal Early led an attack on Fort Stevens on July 11. In that battle, General Early led a raid from Maryland and fired shots on Fort Stevens—and on President Abraham Lincoln, who was at the fort during the battle—before being rebuffed by the Union Army and their defenses (Kaufmann and Kaufmann 2004: 285). Artillery forces at Fort Stevens fought off the attack with aid from the adjacent Forts DeRussy and Slocum, located on either side of Fort Stevens. Although it precipitated fear of another attack on Washington, General Jubal Early's 1864 raid on Fort Stevens was ultimately unsuccessful and constituted the last real threat to Washington, D.C before the end of the war in 1865.

Settlement around the forts
In the years during and after the war, the Civil War Defenses of Washington had not only a strategic and symbolic role in the Union's victory and survival, but also a more tangible impact on the growth and settlement of the city and its landscape. The abolition of slavery in the District of Columbia in 1862—predating Lincoln's 1863 Emancipation by a year—prompted a mass migration of enslaved individuals to the city (McFadden-Resper and Williams 2005: 4). By 1863, thousands of formerly enslaved individuals had claimed their freedom in the District, and by the war's end, the city's Black population had nearly doubled from 18,000 in 1860, to 31,500 in 1865 (Hutchinson 1977: 69-70). This influx of self-emancipated refugees from the South often gravitated toward the land around the forts, which they saw as protection for both the capital city and for themselves. On the run from enslavement and their former enslavers, many refugees sought sanctuary near the soldiers' encampments, which at times drew hostility from the white soldiers.

In response to the mounting tensions around the forts between the self-emancipated refugees and the city's Union troops (and neighboring residents), a new federal policy issued in August 1861 classified the self-emancipated refugees as "contraband" of war. Under the "contraband" law, formerly enslaved individuals could earn their official emancipation if they worked for the Union Army—including helping to construct and maintain the city's fortifications (National Park Service 2013b).

Decommissioning of the forts
By the time of General Robert E. Lee's surrender in April 1865, the defenses' circumferential system comprised 68 enclosed forts (with perimeters totaling 13 miles); 93 unmanned batteries; 1,421 gun emplacements; 20 miles of rifle trenches; and 30 miles of military roads—all constructed in just four years (Cooling 1971/1972: 330-2). Nearly as quickly as they had been erected, however, they were dismantled or abandoned, and their sites were sold or ceded to their original owners. Rifle trenches and other connective networks were ceded back to their owners; most were quickly filled and reverted back to their natural state. The Union Army did retain eleven sites—including Fort Slocum and Totten—as a precautionary military measure, but the other forts, betters, and block-houses were ordered immediately dismantled by an order from the Headquarters of the Department of Washington on June 23, 1865 (Lester 2017: 36). However, by April 30, 1866, the Army officially discontinued the Civil War Defenses of Washington, retaining only Fort Foote, Fort Whipple, and Battery Rogers (Causey et al. 2015: 102).

Summary
By 1866, the cultural landscape had been radically altered by the creation of the Civil War Defenses of Washington. Pre-existing forests, orchards, fencing, and buildings were cleared by Union troops and used as timber in fortifications at Forts Slocum and Totten, north and south of the cultural landscape. The landscape, which previously consisted of distinct parcels divided by forests and fencing, now blurred together into larger spaces to serve the fortifications. As federal troops clear-cut the site of vegetation, the cultural landscape's views and vistas became significantly more open and included new views to the Civil War fortifications to the east and west, and wartime development in the capital city to the south. The cultural landscape likely retained some agricultural use during the conflict, despite the commandeering of much of the land for military uses. The general topography remained consistent with previous periods, as the Army capitalized on the natural rolling topography of the cultural landscape and adjacent lands for defense purposes; however, the topography was altered to include rifle trenches through the cultural landscape. The majority of additional buildings and structures for the forts were constructed outside of the study area; however, the Army constructed rifle trenches along the eastern ridgeline that runs through the cultural landscape. What little wooded vegetation was left in the cultural landscape likely remained adjacent to houses, farmsteads, and plantation houses, while vegetation associated with agriculture uses likely remained in fields and gardens. Little is known about small scale features during this time, but they likely include agricultural elements such as fences, troughs, and other associated features.

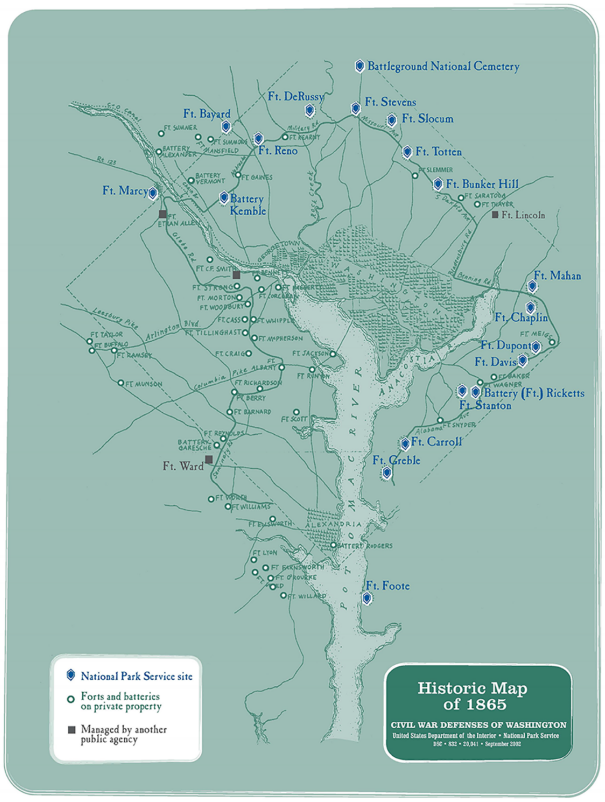


FIGURE 8: Modified 1865 map showing the ring of fortifications known as the Civil War Defenses of Washington, distinguishing their current ownership and management status. The cultural landscape is located between Forts Slocum and Totten. (National Park Service 2002)

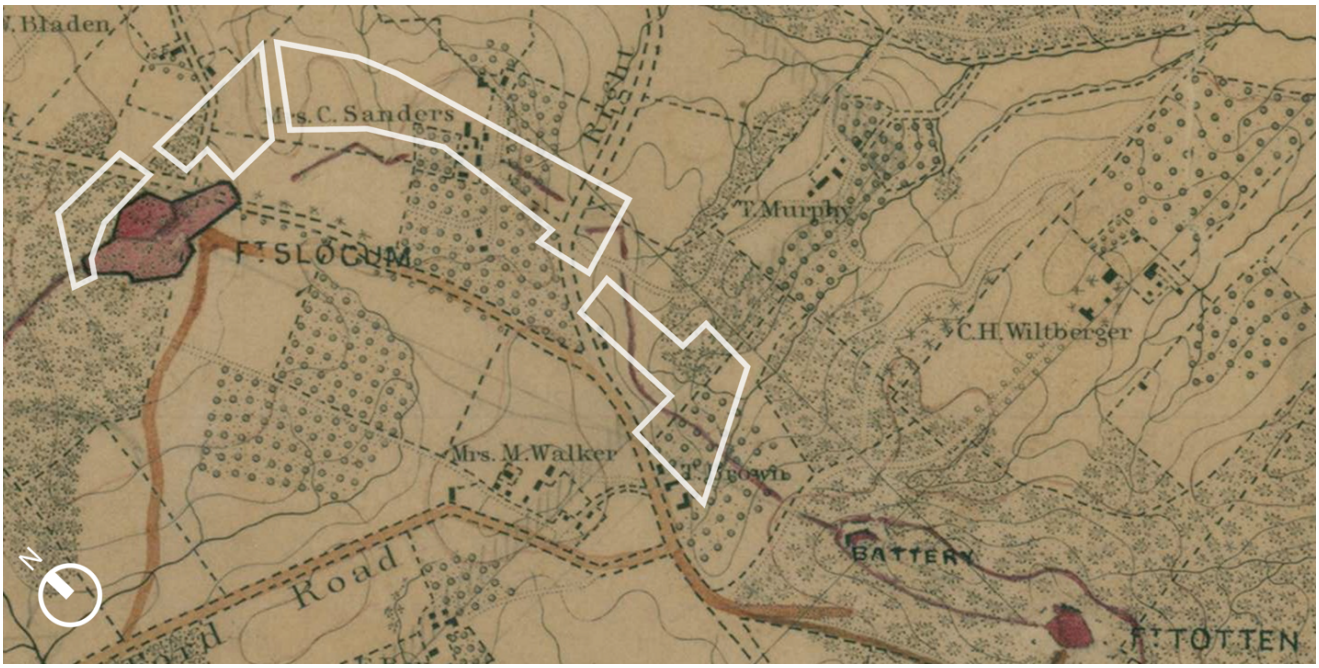


FIGURE 9: The approximate boundaries of the cultural landscape are shown in white. By the end of 1861, the cultural landscape also included landscape features associated with the construction of the Civil War Defenses of Washington. (Excerpt from "[Line of defenses]" 1861, National Archives and Records Administration; annotated by the CLI author, 2020)

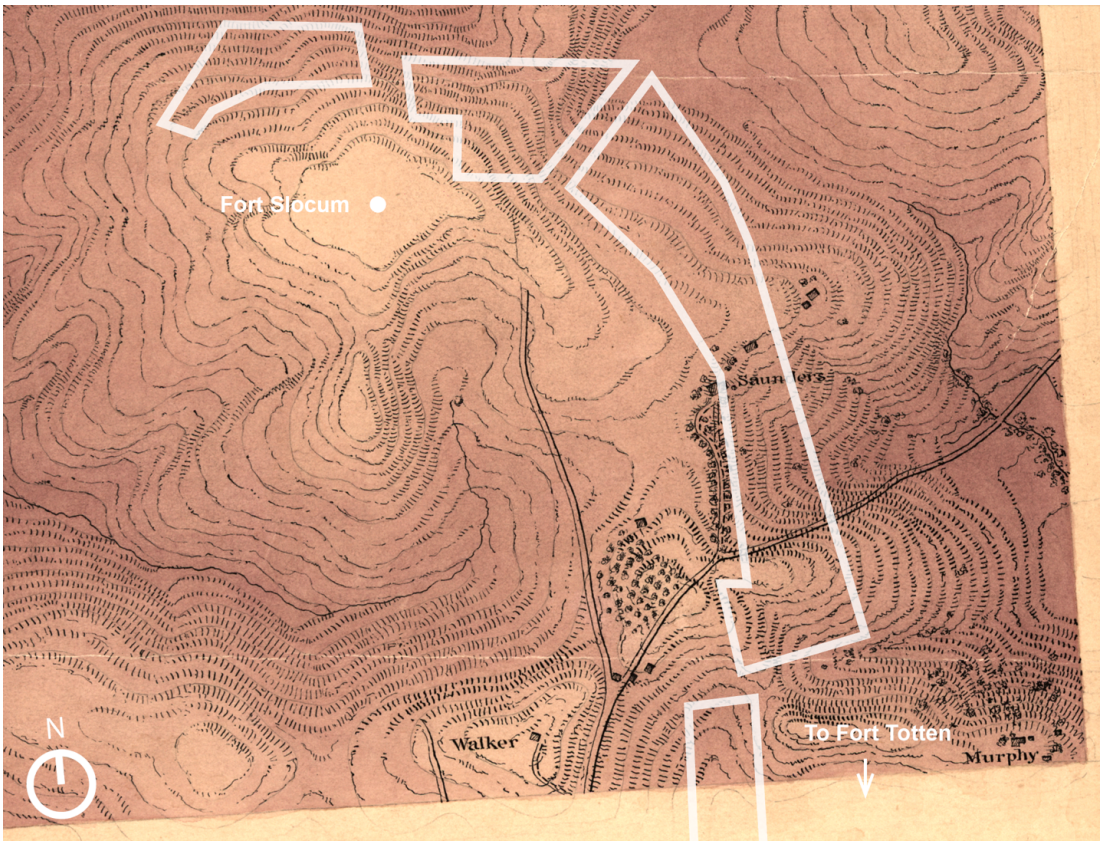


FIGURE 10: The approximate boundaries of the cultural landscape are shown in white. By 1861, the cultural landscape also included landscape features associated with the construction of the Civil War Defenses of Washington. (Excerpt from "[Topographic map of the vicinity of Fort Slocum, Washington D.C.]" circa 1861, LOC; annotated by the CLI author, 2020)



FIGURE 11: Photo of a gun at Fort Totten, looking northeast towards the vicinity of the cultural landscape. The vastly open landscape in the background is typical of conditions in the cultural landscape during and after the Civil War. (Excerpt from Smith 1865)

1866-1901: Late 19th-Century Suburbanization and the Development of D.C.'s Green Spaces

The Board of Public Works and the Office of Public Buildings and Grounds

After the Civil War, Washington, D.C. was thrust into a new era of development as it confronted the aftermath of the conflict, the population boom, and the war's impact on the city's public space. As private investment grew, so did the need for sewers, streetlights, and other urban improvements. In the decade following the war, the federal government scrambled to keep up with rapid growth and provide services to residents. In June 1864, Congress took the first step in a larger push toward infrastructure construction, passing an act to clear the streets and parks of squatters' shacks and other unauthorized structures (Leach 1997: VIII.19).

In 1867, the Department of the Interior transferred the jurisdiction of public lands to the newly formed Office of Public Buildings and Grounds (OPBG) of the U.S. Army Corps of Engineers, which was based in the War Department (Fanning 2005: 3). Brigadier General Nathaniel Michler was appointed to lead the OPBG. Michler, author of an influential report recommending the acquisition of land in the Rock Creek Valley for the site of a large public park, was an early advocate for extending the city's system of parks outside the boundaries of the L'Enfant Plan, in an effort to preserve natural landscapes in advance of the development of Washington County (Leach 1997:VIII.20; Lester 2019: 33). Street paving during the Postbellum period resulted in the delineation of many of the small triangular-shaped parcels that were originally set aside in L'Enfant's plan. Though located within street rights-of-way, these oddly shaped areas were not considered 'parkings,' or part of the roadways, and were therefore outside the jurisdiction of the Board of Public Works. Instead, as part of overall federal lands, their management fell under the Office of Public Buildings and Grounds of the Army Corps of Engineers (Lester 2019: 33). For more on this era's administrative history, see the

Small Parks Cultural Landscape Overview.

This administrative transfer included public rights-of-ways and had a significant effect on the cultural landscape's management and physical conditions in the latter decades of the 19th century and the early decades of the 20th century (Quinn 2005: 17). Under Michler's leadership, the OPBG developed a preliminary plan for the improvement of the city's avenues. In the process, Michler recognized the significance of the tree-lined boulevards, parks, and parklets created by L'Enfant's original plan and the potential of these green spaces to improve the "health, pleasure and recreation of [the city's] inhabitants (Leach and Barthold 1997: VIII.21). Based on Michler's vision and direction, OPBG priorities determined the design and use of the "many public places…consisting of circles, triangles, and squares…set apart as reservations for the benefit of citizens." Despite these clear directives, however, Michler's plans remained unfunded until the 1870s (Quinn 2005: 17).

Michler's thinking was in keeping with the Urban Parks Movement, which gained momentum in the second half of the 19th century and advocated for the inclusion of open space in rapidly developing metropolitan centers. The movement emphasized the need for parks where city dwellers could find refuge from the dirt, heat, and crowds of American cities. New York's Central Park (1859), designed by Frederick Law Olmsted and Calvert Vaux, influenced the establishment and design of large parks in several American cities, including Fairmount Park in Philadelphia (1865), San Francisco's Golden Gate Park (1870), and Forest Park in St. Louis (1876) (Bushong 1990: 61). Olmsted and other urban parks advocates believed parks were imperative to good health and provided both physical and spiritual benefits to people. Many park designs from this era were influenced by aesthetic philosophies and landscape theories emphasizing the sublime, beautiful, and picturesque. In Olmsted-designed parks, winding walks and drives offered a variety of scenes meant to elicit a range of intellectual and emotional responses (Hawkins 1991:277, 258).

Construction throughout Washington, D.C. began to accelerate in the 1870s. New development flourished after Alexander "Boss" Robey Shepherd became the vice-chairman of the Board of Public Works in 1871 and proposed a new civic improvement program to reshape the city's streets and public spaces. This marked the first substantial and funded effort to improve the District's streets and parks (unlike Michler's efforts a few years earlier). Under Shepherd, the Board of Public Works proposed "parking" the city's wide streets and avenues. The term "parking" referred to the practice of bordering roadways with long strips of lawn and planting trees, in an effort to reduce paving costs. To achieve these parkings, the Board of Public Works narrowed roadways and shifted sidewalks, assigning the extra land to the adjacent properties so that property owners would have to bear some of the maintenance costs (Billings 1960/1962: 153). The Parking Commission oversaw the work and eventually planted over 60,000 street trees throughout the city (Beveridge 2013:182). Shepherd's comprehensive plan called for grading and paving streets and laying sewer and drainage systems. By 1872, streets were under construction in much of the northwest quadrant (not yet extending to the cultural landscape), as well as in the southeast and southwest quadrants under construction (Lester 2019: 33).

In 1871, Michler's successor, Orville E. Babcock, oversaw the first survey to locate all the federally owned spaces within the street rights-of-way. In the accompanying 1871 Report of the Chief of Engineers, Babcock praised "The Board of Public Works [for] making such valuable improvements in every direction and taking such liberal and energetic action in beautifying the city." Having made this initial inventory, Babcock set out to systematically improve the reservations along streets and avenues where the Board of Public Works had undertaken projects. But despite such obvious progress, the territorial administration was beset with corruption. Congress instigated an investigation in 1872, and testimony at the hearing included accusations that contracts were awarded at inflated prices to companies owned by Board of Public Works members and their friends. In addition, the investigation accused the board of focusing on areas—namely, northwest Washington, D.C.—where board members and their cronies owned property, at the expense of working-class neighborhoods such as the Southwest. By 1874, the entire territorial government was dissolved amid financial obligations and scandal (Leach 1997.VIII.24).

With the demise of the Board of Public Works, municipal responsibility for the streets, bridges, and other public spaces reverted to a three-person Board of commissioners, consisting of William

Dennison, Henry T. Blow, and John H. Ketcham. Throughout the 1880s and 1890s, the commissioners of the District of Columbia and the Army Corps of Engineers continued to work together to improve the city's infrastructure and began to turn its attention to the development of parks beyond the original boundaries of the L'Enfant Plan (Leach 1997.VIII.24).

Late 19th-Century Suburbanization and the 1893 Highway Plan

The bulk of the cultural landscape was purchased during this period by Samuel Stott (b.1805-1883). He likely purchased the land of Caroline Sanders between 1880-1883. At the time of the purchase, Samuel Stott was a retired merchant of immense wealth. The 1870 Census valued his combined personal and real estate wealth to be worth $81,000. The 1880 Census shows the Stott family living at 1226 12th Street NW and not yet at the cultural landscape; however, the 1884 Corps of Engineers Topographical map shows that by this time, the Stott family owned much of the cultural landscape. The survey work for this map was completed between 1879-1884, and William Stott died in 1883, so a reasonable deduction can be made for the acquisition of the cultural landscape between 1879-1883. Confirming this, the 1880 Census lists Caroline Sanders as living with her son John Fairfax in Prince Georges County, MD (Lydecker et al. 1884; 1870 U.S. Census; 1880 U.S. Census). Little else is known about Samuel Stott or his acquisition of portions of the cultural landscape.

During these decades in the late 19th century, the Fort Drive component cultural landscape was not yet part of such an urbanized residential area to warrant improvement. However, as Washington, D.C. continued to expand in the decades after the Civil War, it would soon become part of the emerging streetcar suburbs, which began to develop in the 1870s and 1880s (McNeil 2002/03: 14; Lester 2019: 34). During this postbellum period, the estates within the cultural landscape changed hands rapidly. Upon her death in 1868, Mary Walker requested in her will that all of her real estate be sold off within six months' time and the profits be distributed among her four children evenly ("Mary Walker," Wills, Box 49, Probate Records (District of Columbia), 1801-1930). Around this time, the estate was purchased by Christopher S. O'Hare. Thomas Brown died in 1864 and his farm changed hands within the family numerous times over the next several decades ("Thomas Brown," Wills, Box 32, Probate Records (District of Columbia), 1801-1930). By 1884, maps of the area listed the property of Thomas Murphy as belonging to his heirs (Figure 12).

Even more significant, in terms of the rapidly changing urban area in the late 19th century, was the 1873 introduction of the Metropolitan Branch of the Baltimore and Ohio (B & O) Railroad. By this time, the completed railroad ran north-south to the east of the cultural landscape, establishing its present-day eastern boundary. At the intersection of the railroad tracks with Riggs Road, the B&O railroad erected "Stott's Station" adjacent to the property of Samuel Stott but outside of the cultural landscape within the railroad right-of-way (Hopkins 1891; Figure 13). Stott's Station was approximately a quarter-mile northwest of the present-day Fort Totten Metro Station. The arrival of the passenger railroad was a milestone in the development of the area, as it encouraged both travel and development between Washington City and the larger Washington county, connecting would-be suburbanites with the city center (Lester 2017: 37).

By the 1870s, subdivision development in Washington County had become a highly profitable business. The population boom of the 1860s caused a spike in the value of land within the original city. Investors began to look northward for cheaper real estate, zeroing in on the District's outlying farms and country estates. The introduction of horse-drawn streetcars during the Civil War made travel to these areas increasingly convenient. Speculators began buying out large landowners, betting that they could turn a profit by subdividing the properties into squares and lots and selling these smaller parcels off in bundles to developers, or individually to prospective homeowners.

By 1880, most streets within the boundaries of the original city had been paved, and all U.S. Reservations had been identified and slated for improvement by the Office of Public Buildings and Grounds. By the 1890s, ten different streetcar companies provided reliable public transportation throughout the original city and beyond (Leach 1997: VIII.25, 29). Real estate interests promoted affordable homes in the "heights" of the former Washington County, which was consolidated with the cities of Washington and Georgetown as part of the 1871 District of Columbia Organic Act. Advertisements emphasized the area's cool, comfortable climate as a healthy alternative to the

mosquito-infested, marshy ground of the city (Leach 1997: VIII.19; EHT Traceries 2009:6-7; Pliska 2011:37-38).

In Washington, the first streetcar suburb was Mount Pleasant, platted by Samuel Brown in 1866, near the 14th Street streetcar route (located approximately 2 miles southwest of the cultural landscape). Mount Pleasant was located approximately a mile north of the city's Florida Avenue boundary, near Rock Creek. Its irregularly gridded pattern of streets and lots did not conform with Washington's existing street grid and exemplified a form of suburban growth that would soon engulf the city (EHT Traceries 2009:7).

Located beyond the L'Enfant Plan's boundary, developers in northern Washington were free to subdivide their property in whatever manner they pleased. Consequently, the layout of squares and lots in these new "streetcar suburbs" were typically platted to maximize profits from upcoming land sales. Because the terrain was hilly and uneven, the internal arrangement of new subdivisions usually reflected existing topography, and typically bore no resemblance to the grids and diagonals of the original plan of Washington. Topographical conditions made it difficult to continue L'Enfant's arrow-straight streets and avenues in the new developments. The historic city's wide thoroughfares were expensive to build, pave, and maintain, and they required extra land that might otherwise be used for additional lots or more profitable improvements such as lawns and porches (Harrison 2002:27-29; EHT Traceries 2009:11; Pliska 2011:38-39).

It quickly became apparent that this type of haphazard growth threatened old and new Washington alike. In 1877, Congress introduced legislation that aimed to regulate the development of all new subdivisions within the District of Columbia. On August 27, 1888, Congress passed an act stipulating that no future subdivision plats would be accepted, "unless made in conformity with the general plan of the city of Washington" (U.S. Congress 25 Stat. 451 1888). The Subdivision Act, as it came to be called, also empowered the Commissioners of the District of Columbia to "make and publish such general orders as may be necessary to regulate the platting and subdividing of all lands and grounds in the District of Columbia" (25 Stat. 451 1888; EHT Traceries 2009:11-15; Harrison 2002:37-38; Pliska 2011:39).

Regulations were further confused by the Highway Act of 1893, which authorized the D.C. Commissioners to create a plan to extend L'Enfant's streets outside the historic city, and required all development, including extant subdivisions, to comply with the existing street grid. Over the next four years, as Engineer Commissioner Charles J. Powell worked on a new plan for the area within the former Washington County, it became clear that complete implementation of the Highway Act was impossible. The eventual plan took its cue from L'Enfant's formal framework, with the orderly extension of the city of Washington's streets serving as its guiding principle if not the universal result. However, planners and landscape architects—including Frederick Law Olmsted—complained about the lack of park space in the developing suburbs (EHT Traceries 2009:24-25). In this regard, Olmsted would prove prophetic; the lack of open space afforded by the Highway Plan would necessitate future parkland planning initiatives.

Only a few years later, the House of Representatives moved to repeal the Highway Act of 1893. Congress and the D.C. Board of Trade determined that cost of implementing the Highway Plan, as presented, was too great (EHT Traceries 2009:30). Rather than repeal the Act completely, Congress passed an amended Highway Act of 1898. The new version made substantial revisions to the earlier plan. Most notably, existing subdivisions were exempted from compliance with the extended L'Enfant plan (EHT Traceries 2009:32). For more on the legal and planning history of the Highway Plan, see the Small Parks Historical Overview.

Chillum Castle Manor and Speculative Real Estate Development
By 1891, the cultural landscape was divided among five estates. Clockwise from Fort Slocum to Fort Totten, the landowners were: Ellen Barry (west of Blair Road and south of Kansas Avenue NW), C. S. O'Hare (west of Blair Road and south of Kansas Avenue NW), W. Michlejohn (east of Blair Road NW, south of Oglethorpe Street SW, and north of Nicholson Street NW), the heirs of Samuel Stott (east of Blair Road, west of the railroad tracks, south of Oglethorpe Street NW, north of Hamilton Street NE), and the heirs of Thomas Brown (south of Hamilton Street NW, east of Fort Totten

Drive/Rock Creek Church Road). By 1894, there were at least two structures within the cultural landscape associated with the estates of W. Michlejohn (at the intersection of present-day Blair Road NW and Oglethorpe Street NW) and Samuel Stott (on 1st Street NE between Longfellow and Madison Streets NE). The design and uses of these buildings are unknown. The landscape also included driveways and other circulation features associated with the estate of Samuel Stott (along the approximate routes of present-day 1st Street NE from Riggs Road NE to Madison Street NE). See Figure 13.

Following the death of Samuel Stott in 1883, his heirs decided to join the speculative real estate business by subdividing the southern portion of the Stott estate. The tract was surveyed and platted by H. W. Brewer and owned by Mary E., Charles J., Samuel T., and Walter E. Stott (Gilmore and Harrison 2002/2003: 39; Figure 14). Their small venture, called Chillum Castle Manor, was incorporated on May 30, 1891. The Stott family took the name of the historic Digges family patent for their new venture, which was among the first subdivisions in the northwest and northeast quadrants of the district, joining the ranks of Brightwood, Petworth, and Takoma Park. Chillum Castle Manor was bounded by the land of Thomas Brown's heirs to the south, and on the north, east, and west by a series of streets platted by the company: Juniatta Street NE (now Madison Street NE) and Riggs Road (between 1st Street NE and the railroad) to the north; 1st Street NE to the east; and Blair Road to the west (Figure 14; Hopkins 1894).

As one of the earliest subdivisions in the area, Chillum Castle Manor collided with the established pattern of estates and farms. The 1894 Hopkins map (Figure 14) shows the juxtaposition of the newly platted road system with the historic Stott (formerly Sanders) estate, which now sat uneasily in the middle of 1st Street. Owing to the amended Highway Act of 1898, Chillum Castle Manor was exempted from aligning with the existing L'Enfant street grid. As a result, 1st Street jogs to the west at Riggs Road in order to avoid the main house at the Stott estate, while still maximizing the number of lots to be subdivided (Figure 14). Hoping to show prospective buyers that the land was ready to develop, the Stott family cleared the land of vegetation and constructed five new dirt roads. In 1899, perhaps owing to the increased investment in the area, the District Commissioners voted to improve Riggs Road from Blair Road to the district line at a cost of $300, funded by appropriations for the improvement of country roads (Evening Star, July 9, 1898: 12).

By the early 1900s, much of the area surrounding the cultural landscape still remained rural. Despite the platting of Chillum Castle Manor, the venture remained largely unbuilt by the turn of the 20th century. Following the death of William Michlejohn (var. spellings) in 1892, his heirs divided the street-facing portions of his tract into four additional smaller lots. Michlejohn, who was a laborer, had purchased the tract from Samuel Stott between sometime prior to 1880 (1880 U.S. Census). Two of the additional lots went to John and Andrew, his sons. The other two parcels were sold to A. Walker and D. B. Andrews. Although both Chillum House Manor and the Michlejohn plats were subdivided during this period, only the Michlejohn subdivision resulted in successful lot sales within the cultural landscape prior to 1902 (Hopkins 1894; Figure 14).

Summary:
By 1901, the cultural landscape was beginning to experience the numerous changes brought on by 19th-century suburbanization. The spatial organization of the cultural landscape shifted from large estates into increasingly smaller lots brought on by speculative real estate development. Land use in the cultural landscape remained agricultural on the portions that were part of larger estates, such as those of C. S. O'Hare and the heirs of Thomas Brown. Meanwhile, the primary land use of the site was becoming increasingly residential, as smaller lots were cleared of vegetation and new streets were cut. Remnant circulation features from the Stott estate remained, including drives and footpaths, while five new gridded roads transected the old curvilinear ones. The new E/W streets were Juniata, Itaska, and Huron Streets, as well as an unnamed street. The new N/S street was 1st Street. The topography was likely manipulated to allow for new development, with the area platted as Chillum Castle Manor likely filled and leveled in preparation for the construction of new houses. Views and vistas within the cultural landscape now included new views of adjoining development and along the newly created axial roads. The cultural landscape retained the buildings and structures associated with the Stott estate. New buildings associated with the Michlejohn family were built by this time at the corner of Blair and Sligo Mill Roads. Little is known about the small-scale features associated with

the cultural landscape by this time.



FIGURE 12: Ownership of the cultural landscape changed hands rapidly in the postbellum era. By 1884, the cultural landscape was in the ownership of Samuel Stott, C. S. O'Hare, and the heirs of Thomas Brown. Perhaps most notably, the B&O railroad constructed its Metropolitan Branch, establishing the eastern boundary of the cultural landscape. (Excerpt from Lydecker et al. 1884)

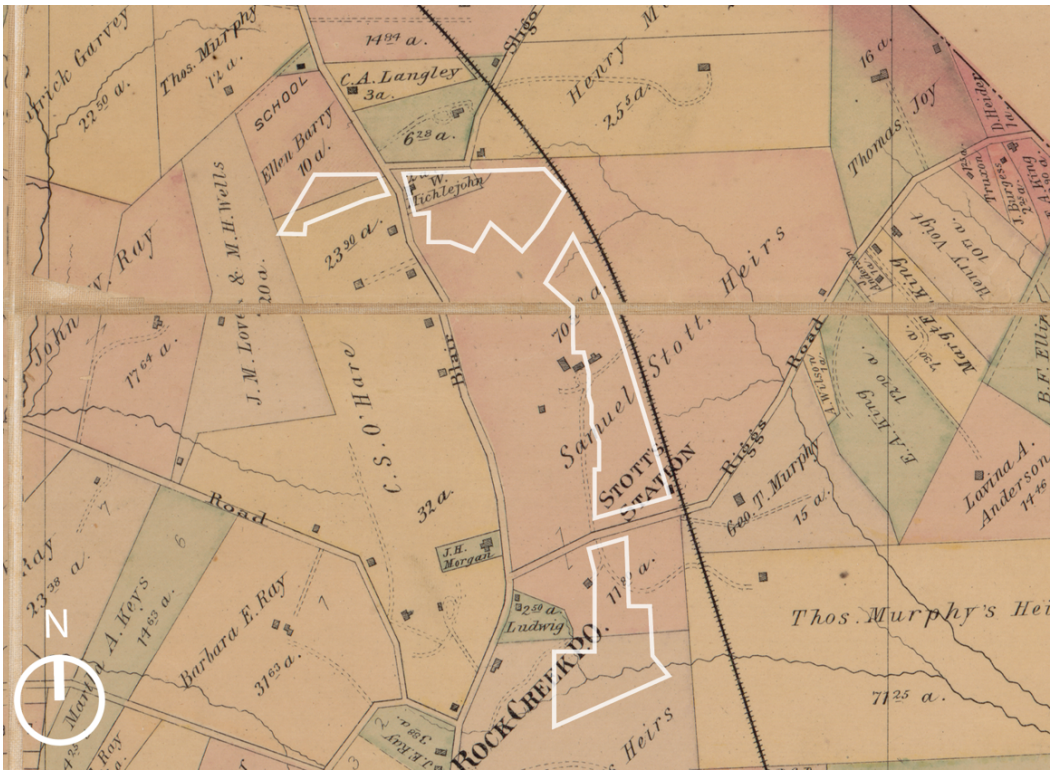


FIGURE 13: By 1891 the cultural landscape was owned by five families: Ellen Barry, W. Michlejohn, Samuel Stott's heirs, and the heirs of Thomas Brown. (Hopkins 1891)



FIGURE 14: Founded by the Stott family in 1891, the speculative real estate development Chillum Castle Manor was among the first in the area. This real estate atlas shows the collision of the subdivision with the Stott estate and outbuildings along 1st Street, which neatly jogs around the main Stott estate. (Hopkins 1894)

1902-1930: The McMillan Plan, Fort Circle Drive, and Early Suburbanization

The McMillan Plan
The rapid growth of the Northwest and Northeast coincided with the implementation of ideas set forth for the City of Washington in the McMillan Plan of 1902. A number of reform movements swept the country in the 19th and early 20th centuries, a period often referred to as the Progressive Era. These movements focused on alleviating a host of societal ills, many of which were associated with urban life. The World's Columbian Exposition in 1893 offered a new model for the American city that closely followed Progressive era ideas of urban reform. The City Beautiful movement, a new urban planning movement, began as a direct result of the World's Columbian Exposition. The City Beautiful movement held that design and social issues could not be separated, and the movement advocated for a comprehensive approach to city planning that would both alleviate societal ills and inspire civic pride (Leach and Barthold 1997: VIII.32).

In 1900, officials noted the centennial anniversary of the movement of the capital to Washington, D.C., and acknowledged that the District needed a plan to guide the federal city into the 20th century. Thus, on February 21, 1900, a joint Congressional committee held its first meeting, with Senator James McMillan of Michigan as chairman and McMillan's secretary, Charles Moore, as committee secretary (Leach and Barthold 1997: VIII.32); the committee and its resulting plan were named for its chairman. The committee comprised many of the same renowned designers from the World's Columbian Exposition, including architect Daniel Burnham; landscape architect Frederick Law Olmsted, Jr. (replacing his father); architect Charles F. McKim; and sculptor Augustus St. Gaudens. The report that they produced aimed "to prepare for the city of Washington such a plan as shall enable future development to proceed along the lines originally planned—namely, the treatment of the city as a work of civic art—and to develop the outlying parks as portions of a single, well-considered system" (Leach and Barthold 1997: VIII.32).

The McMillan Commission's plan for Washington is widely regarded as one of the seminal documents in the history of American city planning. The plan was a prime example of the City Beautiful movement, which emerged in the early 20th century with the objectives to promote public welfare, civic virtue, social harmony, economic growth, and an improved quality of life. For the McMillan Plan, these objectives would be achieved in large part through park planning and naturalistic design. The Commission repeatedly stressed that its primary objectives were to update and enhance the L'Enfant Plan and expand it beyond the original city boundaries via a modern system of parks and parkways—including a pleasure driving connecting the Civil War fortifications. The final plan, published in 1902, included a social component, but it was also a masterwork of functional design. Specifically, the Commission called for extending Washington's ceremonial core by removing the railway from the Mall and alleviating at-grade crossings, clearing slums, placing new monuments, rehabilitating the character of the Mall, designing a coordinated municipal office complex, preserving space for parks and parkways in the rapidly developing suburbs, and establishing a comprehensive recreation, park, and parkway system throughout the city. (For more on the McMillan Plan, see the Small Parks Cultural Landscape Overview.)

In the city's booming streetcar suburbs, spaces best suited for parks (both small and large) were identified, mapped, and marked in the report produced by the McMillan Commission (Moore 1902:14-17). The Commission concluded that the system of small park reservations within the original city limits should be extended to outlying areas as well. If the distribution of small parks were to match that of the L'Enfant plan, "there [would] be some ten or twelve hundred" in suburban Washington." Realizing such "an arbitrary rule" was impractical, the Commission still recommended that "considerable numbers of these minor spaces ought now…to be secured while much of the land is selling at acre prices." Having abandoned the idea of faithfully extending the L'Enfant Plan, the Commission's location suggestions were driven by financial factors: when choosing between several

similar parcels, the Commission recommended the federal government buy whichever option was cheapest (Moore 1902:77). The House of Representatives, however, never approved the McMillan Plan, and so no funds were appropriated to implement it

The McMillan Plan and the Fort Circle Drive
The McMillan Commission's recommendation for the preservation of the Civil War Defenses of Washington, and its proposal of a parkway to connect the forts, remains one of the plan's lasting legacies. The Fort Drive concept was not new to the McMillan Plan, but it gained traction, visibility, and public support as a result of its inclusion in 1902 report.

Calls to connect the forts as part of a landscaped drive emerged within just a few years of the war's conclusion. A popular guide to the city, published in 1869, described the "chain of fortifications, completely connected by a military-road, forming a boulevard, which, by the aid of trees and shrubbery, judiciously cared for, would be equal to the famed drives surrounding the city of Paris (Fort Circle Draft 2014: VIII.90)." A version of a formal Fort Drive first appeared as part of the 1893 Highway Act, and in an 1896 report by Engineer Commissioner William H. Powell. Powell's proposed parkway was approximately five miles long and ran between Anacostia Park and Fort Stevens. The surviving remnants of the Civil War fortifications along this line were to be preserved and linked by a "magnificent speedway, 130 feet wide" (Fort Circle Draft 2014: VIII.89).

In an effort to secure support for his plan from the influential Board of Trade, Senator McMillan mandated that a parkway connecting the forts be included as part of the McMillan Commission's final report. Though the Highway Plan of 1893 was still in effect, its recommendations related to the preservation of open space were generally ignored. The Board of Trade lobbied McMillan for the realization of the Highway Plan's system of parks and parkways, calling for development of a "ring street" that would connect Potomac Park, the National Zoological Park, Rock Creek Park, the Soldiers' Home, and the Civil War Defenses. Realizing his vision could never be achieved without the backing of the influential Board of Trade, Sen. James McMillan included the creation of a ring road—eventually referred to as Fort Drive—in the McMillan Commission's mandate (EHT Traceries 2009:33).

The McMillan Plan's interpretation of Fort Drive largely coincided with the D.C. Commissioner's 1898 Highway Map and represented an outer parkway circuit linking fourteen of the seventeen fortifications deemed worthy of preservation. These included Battery Ricketts and Forts Baker, Bunker Hill, Chaplin, Davis, Dupont, Howard, Mahan, Sedgwick, Slemmer, Stanton, Stevens, Thayer and Totten. Ancillary spurs were designed to provide access to Battery Kemble and Fort Reno. Taken as a whole, Fort Drive "would afford a delightful suburban excursion of considerable scenic and historic interest." It was to run between Fort Stevens and Stanton, but the then-deplorable condition of the Anacostia River posed a significant geographical obstacle. Until the issue of the Anacostia River could be resolved, the Commissioners broke Fort Drive into northern and eastern sections, with the river as the dividing line (Fort Circle Draft 2014: VIII.92). This did not, however, include the cultural landscape, as only Fort Totten was connected as part of Fort Drive in this early plan (Figure 15).

The northern segment would take advantage of the high summits present in that part of the District and would connect Forts Stevens, Totten, Slemmer, Bunker Hill, and Thayer. The Commissioners emphasized the views from these forts, judging them to be "impressive in proportion to their commanding military position," especially those looking north toward the countryside. For this reason, the forts were "well worth acquirement as future local parks, in addition to any claim that their historical and military interest may afford." The views from the eastern fortifications—Forts Mahan, Chaplin, Sedgwick, Dupont, Davis, Baker, Stanton, and Greble, and Battery Ricketts—were even more impressive: "With the Anacostia and the Potomac below and the city of Washington spread out beyond and the hills of Virginia in the distance, these are the most beautiful of the broad views to be had in the District." The Commissioners endorsed the route of Fort Drive that appeared in the 1898 Highway Map but determined that the width of the roadway should be increased. While they acknowledged that it would be "unrealistic to acquire and develop broad leafy corridors allotted to the major parkways, [they] suggested the drive be wider and more attractively landscaped than ordinary city streets" (Fort Circle Draft 2014:VIII.92).

Parkways were still a relatively new concept at the time. Frederick Law Olmsted and Calvert Vaux coined the term circa 1870, during their design of Jamaica Parkway (later renamed Eastern Parkway) for the Borough of Brooklyn in New York. Their inspiration came from the famous Parisian avenues of the mid-19th century. The author of the 1869 Washington guidebook, who first suggested a pleasure drive connecting the Civil War fortifications, probably had the same vision in mind when he asserted that such a route would be "equal to the famed drives surrounding the city of Paris." Consequently, early parkways were designed as linear landscapes, with boulevards for recreational walking, biking, and driving carriages. New York's Bronx River Parkway, constructed between 1911-1925, is generally referred to as the prototype for parkway design and has long been considered by many professionals to be the first "true" parkway. This distinction is predicated on such characteristics as variable topography, changing width of roadways, gentle curves, attractive but unostentatious planting, and the exclusion of non-recreational traffic. In short, the Bronx River Parkway became the standard bearer because it so fully embraced the naturalistic character that soon became synonymous with parkway design (Fort Circle Draft 2014: VIII.92).

The McMillan Plan's vision for Fort Drive was developed during a transition period in parkway design, and the Commission recommended both formal and more naturalistic parkways in its plan for Washington. L'Enfant's city demanded a formal treatment, whereas the outlying portions of the District were less urbanized and therefore better suited to a naturalistic style that reinforced the sylvan character of the countryside. Due to its remote and picturesque location, the commissioners clearly envisioned Fort Drive as a naturalistic parkway. Hence, their scheme forms an important link in the evolution of American parkway design from Jamaica Parkway to the Bronx River Parkway. Even more importantly, "Fort Drive exemplified the dual concerns for scenery and historic preservation that played an underappreciated role in turn-of-the-century park-making efforts." Indeed, it was one of the earliest proposals to link historic sites via a dedicated roadway. Although the plan expanded and modified over the coming decade, the concept for Fort Drive and the Fort parks always remained firmly rooted in the aegis of the Senate Park Commission (Fort Circle Draft 2014 VIII.93).

Early-20th Century Suburbanization and Racial Covenants
As the city continued to urbanize into the 20th century and suburbanization flourished, speculative real estate developers continued purchasing land north of Florida Avenue in rural Washington County (present-day Ward 4). Since municipal zoning codes would not be adopted until the 1920s, real estate speculators had wide discretion to decide how to build and how best to shape the emerging suburban landscape, with sweeping power to decide who could live in these new suburban developments. Through the use of restrictive covenants, many developers either outright barred people of color or subversively used building regulations to prevent people of color from moving to their subdivisions. Among the more subtle methods available to developers, deed covenants limited new construction to large single-family houses (associated with white residents) instead of apartment buildings or row house developments (associated with Black residents). For those who were more overt in their racist motivations, many developers and speculators included covenants that prevented the future sale of lots to persons of color. Such provisions would remain legal until 1948, when the Supreme Court would overturn their use. As a result, much of the northern district remained off limits to the growing Black population until the mid-20th century, even as an unprecedented number of Black migrants fled the south in search of opportunity, education, and employment in the north ("Mapping Segregation in DC" 2018).

Black residents had, however, been living in northern Washington, D.C. since well before wealthy white speculators sought to bar them from the area, including in the area near the cultural landscape. During the Civil War, United States troops seized property from Elizabeth Thomas Proctor for the construction of Fort Stevens. Proctor was part of a small free Black community called Vinegar Hill located near present-day Rock Creek Park ("Elizabeth Proctor Thomas" 2019; "Mapping Segregation in DC" 2018). Similarly, Black families had lived south of the cultural landscape in the Brightwood neighborhood since at least 1854, with some families believed to have lived in the area since 1837 ("Mapping Segregation in DC" 2018).

While many of these new developments geared toward white residents were being platted, Black communities continued to thrive in the vicinity of the cultural landscape, as self-emancipated refugees eventually secured full emancipation and settled in the area. After the war, during Reconstruction,

many former military structures and lands were converted into housing and schools for refugees. This included the Fort Slocum Elementary School (Figure 16) which opened in 1867, approximately 500 feet north of Reservation 497a at the intersection of present-day Peabody Street NW, North Dakota Avenue NW, Blair Road NW, and Kansas Avenue NW. The school likely served the racially mixed Woodburne community located approximately 500 feet southwest of what is now the Mamie D. Lee Community Garden. Woodburn was bounded to the east by Fort Totten and Bates Road (Fort Totten Drive) and to the west by Rock Creek Church Road (North Capitol Street). In 1914, a reporter described Woodburne as “a line of dusty, shabby, frame houses, strung along the side of the road,” many of which were “well kept and comfortable” (“Mapping Segregation in DC” 2018).

Early speculative real estate efforts began to replace extant Black enclaves like Woodburne in the first few decades of the 20th century. Meanwhile, as white suburban investment grew, new white schools were constructed, including the Woodburne School for white children, built in 1896, on the southeast corner of Blair and Riggs Roads, adjacent to the cultural landscape (the building site is now the D.C. Bilingual Public Charter School). New amenities like state-of-the-art segregated schools and easy public transit became selling points for would-be white suburbanites, often at the cost of a rapidly disappearing Black community (“Mapping Segregation in DC” 2018; The Washington Post, May 17, 1908: 1).

In 1908, the Southern Securities and Development Company acquired 430 acres of land located north of the Soldiers Home and south of the District line for $1 million. The company was divided into five speculative corporations: the Manor Park Realty Company, the Federal Realty company, the Blue Ridge Realty Company, the Stott's Park Realty Company, and the Chillum Castle Realty Company. The Stott's Park subdivision took its name from the former estate of Samuel Stott, from whom the land was purchased. It was bounded on the east by Riggs Road NE, on the west by Blair Road NE, on the south approximately by Hamilton Street NE, and on the north by Oglethorpe Road NE. The Chillum Castle Realty Company’s property occupied the former 54-acre tract owned by C.S. O'Hare, and was bounded on the south by Shepherd Road (now Missouri Avenue NW), and on the east by Blair Road NW. The cultural landscape was part of the Stott's Park and Chillum Castle developments. Each development was platted, and its streets were extended from the L'Enfant Plan according to the District of Columbia Highway Act of 1893 (The Washington Times, April 12, 1908: 42; Evening Star, January 29, 1908. 3).

By 1911, a West Virginia real estate syndicate known as the Washington Loan and Mortgage Company purchased the Chillum Castle Realty Company from the Southern Securities and Development Company and established a subdivision called Chillum Castle Heights. The company graded new streets, incorporating existing vegetation where possible so as to leave the natural setting as a marketing strategy. Streets were complete with sewers, water mains, and an unknown number of gas and electric streetlights at unknown locations throughout the development. Chillum Castle Heights was bounded by Shepard Road on the south, Blair Road (by this time macadamized) to the east, Rittenhouse Street to the north, and the Love Tract to the west (Evening Star, July 29, 1911: 14; The Washington Post, July 2, 1911: 35; Evening Star, August 14, 1915: 12). Despite the rapid creation of companies like the Chillum Castle Heights Realty Company, only two houses were constructed within the boundaries of the cultural landscape by the time of its later acquisition. See Figure 18.

The new subdivision operated under strict racial covenants that barred any person of color from owning or living on the subdivision. Such a practice was in keeping with Washington Real Estate Board’s Code of Ethics, which promoted segregated housing as the model for new development in the district. Advertisements for Stott’s Park and Chillum Castle Heights initially used coded language to imply racial covenants. Such advertisements used words like “Wise restrictions. Liberal Terms” or “Wise Restrictions Protect the Buyer” to insinuate that the neighborhood was for white residents only (The Washington Herald, October 7, 1911: 13; Evening Star, September 2, 1911). However, by 1915, advertisements for Chillum Castle Heights were more explicit stating, “First-class Neighborhood. No Colored People” (Evening Star, May 22, 1915: 16; Asch et al. 2017: 185-216; Figures 17a-b).

The success of these new suburban neighborhoods precipitated further subdivisions and the addition of new public amenities such as streetcars and paving. In 1912, the Washington Loan and Mortgage

Company purchased an additional 34 acres of land two blocks north of their Chillum Castle Heights subdivision, naming the new subdivision the 'North Addition to Chillum Castle Heights.' This purchase expanded both their holdings and the racial covenants governing them. By 1914, residents had organized a civic association to advocate for the improvement of the growing neighborhood. The new Chillum Castle Heights Citizens' Association called for the District Commissioners to extend and pave New Hampshire Avenue NW/NE through the cultural landscape, with the larger project extending from its terminus at Buchanan Street to the District Line. The same resolution called for the extension of the Washington Railway and Electric Company's (Capital Traction Company) streetcar line northwards along North Capitol Street, through the Chillum Castle Heights subdivision. By 1916, New Hampshire Avenue was extended through the Chillum Castle Heights subdivision, terminating at Blair Road and Longfellow Street, west of the cultural landscape. In 1916, the association was also successful in arranging for the macademization and addition of sidewalks to several unspecified streets in the Chillum Castle Heights subdivision. The locations of these circulation improvements are unknown (Evening Star, February 14, 1914: 14; The Washington Post, April 9, 1916: 2; Evening Star, January 4, 1930: 12; The Washington Times, April 8, 1916: 4). However, such improvements were rare, as much of the area would not be fully developed until after World War II. As a sign of the lingering rural nature of the area, the Chillum Castle Heights Citizens' Association regularly complained of road conditions in the area, noting that many of the main city streets were simply "seas of mud" (Evening Star, December 5, 1925. 13).

None of these new suburban developments were marketed or created for Black residents. As a rule, they were racially and economically segregated (Asch et al. 2017: 188-192). Citizens associations—including the Chillum Castle Heights Citizens' Association—exerted white influence and agency over these growing neighborhoods by lobbying the District Commissioners for improvements like those mentioned above. These groups emphasized "property value" at the expense of existing or would-be Black communities, who were seen by the exclusively white and male citizens associations to cause a decline in property values (Asch et al. 2017: 193). District improvements, including road construction, paving, and utility services, increased property values and served to price-out many Black residents from the study area. Consequently, many historically Black enclaves like "Woodburne" began to vanish amid white development and exclusionary practices. By 1922, the Fort Slocum Elementary School was forced to close, and the Military Road School at Fort Stevens remained the only school serving Black children in all of Ward 4 ("Mapping Segregation in DC" 2018).

The OPBG, CFA, NCPC, and the Implementation of Fort Drive Amid Failed Bills
The House of Representatives never approved the McMillan Plan, and so no funds were appropriated to implement it. Instead, work proceeded in a piecemeal fashion for several decades, with each project contingent upon its own enabling legislation and source of funding. It would take several decades before the District assembled enough parcels to connect the eastern forts. Acquisition of new reservations outside the L'Enfant boundaries began slowly. Initial acquisitions in early 19th-century subdivisions largely followed the example of L'Enfant-era reservations in Washington City, consisted of triangles and circles. Many of these new small parks were located in the immediate vicinity of 19th-century subdivisions like Petworth and Brightwood, directly north of Florida Avenue neighborhoods (Guttheim 2006:140; Fort Circle Drive Draft 2014: VIII.93).

In 1910, Congress established the Commission of Fine Arts (CFA) to protect the tenets of the McMillan Plan. The CFA consisted of architects, landscape architects, artists, and sculptors who were tasked with consulting with the government on the design of all public buildings, bridges, sculpture, parks, paintings, and other artistic matters within Washington, D.C. The Commission included Daniel Burnham and Frederick Law Olmsted, Jr., both former members of the McMillan Commission, and Charles Moore, Senator McMillan's secretary and secretary of the Park Commission, were appointed to the CFA; the presence of these three men helped to ensure that the ideals of the McMillan Plan would be followed (Leach 1997:VIII.34). Indeed, the CFA guided the interpretation of the public spaces, approving federal building projects, statuary, and even park landscaping programs.

Despite the enthusiasm for a Fort Drive, early preservation efforts to connect the forts with a parkway were largely unsuccessful. Congress refused to fund numerous bills calling for the acquisition of the Civil War fortifications for park purposes. Despite repeated failures, preservationists finally celebrated

progress in 1916, when Congress passed legislation allowing for the condemnation of land necessary for the creation of a park at Forts Davis and Dupont in the southeast. Most notably, the law called for the creation of “a connecting parkway between them.” However, the United States entered World War I only a few months later, in April 1917, and all non-essential planning efforts came to a halt (Causey et al. 2015: 118).

Congressional inaction and the impact of WWI were further exacerbated by suburban development, which threatened to destroy many of the Civil War fortifications. Among the casualties of this fifteen-year period of inaction was the loss of Fort Thayer, which was erased from the northern arc of forts by new suburban construction. As this threat began to encroach on Fort Thayer, Army Engineer Colonel William Hart undertook a survey of the fortification in 1917. In July 1919, Colonel Clarence S. Ridley, the Officer in Charge of the Office of Public Buildings and Grounds (OPBG), urged the creation of a bill that would protect and preserve the remaining forts through a series of parks linked by the proposed Fort Drive (Causey et al. 2015: 119).

The D.C. Board of Commissioners introduced the bill in November 1919, following Ridley’s recommendation. The new bill called for an updated survey to include an expanded number of forts in a new Fort Drive route. Under the new plan, the Commissioner proposed links between Fort Greble and Fort Carroll, Battery Ricketts, Fort Stanton, Fort Wagner, Fort Baker, Fort Davis, Fort Dupont, Fort Chaplin, an unnamed battery, Fort Mahan, Fort Bunker Hill, Fort Totten, Fort Slocum, Fort Stevens, Fort DeRussy, Fort Bayard, Battery Kemble, Battery Vermont, and Battery Parrott. This proposal expanded on the McMillan Plan’s concept, increasing the number of parkway fortifications from fourteen to twenty—including, for the first time, Fort Slocum, and the land within the cultural landscape. This was the first proposal for an unbroken parkway running from Battery Kemble in the northwest to Battery Greble in the south. The bill became law in 1925, after nearly five years of inaction (Causey et al. 2015: 119-120).

Throughout the bill’s purgatory in Congress, civic organizations and private citizens exercised their political capital in support of a Fort Drive. Frederic A. Delano, President of the American Civic Association (and uncle to future president Franklin D. Roosevelt), led an effort to introduce a bill to Congress for the creation of an agency charged with comprehensive planning of a park and playground system in the District. The Washington Committee of 100, composed of many politically- and socially influential people supported Delano’s effort and introduced the bill to Congress. It passed on June 6, 1924 and established the National Capital Park Commission (NCPC), which was tasked with overseeing the city’s comprehensive planning efforts—including planning for Fort Drive. In 1926, the Congress vested the NCPC with the power to acquire, through purchase or condemnation, the land needed to carry out the creation of a comprehensive park and parkway system in the District—effectively making the NCPC the successor to the McMillan or Senate Park Commission. The NCPC was soon after renamed the National Capital Park and Planning Commission (NCPPC) (Causey et al. 2015: 119-120).

The NCPPC, and the Creation of Fort Drive and Fort Parks
Initial planning for Fort Drive began almost immediately under the supervision of the NCPPC. In 1925, the Commission hired city planner James C. Langdon to create an initial plan for the route, design, and implementation of Fort Drive. Langdon’s report specified a separate continuous parkway, removed from the city grid and substantially wider than the average city street. He also specified that the drive should exclude commuters, trucks, and non-recreational traffic. Despite his careful planning, infighting among the Commission members prevented Langdon’s plan from being adopted. The Commissioners could not agree on the appearance, form, and route such a drive should take. Among the issues up for debate was the policy of land acquisition that would connect the various forts (Causey et al. 2015: 120-121).

The principal sticking point among Commissioners, however, was whether or not Fort Drive should be a dedicated parkway with its own route, or whether it should be incorporated into the existing city street system. The first option, while perhaps best in design, would require a considerable undertaking at no small cost. In the years since the publication of the McMillan Plan, rapid suburbanization had driven up land values, making the prospective Fort Drive considerably more expensive. Between 1901 and 1925, District population increased by 70 percent; assessed land

values increased by 240 percent during the same period (Causey et al. 2015: 120-121).

The second option would use the street grids created for these new neighborhoods, effectively taking advantage of suburbanization rather than falling victim to it. Under this plan, the cost to create a Fort Drive would be substantially lower, and there would be no need to acquire or condemn land along its route. According to a 1924 report by the Assistant to the Engineer Commissioner of the District of Columbia, a version of Fort Drive already existed through 39 miles of city streets. Weighing both options, Commissioners faced the decision to either uphold the vision set forth in the McMillan Plan of a dedicated parkway, or to abandon it in favor of cost-saving measures, forever altering the design of Fort Drive (Causey et al. 2015: 120-121).

In an effort to assess each option, the NCPPC employed Charles Eliot II as their in-house city planner. Eliot worked from Langdon's 1925 plan, updating it to avoid new suburban developments along the proposed Fort Drive's route. In his 1927 report, Eliot provided two options: the first option would use the existing city street system, modified with plantings, paving, and wider lanes to differentiate it as a parkway. Such a route would be exclusive to pleasure vehicles, prohibiting commercial and commuter traffic. According to Eliot's assessment, 16.3 of the necessary 20.8 miles of roadway were already adequate for Fort Drive. The remaining mileage would need to be widened to 120 feet and would also require further land acquisition, at a cost of $43,391 (Causey et al. 2015: 121-122).

As his second option, Eliot explored the concept of a dedicated parkway, along the lines of the one first proposed in the 1902 McMillan Plan. Such a route would be naturalistic in design, capitalizing on the rolling topography of the fortifications through the use of wide curving roads through existing landscape elements such as woodlands, farms, and other points of visual interest. Eliot's new route in his 1927 report suggested lengthening the parkway to connect with Fort Foote and Fort Washington in Maryland, increasing the total length of Fort Drive to 22.8 miles. Eliot's personal preference for the parkway option is evident in his report, where he describes his proposed route:

Starting from the splendid woods skirting the Receiving Reservoir, the Fort Drive would traverse a wooded valley and ridge to Battery Kemble, thence past Fort Reno to and through upper Rock Creek Park with its historic Fort De Russy [sic], reaching the still more historic Fort Stevens on the eastern side, thence Fort Slocum, Fort Totten, Fort Bunker Hill, the very striking and exceptional view at Fort Lincoln, crossing the Anacostia River, and including Fort Mahan, Fort Sedgwick, Fort Dupont, Fort Davis, Fort Baker, Fort Stanton, and reaching the Potomac River. (Quoted in Causey et al. 2015: 122).

This option, Eliot believed, would preserve both the system of Civil War fortifications and the naturalistic beauty that was rapidly vanishing in suburbanized Washington County. This preference for naturalistic design was in keeping with the development of other parkways across the country such as the Bronx River Parkway in New York City, completed in 1925 (Causey et al. 2015: 121-123).

Such an extensive parkway would not come cheaply. Estimating the cost, Eliot appraised the properties to be acquired at $914,806, with a total project cost close to $2,000,000—a far cry from the $43,000 option using existing streets. Eliot emphasized that while the cost was vastly different between the two options, the decision to create a parkway or not was rooted in the core vision of a park system for the District set out in the McMillan Plan. Eliot expressed to the Commissioners that to make Fort Drive out of the existing street grid would amount to "nothing more nor less than a name attached to specially chosen streets of little more than usual width." The parkway option, Eliot noted, would link the system of forts to the growing system of parks and parkways throughout the district. This integrated network was, as Eliot noted, an essential element of the McMillan Plan and the Commission's charter, and certainly justified the significant expense (Causey et al. 2015: 122-123).

Agreeing with his rationale for the creation of a dedicated parkway, the NCPPC adopted Eliot's plan at its meeting on November 18, 1927. Further Congressional funding materialized after the approval of Eliot's Fort Drive parkway plan. The earliest appropriation for the construction of Fort Drive was approved in 1925, following the passage of the Fort Drive bill in Congress. However, sustained

funding for the acquisition of land for Fort Drive remained elusive until 1930, when congress passed the Capper-Cramton Act, discussed in greater detail in the next section (Causey et al. 2015: 122-125).

Summary

The period between 1902-1930 marked the most substantial period of urbanized development for the Fort Drive component cultural landscape prior to its conversion to parkland. By 1930, the northwest and northeast sections of the District were experiencing unprecedented levels of population growth and urbanization. Within that period, only the portions of the cultural landscape owned by the Brown, Daly, and Michlejohn families retained their historic agricultural land use. By this time, the rest of the cultural landscape had been subdivided and converted to residential use. As development increased and the streets were built, the edges of the cultural landscape were delineated and constructed, establishing its spatial organization as a network of open spaces linked by the street grid.

The subdivision builders retained much of the area's natural topography as an asset for would-be suburbanites. However, on a smaller scale, the topography was altered to allow for construction, as lots were filled and graded for development. The builders also cut and leveled a new street pattern through the cultural landscape. An unspecified number of these roads in the Chillum Castle Heights subdivision were graded, macadamized, and supplied with sidewalks (The Washington Times, April 8, 1916: 4). However, the majority of the public roads delineating the cultural landscape remained unpaved and were often described as "a sea of mud" when it rained (Evening Star, December 5, 1925: 13).

Developers largely clear-cut any vegetation and demolished any pre-existing buildings within the cultural landscape. The only exceptions to this rule were: trees along the property lines on the landscape's northern edge; a forested parcel in the southern portion of the cultural landscape; and the remnant tree-lined drive of the Stott Estate to the east of 1st Street NE (Figures 7, 18, 21). These features remained in place until the late 1920s. As vegetation was cleared, the vastly opened landscape created new views to the growing number of suburban houses along the emerging street grid, while retaining views from previous eras. Despite the subdivision of the landscape, the only buildings and structures within the cultural landscape by 1930 were those associated with the Meiklejohn tract and two houses in the Chillum Castle Manor subdivision, south of Riggs Road NE (Figures 18, 21). Documented small-scale features were limited to an unknown number of electric streetlamps, installed along Riggs Road from the District Line to Blair Road (The Washington Post, August 13, 1911: 16). The design of these lamps is unknown. The cultural landscape likely also featured various small-scale features including curbing associated with new residential development, while also retaining small-scale features associated with agricultural uses.

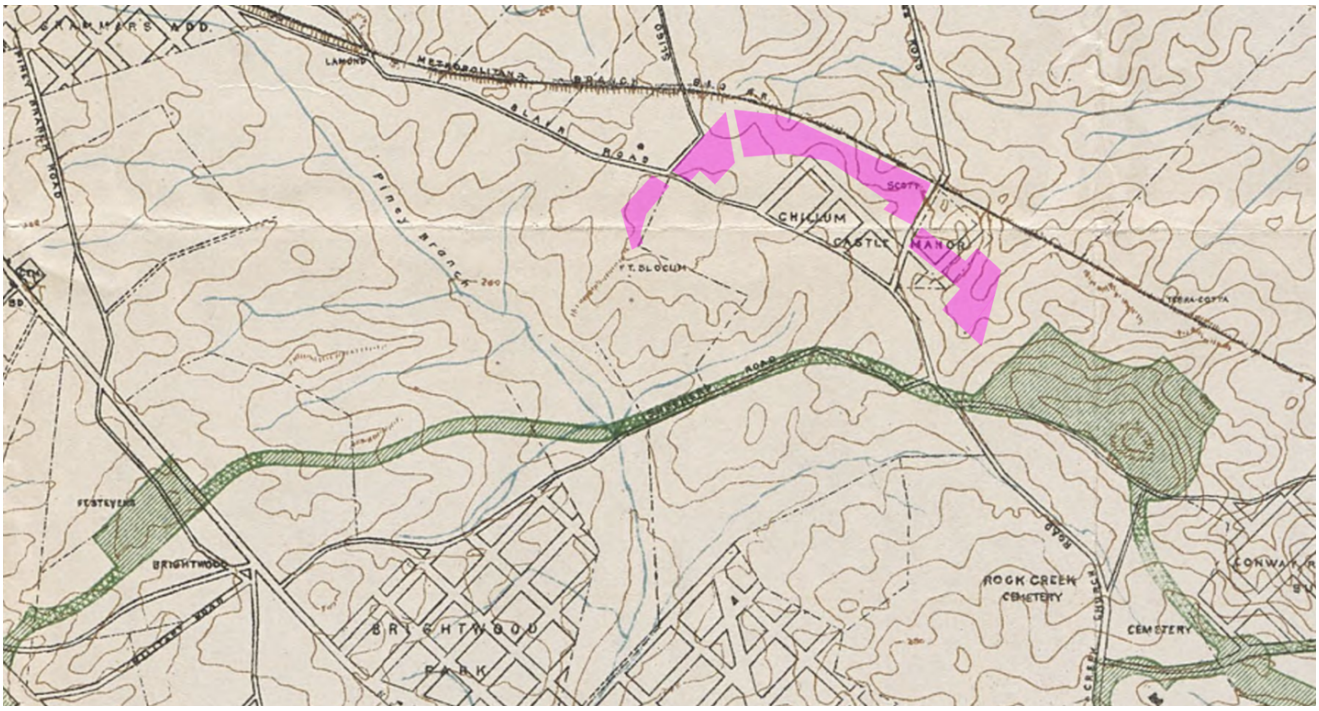


FIGURE 15: The proposed route of Fort Circle Drive in the 1901 McMillan Plan ran south of the cultural landscape (shown in pink), connecting only with Fort Totten along Shepard Road (Missouri Avenue). The route would later run further north, through the cultural landscape, after subsequent changes were made to the Fort Circle Drive plans. (Excerpt from Moore 1901-1902; annotated by CLI author, 2020)



FIGURE 16: The Fort Slocum Elementary School was one of two Reconstruction-era schools for Black children serving Ward 4. It was located 500 feet north of Reservation 497a of the cultural landscape. As white real estate speculators pushed to exclude Black residents from the area, the school was forced to close in 1922. (Historical Society of Washington, D.C. via "Mapping Segregation in DC" 2018)



FIGURE 17a-b: Early 20th century real estate ads for Chillum Castle Heights, located in portions of the cultural landscape, used both coded language like "wise restrictions," and more explicit language like, "First Class Neighborhood. No Colored People," to indicate the presence of racial covenants. (Evening Star, September 2, 1911; Evening Star, May 22, 1915: 16)

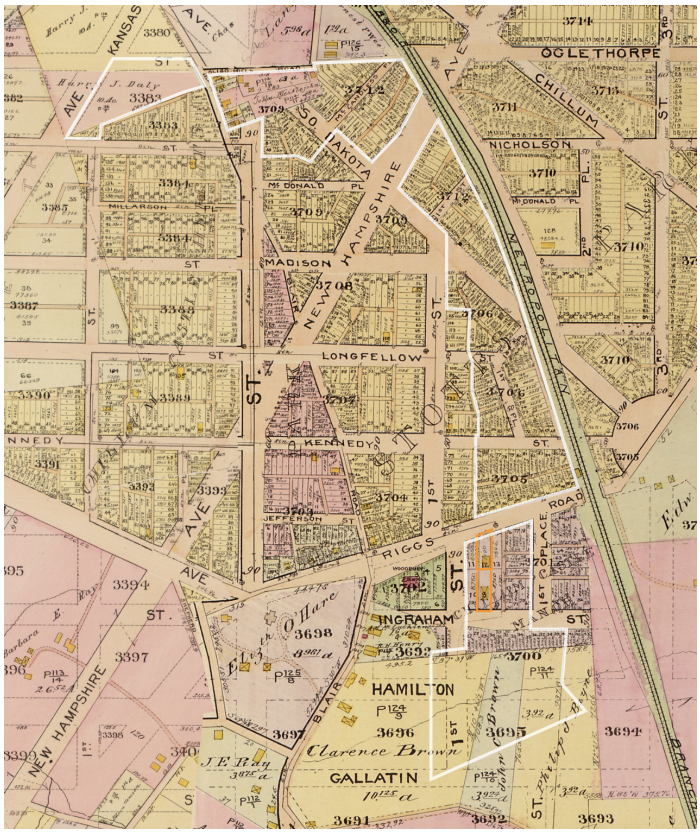


FIGURE 18: By the 1920s, nearly the entire cultural landscape (shown in white) had been subdivided for residential development. (Excerpt from Baist 1919-1921; annotated by CLI author, 2020).

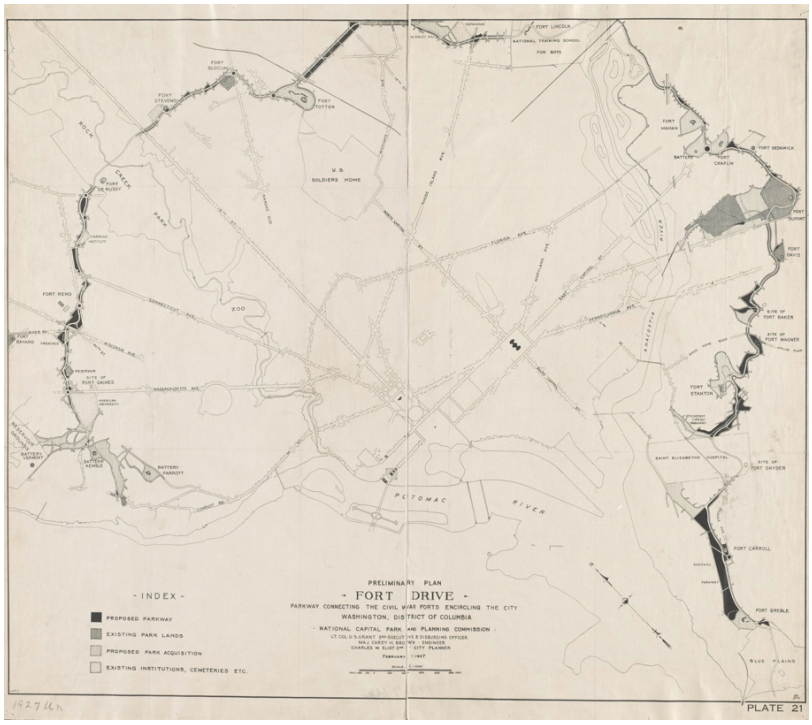


FIGURE 19: The proposed Fort Circle Drive in Charles Eliot's 1927 plan called for a dedicated parkway to link the Civil War Defenses of Washington. Eliot's route proposed an extension south of the District into Maryland, connecting with Fort Foote and Fort Washington. (Eliot 1927)

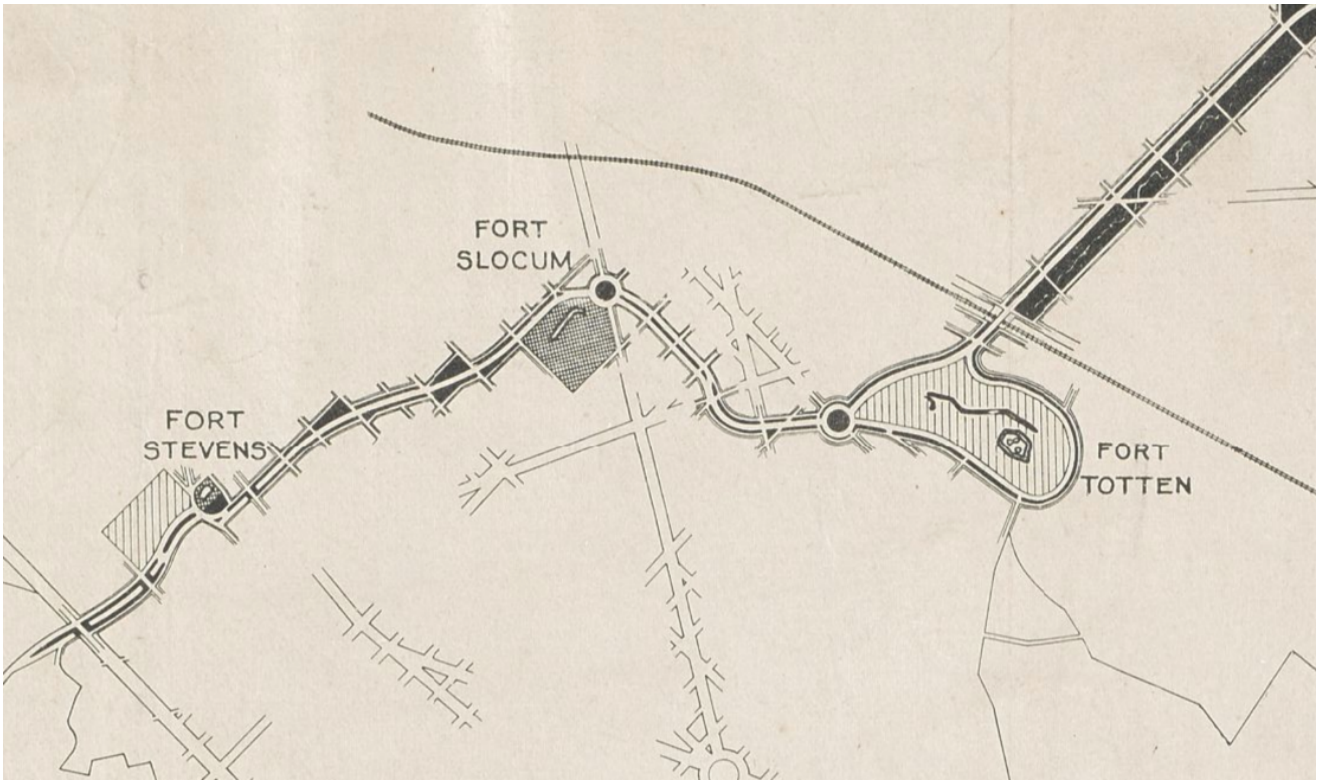


FIGURE 20: Eliot's 1927 proposed route for Fort Drive did not pass through the cultural landscape. Instead, it followed a route to the west of the cultural landscape that would link Fort Slocum Park with Fort Totten, between North Capitol Street and Kansas Avenue NE. (Excerpt from Eliot 1927).



FIGURE 21: As this 1922 aerial photograph indicates, much of the cultural landscape was denuded of vegetation in the early 20th century and graded in preparation for residential development. (Excerpt from United States Army Air Service, 1922)

1930-1941: The Capper-Cramton Act of 1930, Eminent Domain, and the Evolution of the Fort Circle Parks

The Capper-Cramton Act of 1930

The Capper-Cramton Act of 1930 gave the National Capital Park and Planning Commission (NCPPC) certain regional planning powers that it continues to exercise today in a similar capacity. (The NCPPC was reorganized in 1952 as the National Capital Planning Commission or NCPC and serves as the central planning agency for the federal and District governments). The act also provided broad funding and jurisdiction to the NCPPC to acquire and develop a system of parks for recreational pursuits across the greater Washington, D.C. area, with a focus on protecting stream valleys and assembling parcels for proposed regional parkways. At the forefront of these efforts was the acquisition of the private land needed to link the Civil War Defenses into a cohesive Fort Drive parkway to serve as a recreational and leisure drive (Causey et al. 2015: 123-125).

After the passage of the Capper-Cramton Act, the NCPPC moved quickly to acquire land in the 1930s—a response to the clear threats to the fort sites from suburbanization, rampant development, and intervening rights-of-way (Causey and Pliska 2015: 83-84). As one example: by the time Fort Slocum Park was acquired in 1927 through eminent domain, much of the fort's original earthworks had been destroyed; the new parkland represented only a fraction of the former Civil War fort. (Causey et al. 2015: 123-125; Evening Star, September 2, 1927: 37; District of Columbia Appropriations Bill, 1928 (1927): 736).

Between 1926 and 1932, the NCPPC acquired the majority of the surviving Civil War fortifications and connecting open space; most of those purchases took place after the passage of the Capper-Cramton Act of 1930 (Causey et al. 2015: 125). A thorough search of legal notices published in local

newspapers revealed that the cultural landscape was acquired in various sales between 1930-1938; no evidence was uncovered during the course of research for this CLI to indicated that any of the cultural landscape was acquired prior to 1930. As of the 1938 District of Columbia Appropriations Act, a total of 646,706.11 acres of the cultural landscape had been acquired, totaling land purchases of $124,401.24. However, several inholdings within the cultural landscape remained, and acquisition on a small scale continued through at least 1938 (Figures 22-23). Acquisition of Fort Totten Park, immediately south of the cultural landscape, began in 1932 under the authority of the Capper-Cramton Act, but was not finished until 1937 (District of Columbia Appropriation Bill, 1938 (1937): 543; "Park Board Buys Old Fort Totten," Evening Star, July 17, 1932: 17).

By the time the current boundaries were confirmed under the Capper-Cramton Act, the cultural landscape comprised the following reservation segments:

- Reservation 497a, located between Kansas Avenue NW, Blair Road NW, and Nicholson Street NW
- Reservation 497b, located between Oglethorpe Street NW, Blair Road NW, McDonald Place NE, New Hampshire Avenue NW, and the B&O Railroad
- Reservation 497c, located between New Hampshire Avenue NE, South Dakota Avenue NE, 1st Street NE, Longfellow Street NE, Riggs Road NE, and the B&O Railroad
- Reservation 497d, located between the Keene School, Riggs Road NE, 1st Place NE, and parallel with Hamilton Street NE
- Reservation 451a, located between Riggs Road NE, 1st Place NE, and Rock Creek Church Road NE; much of this section had yet to be acquired by the late 1930s (see Figure 23)

The Great Depression and New Deal-era Improvements to Fort Drive
In 1933, the Office of Public Buildings and Public Parks (OPBPP) transferred responsibility for federal reservations back to the Department of the Interior, under the management of the National Park Service (NPS). The transfer of federal reservations, including the cultural landscape, to the National Park Service coincided with the Great Depression. Population growth during the Depression again strained Washington, D.C.'s resources, but it also resulted in great infrastructural improvements in the form of relief work for the unemployed. In an effort to address the startling economic decline and unemployment of the Great Depression, President Franklin Delano Roosevelt created the New Deal, a sweeping infrastructure and employment program that used unemployed laborers to improve the nation's public resources. During the first two years of President Roosevelt's New Deal initiative, the federal payroll in Washington increased 50 percent. Roosevelt's administration established nearly 70 agencies under the New Deal, including several that had a specific impact on the development of parks in the nation's capital. Notable agencies included: the Civilian Conservation Corps (CCC), which operated from 1933-1942; the Civil Works Administration (CWA), 1933-1934; the Public Works Administration (PWA), 1933-1944; and the Works Progress Administration (WPA), 1935-1943 (Leach 1997:VIII.37).

At the time of its founding in 1916, most National Park Service units were located in western states, where they had been carved out of federal lands for preservation and protection from development. The 1933 transfer of 56 national monuments and military sites, from the OPBPP, Forest Service, and War Department to NPS, expanded the National Park Service's role as steward and manager of a more diverse set of public lands. The transfer expanded the agency's directive to include preservation of historic sites, in addition to its traditional charge to protect wilderness parks in the West. (This reorganization of federal lands management was associated with FDR's New Deal, a plan to get the public working again during the Great Depression.)

National Capital Parks, a unit of the National Park Service, was established in 1934 as the direct legal successor to the office of the original three Federal commissioners established by George Washington. As such, National Capital Parks occupied an unusual place with respect to the National Park Service. Many of its functions were entirely different from other field units in the park system, in that the office supervised a system of parks, rather than large individual parklands of the type associated with western parks. While NPS assumed responsibility for managing the lands, the NCPPC retained the power of acquisition, planning, and development oversight (Heine 1953; Causey et al. 2015: 126).

During the NCPPC's piecemeal acquisition of Fort Drive in the 1930s, the onset of the Great Depression restricted funding and necessitated changes to the design of the parkway. The Capper-Cramton Act only provided funding for the acquisition of land needed for park and parkway development, not its improvement. As such, the NCPPC had to make drastic changes to Eliot's plan for Fort Drive. Between 1935 and 1938, the NCPPC began advocating for the use of existing city streets where possible, in order to avoid the exorbitant costs associated with parkway construction. Under the new guidelines, city streets would only be used where "the character of adjoining private development is of a high standard or of institutional character" (Causey et al. 2015: 128). This lengthened the proposed route to 23.5 miles—all but one mile of which was reported to be under federal ownership by 1937. The NCPPC also reduced the number of fortifications in Fort Drive from the 20 identified fortifications in the 1925 bill to the 16 that were under, or soon to be under, federal ownership. This included Forts Slocum and Totten and the study area, which had largely been acquired by this time. The most drastic change, however, was the reduction in street width from 120 to 40 feet, which minimized the amount of land that the NCPPC needed to acquire for the proposed Fort Drive (Causey et al. 2015: 119, 126-127).

Without funding during the Great Depression, the cultural landscape (and much of the pending Fort Drive parkway) existed in a state of stasis. Buildings and structures, as well as undeveloped lots, had been cleared, and the land remained ready for development as a parkway. Plans from 1930-1932 (Figure 22) show the proposed curving route of the parkway through the cultural landscape, connecting Fort Slocum Park to Fort Totten Park, but such a route had yet to be built. In 1938, the NCPPC applied for Public Works Administration (PWA) funding to construct a segment of Fort Drive from Conduit Street (MacArthur Boulevard NW, near Battery Kemble Park) to Fort Totten, through the cultural landscape. However, this proposal was unsuccessful, and PWA funding was directed elsewhere in the District (Evening Star, August 24, 1938: 1; Evening Star, December 17, 1938: 22).

Turning to the Civilian Conservation Corps, NPS officials were able to employ CCC laborers to make minor improvements to the reservation. A 1950 report listing CCC efforts in the District during this time includes Reservation 497 under a list of miscellaneous improvements that could have included grading roads, the construction of head walls, soil preparation, seeding and sodding, diversion ditches, minor roads, the removal of trash and dead trees, and selective cutting. The report did not specify the dates of the CCC activity. It is unknown what minor improvements on this list may have been made to the cultural landscape by the CCC, but there is no evidence of CCC impact on the site today. (South of the cultural landscape, the same list places the CCC at Fort Totten Park during this time, where workers removed trash and dead or fallen trees, and selectively cut brush and trees [Davidson and Jacobs 2004: 83].) Newspaper research provided no further specifics about New Deal-era improvements, and no further details were uncovered during the course of research for this CLI.

While improvements were occurring across the District under the New Deal, the automotive needs of Washington DC, as well as the concept of a modern parkway, continued to evolve. Automobile ownership boomed during the first three decades of the 20th century, compelling the NCPPC to make changes to the pleasure drive conception of Fort Drive. Car ownership in the District of Columbia quadrupled between 1920 and 1930. As those who could afford to do so began to move outside the city's historic core, neighborhoods that had once been solidly residential became commercial districts (Causey et al. 2015: 131). The McMillan Commission-era conception of the parkway as a pleasure drive specified the use of Fort Drive for recreational vehicles at low speeds. The growth of automobile traffic created severe congestion in the district and forced the NCPPC to consider instead the need for a parkway that could rapidly facilitate the movement of people and their vehicles. By 1940, Eliot's plan had become obsolete as congestion overtook the capital city (Causey et al. 2015: 131-132).

Over the next decade, the NCPPC would commission numerous plans aimed at modernizing the concept of Fort Drive to both reduce cost and to address the increasing congestion in the District. A continued lack of funding prevented any of these plans from ever being realized, but they represent how conceptions of a parkway changed in the first half of the 20th century (Causey et al. 2015: 132). In 1940, the NCPPC hired one of the principal designers of the Bronx River Parkway in New York City, Jay Downer, to create a modernized plan for Fort Drive. His plan called for a limited-entrance, four-lane divided parkway that would serve as a ring-road for traffic to by-pass downtown Washington, D.C. Downer's plan called for 54 bridges and tunnels that would separate the parkway

from the surrounding street system. His plan embodied all the modern elements of parkway development, including reducing curves, eliminating at-grade crossings, and dividing highways—all with the purpose of facilitating the rapid movement of traffic. The total plan would cost $12-15 million (Causey et. al 2015: 132-133).

Downer's plan was approved by the NCPPC in November 1940. On December 3, 1941, Congress approved an increased gasoline tax to fund the construction of Fort Drive. Three days later, Japan attacked Pearl Harbor and all non-military funding was diverted to the World War II effort. Meanwhile, the cultural landscape would remain open and cleared as undeveloped land.

Summary
With the onset of World War II in America in 1941, the bulk of the cultural landscape had been acquired, cleared, and prepared for development. This was the first time that the individual segments of the cultural landscape were organized into one cohesive strand. However, by 1941, the cultural landscape had no designated land use, beyond future parkland. The only known circulation features within the cultural landscape were remnant roads from when the cultural landscape was platted as a residential subdivision (although only two houses had been built within the cultural landscape prior to this time). Many of these subdivision roads had been demolished by this time, and reverted to natural open space; however, the specific roads are unknown. By 1930, the main roads surrounding the cultural landscape, including Riggs and Blair Roads, had been paved with asphalt and provided curbing and gutters (Evening Star, February 26, 1930: 2). The type and form of curbing is unknown. The topography of the cultural landscape and its views and vistas remained consistent to the previous era; the openness of the cultural landscape allowed for sweeping views in all directions of the surrounding suburbanization. Aerial photographs of the cultural landscape prior to 1940 show it cleared of most mature vegetation, replaced by large grassy lawns. Given the CCC's possible involvement in efforts to clear vegetation on the site, it can be assumed that much of the cultural landscape remained sparsely vegetated awaiting development. No known small-scale features or buildings and structures were introduced within the boundary of the cultural landscape during this period.

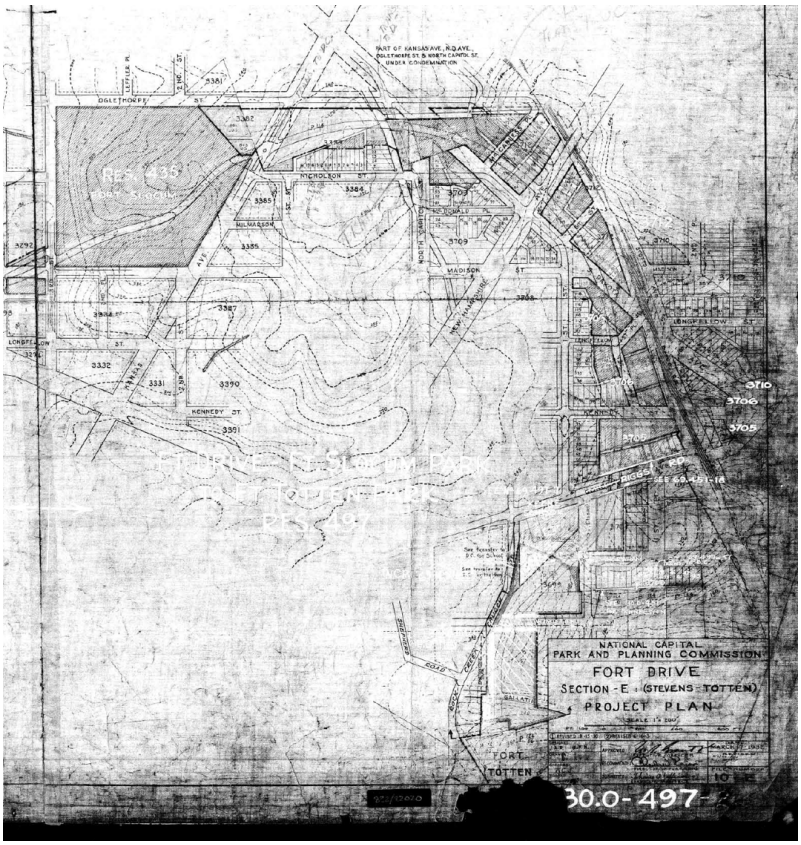


FIGURE 22: The NCPPC prepared this land acquisition map in 1930 when it began efforts to acquire the cultural landscape for the creation of Fort Drive. It was updated in 1931 to show which reservations had been acquired (shaded on the original map). By 1932, several private inholdings still populated the cultural landscape. (Excerpt from TIC 832_82020)

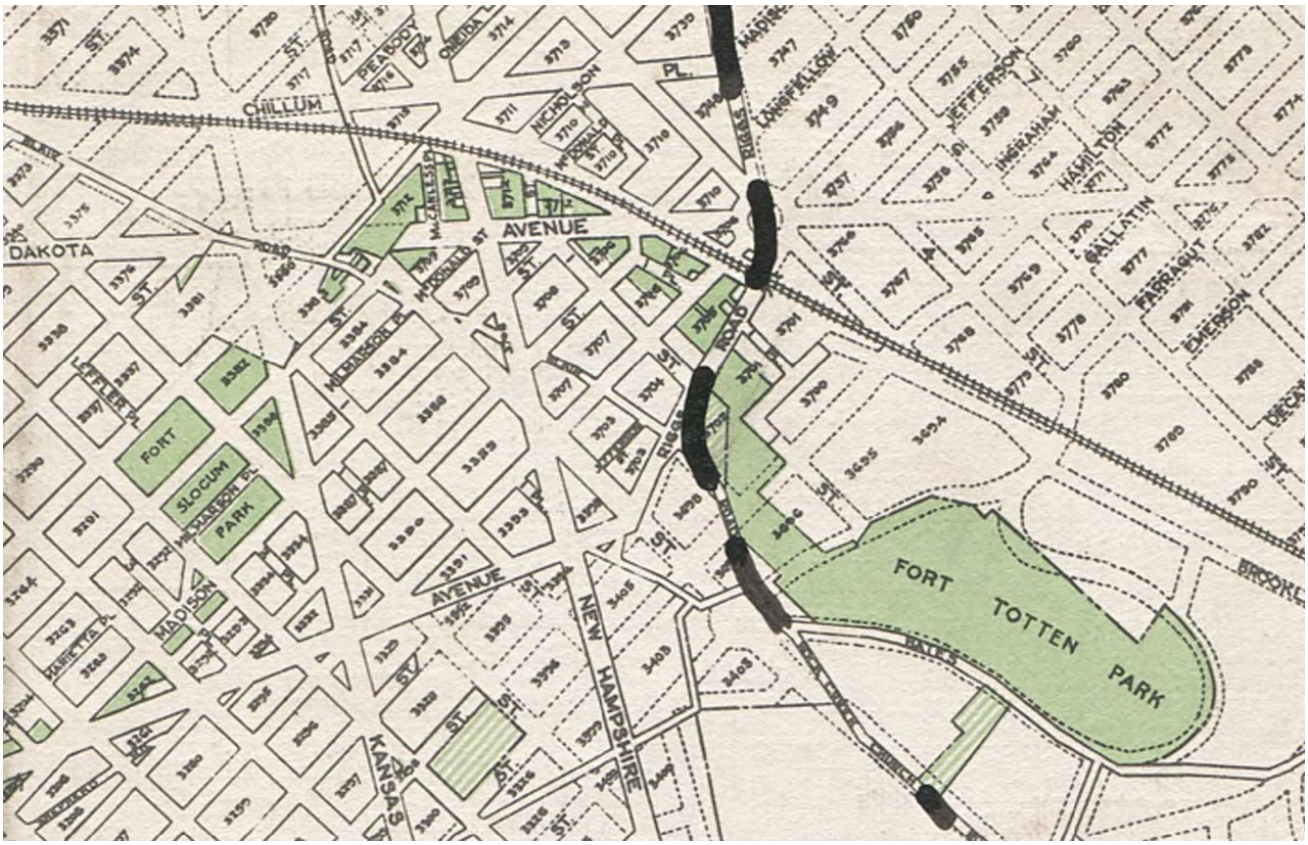


FIGURE 23: This map, prepared by the D.C. Surveyor's Office, shows the progress of land acquisition within the cultural landscape by 1933. Green parcels were those owned by the government. (Excerpt from "Map of the Permanent System of Highways," 1933)

1942-1945: Victory Gardens and World War II

World War II, Victory Gardens, and the Creation of the Blair Road Community Garden
With the entry of the United States into World War II, Washington D.C became the center of war time command and was a city in flux. Population in the District of Columbia grew from 486,869 in 1930 to 1,464,089 persons living in the metropolitan area by 1950 (Leach and Barthold 1994: VIII.9). During World War II, federal reservations and open spaces were appropriated for the war effort. Many public reservations were host to temporary buildings or related wartime use, such as the cultivation of Victory Gardens. During the war, the United States government promoted victory gardens as a way to supplement wartime rations and to mitigate demand for the public food supply. Public and private lands, including the cultural landscape, were rapidly transformed into wartime allotment gardens, aided in part by a successful victory garden marketing campaign. According to some historians, victory gardens provided 44 percent of the nation's entire produce supply during the peak of the war effort (Landman 1989: 8). Victory gardens' primary role, however, was to boost morale on the home front by affording citizens the opportunity to contribute their time and labor to the war effort. Such efforts gave citizens validation and provided the government a means of tending otherwise unused lands (Aschenbach 1956, quoted in Fletcher 2020).

In 1942, the American Women's Voluntary Services (AWVS) corresponded with NPS officials to identify reservations that might be used as community gardens for the following season. The AWVS identified eight reservations suitable for victory gardens throughout the district. These included: Reservation 343 (Anacostia Park Section F), Reservation 351 (Glover Archbold Park), Reservation 494 (Fort Drive—Fort Stevens Park to Fort Slocum Park), Reservation 499 (Fort Drive—Rock Creek Park to Fort Stevens Park), Reservation 519 (Fort Stanton Park to St. Elizabeth's Hospital), Reservation 501 (Oxon Run Pkwy, north and south of Wheeler Road, Valley Avenue, and Mississippi

Avenue, SE), and notably, Reservations 497 (Fort Slocum Park to Fort Totten Park) and 451 (Fort Totten Park to Barnard Hill), which comprise the cultural landscape. Of those sites, a brief 2020 survey by the CLI team revealed there to be extant community gardens at Reservations 351, 494, 499, 497, and 451. More research is needed to determine which of these extant gardens specifically date to the World War II era; however, this is outside of the scope of this CLI. Nonetheless, historic aerial photographs confirm the existence of the community garden in Reservation 497 at Blair Road by the late 1940s, confirming its origin as part of the AWVS's initiative. According to aerial photographs, the Mamie D. Lee Community Garden in Reservation 451 had not been established until the mid to late 1970s, indicating that it post-dates World War II and did not originate as a victory garden (RG 328, Boxes 12-12, NARA; www.historicaerials.com).

The AWVS was the largest women-led volunteer service organization in the United States during World War II. Alice Throckmorton McLean formed the AWVS in 1940 in an effort to prepare the home front for the inevitability of war, prior to the United States' involvement in World War II. McLean based the AWVS on the English Women's Voluntary Services, which she observed while traveling Europe from 1938-1939. The AWVS's wide-reaching, women-led mission mobilized volunteers in support roles in all aspects of the wartime home front. Initially, volunteers were trained in emergency services, including ambulance driving, evacuation procedures, mobile-kitchen operation, firefighting, and first aid. As membership grew, the group took on other essential roles including food service, crop picking, motor vehicle driving, aerial photography, and urban gardening. Unlike many other voluntary organizations, the AWVS was notably interracial; it established chapters around the country for Chinese-American women, several chapters for Black women, and even a chapter of Indigenous women in Taos, New Mexico (Spring 2017; "Alice Throckmorton McLean" britannica.com; Weatherford 2015: 21-23). Although the organization was integrated overall, it is unknown if the victory garden at Blair Road was established along similar interracial lines.

Reservation 497 at Blair Road was an ideal location for a victory garden, owing to the undeveloped nature of the reservation after efforts to improve it for Fort Drive had stalled with the onset of the war. The historic layout of the garden is unknown; however, post-war aerial photographs indicate rectangular plots ranging in size from 25' x 20' to 50' x 30', organized in a pattern similar to that of the present-day community garden (www.historiaerials.com). The overall shape of the community garden is consistent with the present-day garden, occupying the full area of the approximately five-acre parcel. Historically, the garden was bounded by the Oglethorpe Street NW, the railroad, New Hampshire Avenue NE, South Dakota Avenue NW, McDonald Place NE, and Blair Road NW. This is consistent with the present-day boundaries.

When the war ended in 1945, the AWVS disbanded, and the Blair Road Community Garden ceased its association with the organization. However, the Blair Road garden transitioned to use as a public community garden, in keeping with President Truman's appeal for sustained community gardening after the war, so as to conserve food and avert famine in Europe (Fletcher 2020). It is unknown how the community garden was organized after this time; however, it remains in use today as a community garden that originated as part of the World War II home front effort.

Continued Stagnation of Fort Drive During World War II

In 1944, a revised cost estimate created by NPS Associate Director A. E. Demaray predicted the adjusted cost of Downer's plan to be closer to $32-37 million—the entire amount of funding available for District roads for the next twelve years. Balking at this estimate, the District Commissioners once again revoked funding and scrapped any further planning efforts. The exorbitant cost of Fort Drive became a political issue in the 1940s that prevented the site's development. As a result, there were no changes made to the cultural landscape between 1942-1945 associated with the continued effort to develop Fort Drive (Causey et al. 2015: 133-125).

Summary

By 1945, conditions in the cultural landscape remained generally consistent with the previous era. The only notable change was the creation of a community-based victory garden, in Reservation 497b in the present-day location of the Blair Road Community Garden; this new feature reintroduced an agricultural use to the cultural landscape, consistent with earlier periods before suburbanization. This community garden structure was located at the intersection of the diagonal South Dakota Avenue and

the rectilinear street grid. It occupied the entirely of the approximately five acre parcel bounded by Oglethorpe Street NW, the railroad, New Hampshire Avenue NE, South Dakota Avenue NW, McDonald Place NE, and Blair Road NW. Internally, it was composed of plots ranging in size from 25' x 20' to 50' x 30', organized in an angular gridded pattern. Additional circulation features were added within the community garden to connect the various plots. These likely consisted of two- and three-foot wide earthen footpaths. The new community garden re-introduced vegetation to the cultural landscape, including the likely addition of fruits, vegetables, and herbs. New small-scale features likely included those associated with agricultural production, including fences, troughs, and irrigation. There are no other recorded changes to the cultural landscape outside the community garden during this time.

1946-1968: The Evolution of the Fort Drive Concept and the Fort Circle Parks Master Plan

The Fowler-Dent Report and the Abandonment of Fort Drive as a Parkway
Debate over the cost and purpose of Fort Drive continued into the postwar period. The 1944 Demaray cost estimate, which placed the total cost of Fort Drive at $32-37 million, continued to prove problematic for the development of the parkway. In 1947, District Budget Officer Walter Fowler and District Assessor Edward Dent called for the abandonment of Fort Drive and the selling of acquired lands to private developers. They reasoned that the massive cost was not in keeping with residents' knowledge or preference for the project, and that such an amount of money could be used instead for something that affected residents needs more acutely (Causey et al. 2015: 133-125).

The NCPPC firmly opposed the conclusions of the 1947 Fowler-Dent report and advocated for the continued support of Fort Drive, reiterating its history as rooted in the 1902 McMillan Plan. In an effort to revive the project and reduce its cost, the NCPPC hired landscape architect Thomas C. Jeffers, who compiled a history of the project and recommended cost-saving modifications to Downer's plan. Jeffers' plan was published in 1947, entitled "The Fort Drive: A Plan for Minimum Construction and Minimum Cost." His plan cut the cost of the completed Fort Drive in half, down from $35-37 million to just $16 million. In order to achieve this cost reduction, Jeffers used as many existing roads as possible and removed grade separations. The new plan was in essence everything Charles Eliot recommended against in 1927. Jeffers further specified that the plan could be built in segments as funding was available (Causey et al. 2015: 133-125).

Despite the NCPPC's best efforts to reduce the cost of Fort Drive under Jeffers, Congressional funding continued to remain elusive. Paradoxically, the lack of Congressional action served to preserve the acquired parkland, which was not sold off as recommended in the 1947 Fowler-Dent report. By this time, the NCPPC had acquired 98.8 percent of the parkland needed for the drive. Despite its success in acquiring parkland for Fort Drive, the NCPPC could not improve the land without Congressional funding, as its Congressional charter limited its powers solely to acquisition and not development. This continued inaction would prove to have consequences for the conception of Fort Drive in the coming decade (Causey et al. 2015: 133-135).

By 1950, the McMillan-era idea of Fort Drive as a parkway, beyond its utilitarian value as a green belt for vehicle traffic, had faded. The NCPPC published its 1950 comprehensive plan, Washington: Present and Future, which set forth eleven aims of the comprehensive plan in five volumes. Chief among these aims was the reduction of vehicular congestion in Washington. The throughfare plan produced as part of the report called for a three-ring system of circumferential and radial roadways located at a distance of 1, 3 to 5, and 6 to 10 miles from the White House. Fort Drive was designed as the intermediate ring (3 to 5 miles from the White House). However, the new drive was a purely utilitarian thoroughfare, and was no longer seen as a parkway. As a result of economic pressures and the need to alleviate congestion, any naturalistic, scenic, or historic values that Fort Drive might have possessed were abandoned and the project transitioned from a parkway to an expressway (Causey et al. 2015: 134-137).

White Flight and Desegregation in D.C.
The mid-20th century marked a period of profound change for much of Washington, D.C. Cities

across the United States experienced dramatic shifts in demographic and development patterns after World War II. A postwar baby boom and the Second Great Migration of Black Americans from the South resulted in a population boom in Washington, D.C. (and other northern cities), and left the city scrambling to redevelop deteriorating neighborhoods within the city center. An initial period of development saw the construction of new roads, schools, post offices, and other amenities. It also marked the beginning of an economic downturn that would define the character of the city in the second half of the century, as white middle-class residents, lured by the promises of suburban life and federal programs that allowed them to buy homes in these rapidly proliferating new communities, began to leave Washington en masse.

In some parts of the city, white flight resulted in neighborhoods opening up to Black families for the first time in decades—or the first time ever. Beginning in the early 20th century, discriminatory real estate practices and racial covenants had barred Black families from purchasing homes in many new subdivisions within the city. Until the passage of the 1968 Fair Housing Act, it remained legal to use racially restrictive language in real estate advertisements, although most Washington papers ended the practice by 1960. Racial restrictions prevented many Black families from settling north of Park Street in Mount Pleasant, even though they represented between 25-35 percent of the District population between 1900-1950 (“Mapping Segregation in DC” 2018). Meanwhile, poorer areas of Washington, including the historically Black Southwest neighborhood, were plagued by decades of disinvestment and made even poorer by predatory landlords who capitalized on Black residents’ limited options and charged premium prices for housing in Black neighborhoods.

Black settlement of northern D.C. began slowly after the 1948 Supreme Court decision that declared racial covenants unconstitutional. By 1950, Black residents who had previously been barred by racial restrictions began settling in the southern part of Ward 4, near Petworth. Anticipating increased housing demand by Black residents, predatory real estate agents capitalized on white fear, encouraging them to move to the suburbs, and then charging would-be Black homeowners premium rates for the vacated formerly white housing.

As the District’s population re-sorted in the mid-20th century, the neighborhood around the cultural landscape remained racially mixed into the 1960s, with block groups ranging from 29 to 85% of households identifying as non-white. By 1970, block groups became increasingly Black, with 41% to 100% of households identifying as non-white (U.S. Decennial Census data as mapped by “Mapping Segregation in Washington, D.C.” 2018).

White flight rapidly accelerated with the desegregation of public schools in 1954. As white students fled to private schools and other schools outside of the city, Black enrollment nearly tripled between 1950 and 1965. Black enrollment approached 90% of public-school students in the mid-1960s, and Congress drastically cut funding as a result of the massive loss in tax revenue from white flight (“Mapping Segregation in Washington, D.C.” 2018). At the same time, education reformers like Mamie Dixon Lee, were advocating for the creation of specifically designed facilities and programs for students with developmental and intellectual disabilities. The newly recognized need for such specialized facilities coincided with the rapid growth in Black enrollment in D.C. public schools. The Mamie D. Lee Elementary School was built to serve as a new model facility to meet these two needs.

Between 1965 and 1968, the National Park Service conceived plans for such a facility with the District of Columbia public school system. A 1968 correspondence between the District and Nash Castro, Regional Director of the NPS, stated that the construction of the Mamie D. Lee School involved an exchange of properties between the two entities. Under the terms of the land swap, the future school was to be built on NPS property and transferred to the District, and the proposed adjacent playground (on the present-day site of the Mamie D. Lee Community Garden) would be developed on land transferred from the District to the NPS (Figure 24). This was part of a larger land request for the construction of a series of elementary schools in northern Washington, D.C. (TIC 832_8037 1965).

The new school would be located on a portion of federal Reservation 497d at the corner of Gallatin Street NE and North Capitol Street NW (present-day Briya/Bridges Public Charter Schools). According to a school report card, “the modern architectural design was specially conceived around

the unique social, educational and physical needs of students with developmental and intellectual disabilities ages 3 through 21" ("[Mamie D. Lee School Report Card]" 2012-2013). However, funding for the school lagged and it would not be constructed until 1971 ("Mamie D. Lee School-An Autonomous School in DCPS" www.facebook.com).

In the interim period, as funding lagged indefinitely, much of the Fort Drive parkland reverted to a mixture of forests and natural meadows, obscuring many of the Civil War-era features and creating a sort of urban forest network. With the rise of both the environmental and historic preservation movements in the 1960s, the languishing Fort Drive received intermittent attention. In 1952, Congress reorganized the NCPPC as the National Capital Planning Commission (NCPC), expanding its planning duties to include the entire capital region throughout Maryland, Virginia, and D.C. Among their principal charges was the preservation of the region's "important natural and historic features." While the NCPC oversaw planning efforts, the NPS retained the responsibility for the development and management of the reservations (Causey et al. 2015: 138-139).

The centenary of the Civil War, 1961-1965, revived public interest in the Civil War Defenses of Washington, D.C. This coincided with the passage of the 1966 National Historic Preservation Act, which legally required federal agencies to preserve and protect the historic assets under their care—including the Civil War forts and the historic rights-of-way acquired to connect them. Much of the parkland acquired to connect the Civil War forts had reverted to forest, meadows, grasslands, and wetlands in the three decades since the passage of the Capper-Cramton Act made their acquisition possible. As a result, these lands increasingly gained environmental value in addition to their recreational and historical value. Together, these three values shifted the perception of Fort Drive away from a transportation corridor and instead established the parkland as the 'Fort Park System.' This shift was reinforced by President Lyndon Johnson's Great Society initiative, which (among other goals) sought to increase Americans' access to recreational opportunities and parkland (Causey et al. 2015: 139-140).

Johnson's directive was carried out in the mid-1960s by NPS Director George B. Hartzog, who commissioned Fred W. Tuemmler and Associates to imagine a future for Fort Drive as parkland. The Tuemmler plan called for the preservation of the Fort Park System as neighborhood-facing urban parkland. In his report, Tuemmler called for the construction of comfort stations, neighborhood centers, and areas for historical interpretation. South of the cultural landscape, Tuemmler called for the complete restoration of Fort Totten and the construction of a history/interpretive center. The cultural landscape was to remain wooded, with a winding pedestrian path through it that connected Fort Slocum Park to Fort Totten Park. The pedestrian path would feature overpasses at Kansas Avenue NW, Blair Road NW, New Hampshire Avenue NW, and at Riggs Road NW. However, once again, a lack of Congressional funding prevented the full implementation of Tuemmler's plan, and only two miles of it were constructed near Fort Dupont Park in the southeast (Causey et al. 2015: 140 -141).

Despite its lack of funding, Tuemmler's report catalyzed the management of the Fort Park System as urban parkland and as an integral asset of the park system in the District. In 1968, the National Park Service adopted the Fort Circle Parks Management Plan, largely along the lines set forth in Tuemmler's 1965 plan. This document would serve as the guiding force for the development of the Fort Circle Parks until a revised management plan was produced in 2004. The 1968 master plan called for the creation of 23 miles of pedestrian and bicycle trails along the route acquired for Fort Drive. This permanent shift away from automobile circulation marked the cultural landscape's transition away from planned parkway to realized urban greenway (Causey et al. 2015: 140-141).

The 1968 Fort Circle Parks Master Plan identified three management categories for the ribbon of parks encircling the district. These were: historical interpretation and preservation, conservation and enjoyment of natural resources, and the use of the parks for both active and passive recreation. In many ways, the new master plan embodied many of the ideals espoused in the 1902 McMillan Plan, although they were modernized for the 1968 plan. Some of the features envisioned in the master plan included: hiker/biker trails, interpretive materials at the Civil War fortifications, interpretive centers, recreational gardens, sports fields, playgrounds, picnic shelters, and other open spaces for passive

and active recreation. Beyond physical improvements, the plan called for the implementation of social and recreational activities, including ranger-led historical and naturalist tours, and educational overnight and day camps (Causey et al. 2015: 140-141).

Many facilities delineated in the 1968 Master Plan were carried out in other Fort Circle parks, including at Forts Stanton, Dupont, and Reno. Fort Slocum Park received a picnic shelter and Fort Totten Park got a 'tot lot.' However, according to the fieldwork and research conducted for this CLI, it does not appear that any of these physical improvements or public-facing activities were implemented within the cultural landscape. Within the cultural landscape, plans developed in 1969 called for the creation of a bicycle/pedestrian trail between Fort Slocum Park and Fort Totten Park, linking each of the sections of the study area. In Section 451a, at the southern end of the cultural landscape, park planners called for a recreation node that would feature a playground, amphitheater parking lot, nature study plots, and a group campsite. Only the trail and playground were located within the boundary of the cultural landscape. None of the features planned within the boundaries of the cultural landscape were ever built (Figure 27).

Summary
Between 1946-1968, the cultural landscape remained much as it was during the previous period of development, amid numerous failed development proposals. The cultural landscape retained its spatial organization, circulation, topography, buildings and structures, views and vistas, and small-scale features. The only recorded change is the addition of a recognized environmental/biological land use as a result of the 1968 Fort Circle Parks master plan's adoption of the parkland as an urban forest. As a result of this change, the cultural landscape's vegetation likely grew denser during this 22-year period, expanding the wooded areas in each of the landscape's segmented reservations.

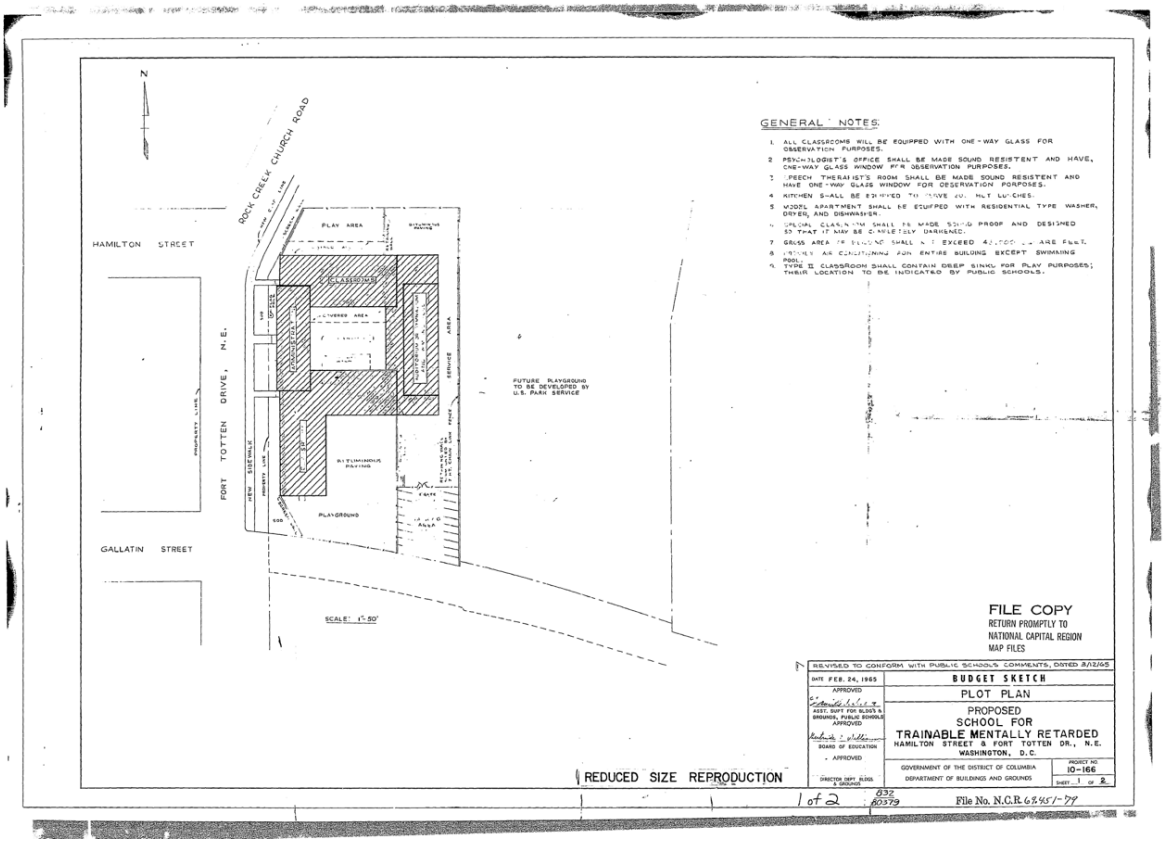


FIGURE 24: In 1965, the NPS along with the District of Columbia public schools, conceived a public school on Reservation 451a for students with developmental and intellectual disabilities. The building was constructed in 1971 and named the Mamie D. Lee School shortly afterwards. (TIC 832_8037 1965)

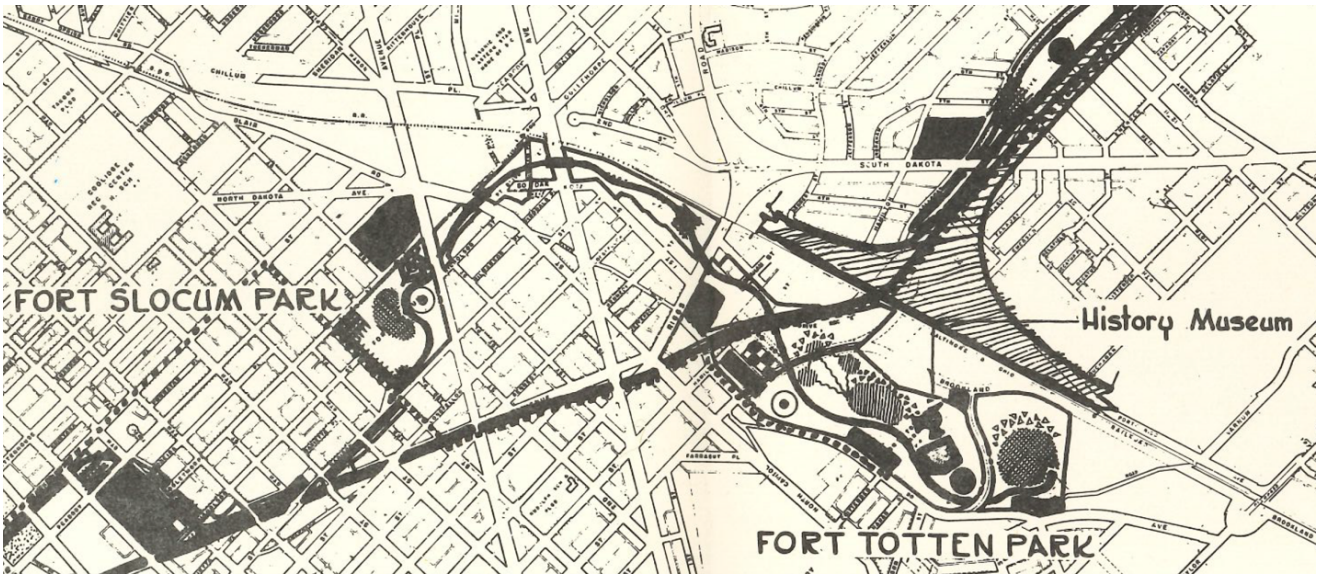


FIGURE 25: The 1965 Tuemmler report called for a winding pedestrian path through the cultural landscape, linking Fort Slocum Park and Fort Totten Park. (Excerpt from Tuemmler 1965)

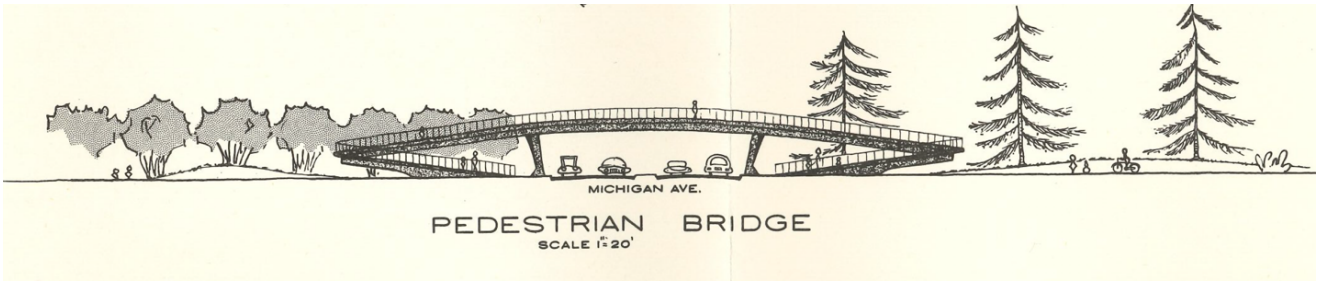


FIGURE 26: The 1965 Tuemmler report called for pedestrian overpasses linking the various segments of the cultural landscape at Kansas Avenue NW, Blair Road NW, New Hampshire Avenue NW, and Riggs Road NE. (Excerpt from Tuemmler 1965)

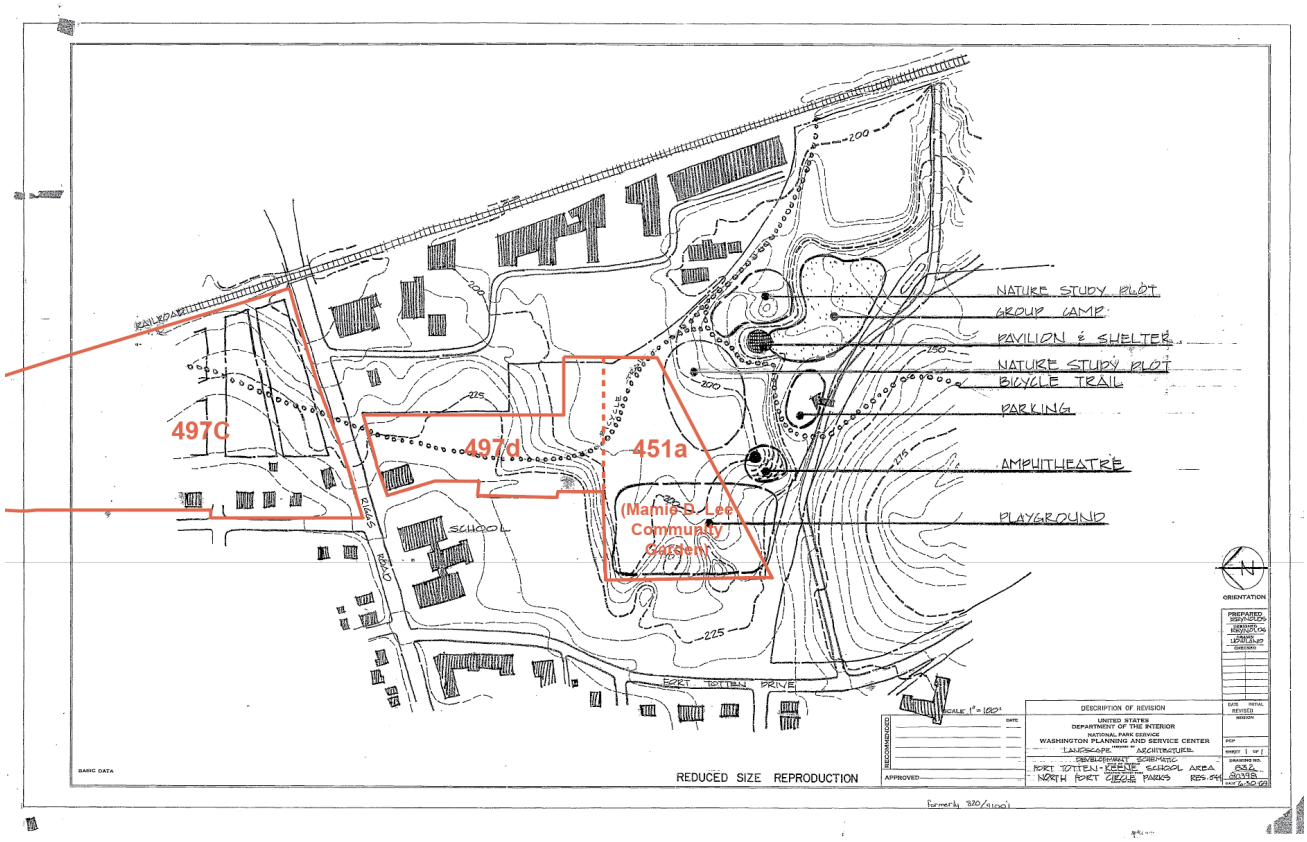


FIGURE 27: The 1968 Fort Circle Parks Master Plan called for a pedestrian/bicycle path (left) connecting Reservation 497(left), through Reservation 451a (pictured), to Fort Totten Park (right, off the map). The plan called for a playground, amphitheater, parking lot, nature study plot, pavilion and shelter, and a group campsite on the southern end of the cultural landscape. None of these features were realized. (TIC 832_80398 1969; annotated by CLI author)

1969-Today: Late-20th Century Development to Present

Aerial photographs from the last 50 years, as well as fieldwork conducted 2020, indicate few changes to the overall landscape of the Fort Drive component cultural landscape (Fort Slocum-Fort Totten) since the adoption of the 1968 Fort Circle Parks Master Plan. The cultural landscape's spatial organization, land use, topography, circulation features, buildings and structures, views and vistas, and small-scale features, remains extant and legible in the park today. Recent changes are limited to the construction of the Mamie D. Lee Elementary School and Community Garden, construction of the Metro Rail Memorial, and the improvement of the MBT spur trail forming the southern boundary of the cultural landscape.

The Mamie D. Lee School and the Mamie D. Lee Community Garden
Construction on the school began in 1970 and was finished by 1971. Sources provide conflicting information associated with the opening date and dedication of the Mamie D. Lee Elementary School. The former Mamie D. Lee Elementary School's Facebook page lists the school as having opened in 1971, while information provided by the 21st Century Schools Fund notes that the school opened in 1977 ("Replace or Modernize," 2002; "Mamie D. Lee School-An Autonomous School in DCPS" www.facebook.com; www.historicaerials.com). Additional historical research using information derived from a Washington Post article reports students attending the school as early as 1972 (Hamilton: March 25, 1975).

At this time, the school (and later the associated community garden) took on a commemorative use, honoring disability advocate and educator Mamie Dixon Lee. Forced to retire from her job with the Department of the Navy in 1962 due to a physical disability, Lee refused to remain idle and channeled her efforts to aid in the creation of the District of Columbia public school system's first program for students with developmental and intellectual disabilities. Lee served as the Chairwoman of the Exceptional Child Committee of the Board of Managers of the D.C. Congress of Parents and Teachers and was an active member of the D.C. public school system's Citizen's advisory committee. Under her tenure, Lee founded the teacher's aide corps, a program of parents who assisted in the supervision of students and with classrooms programming. Believing that individuals with severe mental disabilities could make a meaningful contribution to society, Lee also created the first instructional and training program in the district focused on young adults between the ages of sixteen and twenty-one. Mamie Dixon Lee died in February of 1966 (The Washington Post, February 14, 1966: B6; Afro-American, February 26, 1966; "Remembering Mamie Dixon Lee," via Facebook, February 22, 2012).

In the mid to late 1970s the principal of the Mamie D. Lee Elementary School established a community garden on the east side of the school on National Park Service land previously designated for a playground (Reservation 451a). The garden took its name from the adjacent Mamie D. Lee Elementary School. Gardening was incorporated into the school's curriculum and continues to be a part of the Briya and Bridges curriculum (Overview of DC Comm. Gardens, 9; Woehlke 2017: 1). See the supplemental information section showing aerial photos that illustrate construction and development activities associated with the school and garden from 1968 to the present.

Beginning in the 1970s, many community gardens across the District began to experience demographic changes, as the membership of many gardens became increasingly diverse. Sometime after the 1960s, the Blair Road Community Garden transitioned to majority Black membership, a shift accelerated by the selection of the group's first Black president in the 1970s (Woehlke 2017: 1; Landman 1989: 20). The changing demographics of the Blair Road Community Garden closely mirror the larger changes in the racial composition of the neighborhood during the late-20th century.

Community gardening was formalized as a supported activity under the National Park Service between 1975-1976. At that time, the Acting Director for the National Capitol Parks established a series of guidelines and a permitting system for any established and future community gardens on National Park Service reservations. The guidelines stressed the importance of community gardens as meeting several of NPS's current goals: (1) Land stewardship, (2) An increased awareness of [humans] and the environment, (3) Individual and family recreation, and (4) cooperative involvement between parks and communities. However, in order to ensure a regulated, equitable, and fair process for establishing and maintaining gardens, the Acting Director stated that one person would be designated as a superintendent of the community gardens. This person would oversee site selection, health and safety measures, and the permitting process, and they would select a manager for each community garden. These managers were in turn responsible for applying for permits, managing the gardens, and communicating to individual members. These guidelines were updated again in 1982 to reflect minor changes in policy and management (Woehlke 2017: 6-7).

According to some newspaper accounts, the land for the Mamie D. Lee Community Garden was used as a dump prior to the construction of the school and community garden (Woehlke 2017: 1; Seldman and Torrice 1995; Washington Home, July 26, 1985:16). The Fort Totten waste transfer station was constructed south of the cultural landscape and adjacent to Fort Totten Park in the 1970s. By 1995, this facility handled approximately 60-70% of the residential garbage in the District; however, it is located outside the boundaries of the cultural landscape (Seldman and Torrice 1995). No evidence was uncovered during the course of research for this CLI to corroborate the existence of a dump within the study area.

21st-Century Development and the 2004 Fort Circle Parks Master Plan
In 2004, the National Capital Region (NCR) of the National Park Service, which by this time managed the cultural landscape, adopted the Fort Circle Parks Management Plan (ROCR was created as a separate unit of the National Park System in 1975, at which time the Fort Circle Parks came under its

management [Mackintosh 1985: 71-73]). This plan built on the 1968 Fort Circle Parks Master Plan and expanded its scope, which had never been realized fully. The 2004 plan called for similar goals as its 1968 predecessor, including the construction of a pedestrian/bicycle trail to connect the Fort Circle Parks' rights-of-way. The new plan also called for the management of the park system as both natural and cultural resources. The 2004 plan's additions include specific plans for trail development, a limit on bicycle use, the creation of a visitor center at Fort Stevens, the creation of an education center at Fort Dupont, and a call for more site-specific research for further planning efforts ("Fort Circle Parks Management Plan" 2004: iii-iv).

The Mamie D. Lee school was designed for modernization in 2002 by the 21st Century School Fund and underwent extensive renovation in 2014, after the Mamie D. Lee Elementary School was closed. The building was transformed by Studio 27 Architects into the present-day Bridges and Briya Public Charter Schools, which opened in 2016. These new schools share a similar mission to the former Mamie D. Lee School, serving students with developmental and intellectual disabilities. The remodeled schools expanded the scope of their services to include infants and toddlers, as well as adult education and training needs ("Tour: Bridges Public Charter School/Briya" 2017). Today, only the Mamie D. Lee Community Garden bears her name and retains the commemorative use honoring her legacy.

The most significant change to the cultural landscape occurred in 2014, when the National Park Service transferred jurisdiction of a 10,000-square foot portion of Reservation 497 (at the intersection of New Hampshire and South Dakota Avenues NE) to the District of Columbia. The deaccessioned portion of land was set aside by the District for the construction of a memorial to the victims of the June 2009 Washington Metro train collision, which occurred nearby. In 2014, the District of Columbia broke ground for the Legacy Memorial Park, which opened to the public in 2015 (Executive Director's Recommendation," NCPC, May 1, 2014).

Between 2018 and 2020, construction began on the portion of the Metropolitan Branch Trail (MBT) that passes through the southern portion of the cultural landscape in Reservation 451a. This included the paving and development of the spur trail that forms the southern boundary of the study area (Figures 30a-b). This trail connects the adjacent neighborhood to the Fort Totten Metro Station and the future MBT. Over the next several years, District officials plan to construct the next segment of the MBT between John McCormack Drive NE (east of Fort Totten) and 1st Place NE (the southeastern boundary of the cultural landscape). The new trail will be part of a planned eight-mile trail between Union Station and Silver Spring, Maryland ("Metropolitan Branch Trail Fort Totten," DDOT, 2020).



FIGURE 28: Sometime after 1971, the cultural landscape took on a commemorative land use via the name of the Mamie D. Lee School and later, the Mamie D. Lee Community Garden, honoring 1960s disability advocate and educator Mamie Dixon Lee. ("Remembering Mamie Dixon Lee," Mamie D. Lee School-An Autonomous School in DCPS posted on Facebook, April 13, 2011)

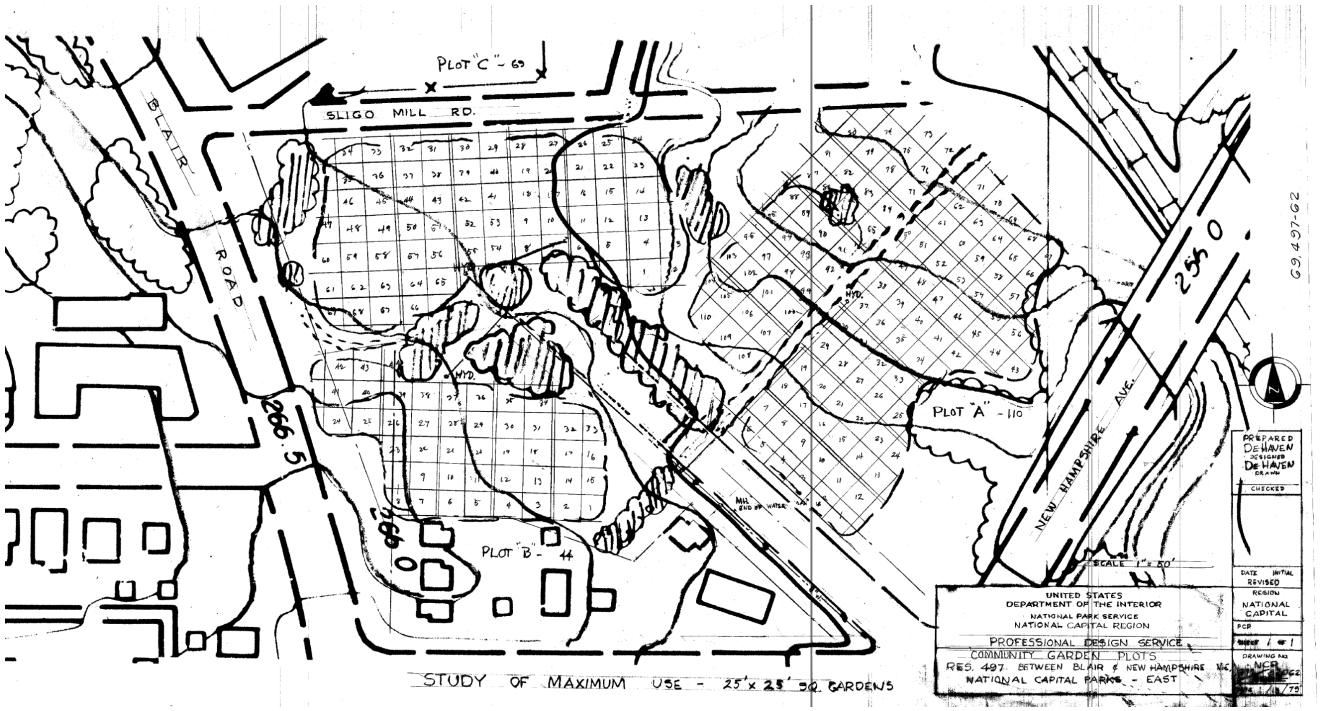


FIGURE 29: In 1979, under new community garden guidelines, NPS officials worked with Blair Road Community Garden members to map the garden's layout. By this time the garden featured 110 plots that measured 25' x 25.' (TIC 832_8037 1965)

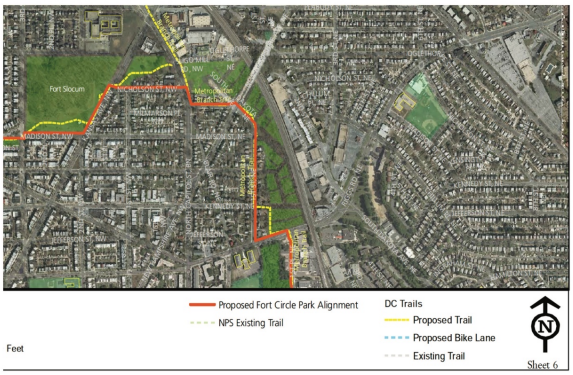




FIGURE 30a-b: Future plans specified in the 2004 Fort Circle Parks Master Plan call for the extension of the Met Branch North Trail along the western edge of the cultural landscape for the Fort Drive component cultural landscape (Excerpt from "[CWDW Trail Atlas]" undated: 7; Excerpt from "Environmental Assessment Metropolitan Branch Trail" 2011: 4)

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

This section provides an evaluation of the physical integrity of the Fort Drive—Fort Slocum to Fort Totten Component cultural landscape (U.S. Reservations 497 and 451) characteristics and features present during the periods of significance with the existing conditions. Landscape characteristics are the tangible and intangible aspects of a landscape that allow visitors to understand its cultural value. Collectively, they express the historic character and integrity of a landscape. Landscape characteristics give a property cultural importance and comprise the property's uniqueness. Each characteristic or feature is classified as contributing or non-contributing to the site's overall historic significance.

Landscape characteristics are comprised of landscape features. Landscape features are classified as contributing if they were present during the property's period of significance. Non-contributing features (those that were not present during the historical period) may be considered "compatible" when they fit within the physical context of the historical period and attempt to match the character of contributing elements in a way that is sensitive to the construction techniques, organizational methods or design strategies of the historic period. Incompatible features are those that are not harmonious with the quality of the cultural landscape and, through their existence, can lessen the historic character of a property. For those features that are listed as undetermined, further primary research, which is outside the scope of this CLI, is necessary to determine the feature's origination date.

Landscape characteristics identified for the Fort Drive—Fort Slocum to Fort Totten Component cultural landscape are land use; topography; spatial organization; circulation; views and vistas; vegetation; buildings and structures; and small-scale features.

This section also includes an evaluation of the landscape's integrity in accordance with the National Register criteria. Historic integrity, as defined by the National Register, is the authenticity of a property's identity, evidenced by the survival of physical characteristics that existed during the site's historic period. The National Register recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. Several or all of these aspects must be present for a site to retain historic integrity. To be listed in the National Register, a property not only must be shown to have significance under one or more criteria but must also retain integrity to its period or periods of significance.

Integrity
Summaries of landscape characteristics identified for the Fort Drive—Fort Slocum to Fort Totten Component cultural landscape are listed below.

Land Use
Land use refers to the principal activities conducted upon the landscape and how these uses organized, shaped, and formed the land. Historically, the Fort Drive component cultural landscape likely was used for agricultural cultivation associated with 17th- and 18th-century farms and plantations. The construction of the Civil War Defenses of Washington between 1861-1865 added a wartime defensive/military land use to the cultural landscape, which was abandoned post-conflict. Agricultural use continued into the late 19th and early 20th centuries, until wealthy suburbanites and real estate speculators acquired the cultural landscape and subdivided it into suburban lots (although few houses were ever built). The reservation's use as open space for passive recreation was formalized during the first period of significance (1930-1968), when the cultural landscape was first acquired for improvement as the Fort Drive parkway. Changes made to the park during the second period of significance (1942-1945) maintained the park's recreational use but added a renewed agricultural use with the creation of a victory garden within the study area. In 1968, the NPS identified Fort Drive (including the cultural landscape) as having exceptional natural, scenic, and environmental value, in addition to its recreational value. Around 1971, after the final period of significance, the study area's agricultural use was expanded through the creation of the Mamie D. Lee Community Garden. The current uses of the cultural landscape are consistent with the final period of significance, and the Fort Drive—Fort Slocum to Fort Totten Component cultural landscape therefore retains integrity with respect to land use.

Topography
Topography refers to the three-dimensional configuration of the landscape surface, characterized by features such as slope, articulation, orientation, and elevation. The cultural landscape's topography has remained relatively consistent through history, comprising natural rolling contours consistent with the landscape of northern Washington, D.C. These conditions were consistent through the first half of the 19th century, as development was slow to reach the rural countryside north of Washington City. The cultural landscape's location in the hills overlooking the capital city made it an ideal site for inclusion in the Civil War Defenses of Washington. Union engineers used the natural curving ridgeline to the east and south of Fort Slocum to establish a series of rifle trenches that connected it to Fort Totten, through the cultural landscape; no traces of these trenches remain in the study area. The first significant changes to the study area's topography are associated with late 19th- and early 20th-century suburbanization. when suburban railroads and street grids established the steeply sloping human-made topography along many of the study area's edges. Few other known changes were made to the topography of the cultural landscape after the 1930s, as several proposals failed to construct a formal Fort Drive. The current topography of the Fort Drive component cultural landscape is consistent with the conditions at the end of the periods of significance (1930-1968; 1942-1945), with no known significant alterations to the reservation's grading or elevation since that time.

Spatial Organization
A cultural landscape's spatial organization refers to the three-dimensional organization of physical forms and visual associations in the landscape, including articulation of ground, vertical, and overhead planes that define and create spaces. The cultural landscape was not formally organized into parkland until the 1930s. Prior to this time, it was organized as a series of privately-owned parcels associated with 17th-, 18th-, and 19th-century farms, plantations, and estates. During the construction of the Civil War Defenses of Washington, the various future parcels of the cultural landscape were first linked by rifle trenches that connected Fort Slocum to Fort

Totten within the larger system of defenses. The cultural landscape rapidly urbanized in the 20th century amid the construction of single-family houses and new residential streets that organized the cultural landscape into the growing street grid. By 1938, the National Capital Parks and Planning Commission purchased the majority of the cultural landscape, establishing the spatial organization as a series of separate segments of open space linking Fort Slocum Park to Fort Totten Park. By the end of the first period of significance (1930-1968), the cultural landscape was organized as five segments of parkland: 497a, 497b, 497c, 497d, and 451a. The spatial organization within the cultural landscape remained consistent during the second period of significance (1942-1945) but was augmented when the American Women's Voluntary Services (AWVS) established a community garden in Reservation 497b. This unified composition occupied the entire Reservation 497b and consisted of gridded plots consistent with the surrounding street grid. After the periods of significance (1930-1968; 1942-1945), the NPS established the Mamie D. Lee Community Garden in the mid to late 1970s in Reservation 451a. This new community garden was organized much like its predecessor, the Blair Road Community Garden, and likely consisted of gridded plots. The spatial organization of the Fort Drive cultural landscape is consistent with the cultural landscape's composition during the periods of significance. The site, therefore, retains integrity of spatial organization.

Circulation
Circulation is defined by the spaces, features, and applied material finishes that constitute systems of movement in a landscape. Circulation prior to the period of significance included the development of the suburban street grid, including unpaved streets through the cultural landscape. Most of these streets were either demolished or left to deteriorate after the cultural landscape's acquisition during the period of significance; however, the cultural landscape retains traces of the former McCandless Place and Kennedy Streets within its boundaries. All of the small parks associated with Fort Drive, including the cultural landscape, are located within the city street grid that borders the parks on all sides. Internal circulation features are limited to those within the community gardens that link plots together. These are consistent and in keeping with the second period of significance (1942-1945). The existing conditions at the Fort Drive component cultural landscape are consistent with the circulation features in place by the end of the final period of significance (1930-1968). Additional features added after the period of significance, including those within the Mamie D. Lee Community garden and the Metropolitan Branch Trail and spur, are in keeping with the design of the cultural landscape during the periods of significance. The cultural landscape therefore retains integrity with respect to circulation.

Views and Vistas
Views and vistas are defined as the prospect afforded by a range of vision in the landscape, conferred by the composition of other landscape characteristics and associated features. Until the mid-19th century, the cultural landscape likely had limited views owing to the relatively undeveloped and forested nature of the rural countryside outside the city. Construction of Fort Slocum and Fort Totten during the Civil War (1861-1865) radically altered the views and vistas from the cultural landscape. Rapid clearing of the landscape during this time gave each fortification sweeping views of the surrounding countryside (Barnard 1871: 2; Lester 2017: 81; Boschke 1861). In the following decades, the cultural landscape continued to have panoramic views of the surrounding estates, plantations, and farms. These expansive views were largely a result of clear-cutting during the Civil War and were retained prior to the period of significance (1930-1968). However, by the end of the period of significance, vegetation had returned to the cultural landscape and mature trees covered Sections 497c and 497d. As a result, the views at the end of the period of significance were likely significantly different than the conditions when NCPPC acquired the cultural landscape, representing the evolution in conceptions of Fort Drive from parkway to urban greenbelt. Construction of the Blair Road Community Garden during the second period of significance (1942-1945) and the Mamie D. Lee Garden after the first period of significance (1930-1968) marked a notable change to the viewsheds of the cultural landscape. The design of these gardens directed views along the unpaved informal paths between community garden plots. By the end of the first period of significance (1930-1968), the cultural landscape featured few views of surrounding landmarks, owing to the maturation of vegetation and adjacent urbanization. As a result, it features no significant views of external landmarks. The cultural landscape retains its internal views along the unpaved informal paths between community garden plots, consistent with the second period of significance (1942-1945). As a result, the Fort Drive component cultural landscape retains integrity of views and vistas.

Vegetation
Vegetation features are characterized by the deciduous and evergreen trees, shrubs, vines, ground covers and herbaceous plants, and plant communities, whether indigenous or introduced in the landscape. Prior to the Civil War, the cultural landscape consisted of agricultural fields, orchards, and forested areas. During the Civil War,

the cultural landscape was largely cleared of vegetation, a condition that remained into the first few decades of the 20th century. Amid several failed development proposals during the periods of significance (1930-1968; 1942-1945) for a comprehensive Fort Drive, the cultural landscape slowly revegetated into majority-forested areas. During this time, the AWVS and NPS established the Blair Road Community Garden, which produced small-scale agricultural plantings. This use and vegetation pattern has remained in place since the second period of significance and is extant today. By the end of the period of significance, much of the cultural landscape was majority-wooded areas, representing some of the largest natural areas in the city. No evidence was uncovered for this CLI to indicate that the cultural landscape featured any formal plantings or planting plans during the periods of significance. As such, conditions at the end of the periods of significance are generally consistent with today, and the cultural landscape retains integrity with respect to vegetation.

Buildings and Structures
Building features refer to the elements primarily built for sheltering any form of human activities; structures refer to the functional elements constructed for other purposes than sheltering human activity. Numerous buildings or structures existed in the Fort Drive component cultural landscape before the periods of significance (1930-1968; 1942-1945). The earliest known buildings or structures within the cultural landscape date to the Antebellum era and were associated with the estate of Caroline Sanders and William Rollins Sanders. According to the Boschke map, the plantation consisted of 11-12 buildings arranged along secondary or access roads that branched off of a main driveway. These conditions remained consistent through the Civil War, amid the construction of Forts Slocum and Totten outside the study area. During this time, rifle trenches were also constructed within the cultural landscape. Their design and locations are unknown and no apparent traces of them exist within the cultural landscape.

In the late 19th and early 20th centuries, residential buildings within suburban subdivisions overlooked the cultural landscape. Under the 1893 Highway Act, the L'Enfant Plan was extended into the greater Washington County. As a result, large estates that did not conform with the extended street grid were demolished, while others were absorbed into the growing system of streets and highways. Despite the rapid platting of the estates of Chillum Castle Manor (1891), Stott's Park (1908), Chillum Castle Heights (1911), the cultural landscape remained largely unbuilt by the turn of the mid-20th century; as of 1925 the cultural landscape included only 2 residential structures. Between 1930-1968, the NCPPC acquired all private inholdings within the cultural landscape and demolished all extant structures, including the 2 pre-existing residential structures. The Blair Road Community Garden, built in 1942, was the first new structure built in the cultural landscape under the tenure of the NCPPC and NPS. The last structure added to the cultural landscape was the Mamie D. Lee Community Garden, established in the mid to late 1970s (after the periods of significance), by the principal of the adjacent Mamie D. Lee School in conjunction with the NPS. The Mamie D. Lee Community Garden is a non-contributing feature of the cultural landscape but is compatible with the historic agricultural use of the cultural landscape through the Blair Road Community Garden. The cultural landscape therefore retains integrity with respect to buildings and structures.

Small Scale Features
Small-scale features are the elements that provide detail and diversity, combined with function and aesthetics, to a landscape. Little is known about the cultural landscape's small-scale features until the area's late 19th century suburbanization. Small-scale features associated with real estate developments, such as streetlights, are the earliest known features within the cultural landscape. Few recorded small-scale features were added to the park since its acquisition by the NCPPC during the period of significance. The addition of the Blair Road Community Garden between 1942-1945 marked the most significant change in the cultural landscape's small-scale features. The garden, during the second period of significance (1942-1945) likely included new fencing, irrigation, gates, compost bins, and other small-scale agricultural features. Most of these small-scale features have been continually repaired and replaced in-kind, in the decades since the periods of significance. The Mamie D. Lee Community Garden has featured similar small-scale features since its creation, which post-dates the periods of significance (1930-1968; 1942-1945). This addition marked the last major changes to the cultural landscape's small-scale features. The presence of non-contributing features does not detract from the significant influence of the Blair Road Community Garden's contributing features. The Fort Drive component cultural landscape therefore retains integrity of small-scale features.

THE SEVEN ASPECTS OF INTEGRITY

Location

The location aspect of integrity involves the place where the landscape was constructed. The Fort Drive component cultural landscape has maintained the same position since its original acquisition during the periods of significance (1930-1968; 1942-1945). Thus, the landscape retains integrity of location.

Design
Design is the combination of elements that create the form, plan, space, structure, and style of a cultural landscape or historic property. For the Fort Drive component cultural landscape, the most significant aspects of design relate to: the first period of significance (1930-1968), when the NCPPC planned, acquired, and assembled the various parcels of the cultural landscape into a cohesive series of open spaces; and the second period of significance (1942-1945), when the American Women's Voluntary Services (AWVS) established the community garden at the present-day site of the Blair Road Community Garden. The Fort Drive component cultural landscape continues to reflect aspects of each of these designs: it remains legible as a series of public open spaces laid out by the NCPPC for a proposed Fort Drive; and includes the Blair Road Community Garden, as designed by the AWVS. The Fort Drive component cultural landscape retains integrity with respect to design.

Setting
Setting is the physical environment of a cultural landscape or historic property. The cultural landscape is located in the northeast and northwest quadrants of the city, and has enjoyed this setting in northern Washington, D.C. since the creation of the District. The study area was cleared of vegetation during the Civil War, which afforded suburban developments sweeping views of the City to the south. At the beginning of the period of significance, the cultural landscape was cleared and prepared for development by the NCPPC. However, the setting evolved during the period of significance as parkway development lagged and vegetation overtook the landscape. The setting was altered during the second period of significance (1942-1945) with the establishment of the Blair Road Community Garden. The addition of the Mamie D. Lee Community Garden after the final period of significance is in keeping with the agricultural setting and use of the cultural landscape. The present-day setting of the study area closely resembles the character and combination of uses that were present during the periods of significance. The setting of the cultural landscape therefore retains integrity.

Materials
Materials are the physical elements of a particular period, including construction materials, paving, plants and other landscape features. For the Fort Drive component cultural landscape, there is no documentation that indicates that planners or landscape architects installed intentional plantings, paving, or other landscape features, outside of those associated with the Blair Road Community Garden during the periods of significance. The community garden retains agricultural plantings, paving, and other landscape features associated with gardening. Other wooded areas and mature trees are in keeping with the cultural landscape's shift towards a managed greenbelt at the end of the period of significance. Thus, the Fort Drive component cultural landscape retains integrity of materials, with respect to the periods of significance.

Workmanship
Workmanship includes the physical evidence of the crafts of a particular period. The Blair Road Community Garden retains physical evidence of Victory Gardening during the second period of significance (1942-1945) and continues to be cultivated as a historic garden. As a result, the cultural landscape retains workmanship to the period of significance.

Feeling
Feeling is a property's expression of the aesthetic or historic sense of a particular period. The Fort Drive component cultural landscape retains its historic feeling as a series of public reservations associated with the development of Fort Drive. It also retains its historic feeling as a landscape cultivated by community gardeners in keeping with the wartime mission of the AWVS in the mid-20th century. The cultural landscape continues to express its aesthetic and experience as a series of open green spaces within an urban context, consistent with its historic character. It therefore retains integrity with respect to feeling.

Association
Association is the direct link between an important historic event or person and a historic property. The cultural landscape's historic association relates to its significance as part of the planned Fort Drive and Fort Circle Park system (under the NCPPC and the NPS), and its role as a World War II-era victory garden (developed by the AWVS and NPS). The Fort Drive component cultural landscape continues to be associated with these historic

relationships, uses, and management, consistent with both of its periods of significance. A new association was also introduced to the study area after the periods of significance, when the new Mamie D. Lee Community Garden was dedicated between 1970-1977 to the memory of Mamie Dixon Lee (an educational reformer for students with intellectual and developmental disabilities). The cultural landscape retains this association, in addition to its other links to historic entities and events; the additional association does not detract from the study area's integrity. The Fort Drive component cultural landscape therefore retains integrity of association.

Landscape Characteristic: Land Use

HISTORIC
Little is known about the cultural landscape's land use before the 18th century. However, under English settlement in the 17th and 18th centuries, the area was generally characterized by tobacco plantations and other agricultural uses. By the time the District of Columbia was established in 1791, the land that encompasses the Fort Drive component cultural landscape was owned by William Dudley Digges, Jr. He primarily cultivated tobacco on his land, which was known at the time as Chillum Castle Manor. It is likely that the cultural landscape was also used for other agricultural uses, with associated vegetation including crops, forested areas, and orchards (Overbeck and Janke, 2000: 122-139).

The area around the Fort Drive component cultural landscape remained relatively undeveloped into the 19th century. The cultural landscape retained its use as agricultural land prior to the Civil War. However, as larger 18th-century patents such as Chillum Castle Manor were subdivided, the cultural landscape took on an expanded agricultural use as an increasing number of farmers and planters cultivated the area through the use of enslaved labor (Boschke 1861; Barnard 1865; 1850 United States Census; 1860 United States Census). The Antebellum period also saw some of the first exclusively residential country homes in the area, including the estate of Mary Walker at the junction of present-day Missouri Avenue NW (Shephard Road) and North Capitol Street NW. By 1861, the cultural landscape remained primarily agricultural in use, with a growing residential use as wealthy citizens began to settle the hills surrounding the city (Boschke 1861; Fletcher 2015: 8-9; Grandine 2010: 125-128).

The construction of the Civil War Defenses of Washington between 1861-1865 added a wartime defensive/military land use to the cultural landscape. The presence of rifle trenches and the adjacent Forts Slocum and Totten solidified this use within the cultural landscape, which likely also retained agricultural uses despite the massive disruption caused by the construction of the Civil War Defenses. In 1866, following the end of the Civil War, the military use was abandoned after the fortifications were returned to their previous uses and landowners pre-conflict.

In the ensuing decades, many of the larger estates changed hands and were subdivided into smaller parcels. Many of these estates, however, retained some agricultural uses amid the burgeoning residential development around the cultural landscape (Cooling 1971/1972: 330-2; Causey et al. 2015: 102). The creation of late-19th century speculative real estate developments such as Chillum Castle Manor and Chillum Castle Heights marked a shift in the cultural landscape's primary land use from agricultural towards residential. Larger estates such as those of Samuel Stott and C. S. O'Hare were sold-off and parceled out into individual residential lots throughout the late-19th and early 20th centuries. Many of these new developments used racial covenants and other restrictive practices to limit who could use the cultural landscape. These efforts targeted Black residents in an explicit push to exclude them from settling in the cultural landscape (Hopkins 1894; Gilmore and Harrison 2002/2003: 39; Evening Star, September 2, 1911; Evening Star, May 22, 1915: 16).

The reservation's use as open space for passive recreation was formalized during the first period of significance (1930-1968), when the cultural landscape was first acquired for improvement as the Fort Drive parkway. This idea was rooted in the 1901-1902 McMillan Plan, which called for the preservation of the Civil War Defenses and the acquisition of parkland between them to create a pleasure drive that would link with the greater Washington, D.C. park system. Initial plans for Fort

Drive circumvented the cultural landscape; it was not included in the proposed Fort Drive until the late 1920s and early 1930s (Causey et al. 2015: 119-120; TIC 832_82020). By then, the passage of the 1930 Capper-Cramton Act facilitated the acquisition and clearing of the cultural landscape for park and parkway purposes. As the cultural landscape was acquired by the NCPPC between 1930-1968, the cultural landscape shifted from residential and agricultural uses to an increasingly recreational one (together with continued agricultural use of the community garden).

Changes made to the park during the second period of significance (1942-1945) maintained the park's recreational use and added to its historical agricultural use. In conjunction with NPS officials, the American Women's Voluntary Services (AWVS) identified parcels throughout the district for the creation of World War II victory gardens to aid in the war effort. Between 1942-1945, the AWVS identified, constructed, and maintained a community garden in Reservation 497b, on the site of the present-day Blair Road Community Garden (RG 328, Boxes 12-12, NARA; Fletcher 2020). Following the end of WWII, the AWVS disbanded, but the victory garden continued to be cultivated as a public community garden by private individuals. It remains in use today as the Blair Road Community Garden, with a continuity of use dating to the WWII war effort (Aschenbach 1956, quoted in Fletcher 2020).

Near the end of the first period of significance (1930-1968), the cultural landscape took on additional environmental use with the adoption of the 1968 Fort Circle Parks Master Plan. In the years after its initial acquisition in the 1930s, much of the cultural landscape developed into urban forest amid decades of failed proposals to develop it as a parkway and expressway. In 1968, the NPS identified the neglected ribbon of parkland as having exceptional natural, scenic, and environmental value, in addition to its recreational value. The new plan abandoned the idea of the cultural landscape as a roadway and solidified its land use as a park or greenway. The 1968 Fort Circle Parks Master Plan proposed the construction of a pedestrian footpath and bikeway through the cultural landscape, which would have added an active recreational use to the cultural landscape had it been funded (Causey et al. 2015: 140-141).

Around 1971, after the second and final period of significance, the study area's agricultural use was expanded into a new part of the cultural landscape. The principal at the adjacent Mamie D. Lee School worked with NPS officials to establish the Mamie D. Lee Community Garden as an educational tool for students with developmental and intellectual disabilities. Since the 1970s, gardening has been used on portions of the cultural landscape in Section 451a as an educational tool at the Mamie D. Lee School and at its successors, the Bridges and Briya Public Charter Schools (Overview of DC Comm. Gardens, 9; Woehlke 2017: 1). This established an educational use within the cultural landscape through the Mamie D. Lee Community Garden and school partnership.

At this time, the community garden took on a commemorative use, honoring disability advocate and educator Mamie Dixon Lee. Forced to retire from her job with the Department of the Navy in 1962 due to a physical disability, Lee refused to remain idle and channeled her efforts to aid in the creation of the District of Columbia public school system's first program for students with developmental and intellectual disabilities. Under her tenure, Lee founded the teacher's aide corps, a program of parents who assisted in the supervision of students and with classroom programming. Lee also created the first instructional and training program in the school district focused on young adults between the ages of 16 and 21. Mamie Dixon Lee died in February 1966 (The Washington Post, February 14, 1966: B6; Afro-American, February 26, 1966; "Remembering Mamie Dixon Lee," via Facebook, February 22, 2012). Today, only the Mamie D. Lee Community Garden bears her name and retains the commemorative use honoring her legacy. The Mamie D. Lee School closed in 2014.

Between 2018 and 2020, construction began on the portion of the Metropolitan Branch Trail (MBT) that passes through the southern portion of the cultural landscape in Reservation 451a. This added an active recreational use to the cultural landscape.

EXISTING
The use and purpose of the Fort Drive cultural landscape has not significantly changed since the last period of significance when the landscape held recreational and agricultural uses. The reservation remains in use as a passive recreational space within an urban context, with its WWII-era agricultural

use via the Blair Road Community Garden.

EVALUATION
The cultural landscape's recreational and agricultural uses have not changed since the final period of significance. The additional agricultural, educational, and commemorative uses of the Mamie D. Lee Community Garden is in keeping with the historic agricultural use of the cultural landscape and is compatible with its historic character; the garden's educational and commemorative uses do not detract from the cultural landscape's significance with respect to land use. As a result, the site retains integrity of land use.

Character-defining Features:

Feature Name: Passive recreational use as a series of small pocket parks (Reservations 497a, 497b, 497c, 497d, and 451a)

CLI Feature ID: 191783

Feature Contribution: Contributing

Feature Name: Agricultural use through the Blair Road Community Garden (Reservation 497b)

CLI Feature ID: 191784

Feature Contribution: Contributing

Feature Name: Agricultural use through the Mamie D. Lee Community Garden (Reservation 451a)

CLI Feature ID: 191785

Feature Contribution: Non contributing – compatible

Feature Name: Commemorative use as tribute to educator and disability advocate Mamie Dixon Lee honored via the community garden's name (Reservation 451a)

CLI Feature ID: 191786

Feature Contribution: Non contributing – compatible

Feature Name: Education use through the Mamie D. Lee Community Garden's association with the adjacent Bridges and Briya Charter Schools (Reservation 451a)

CLI Feature ID: 191787

Feature Contribution: Non contributing – compatible

Feature Name: Passive recreational use as a picnic area through the presence of picnic tables and trash cans

CLI Feature ID: 191788

Feature Contribution: Non contributing

Landscape Characteristic: Topography

HISTORIC
The cultural landscape's topography has remained relatively consistent through history, comprising natural rolling contours consistent with the landscape of northern Washington, D.C. The earliest topographic map of the district, the 1794 Ellicott 10-mile square map, places the cultural landscape at a high point between two watersheds: the Piney Branch/Rock Creek and the Northwest Branch/Anacostia River (Figure 5). This has remained consistent through history. The highest point of the cultural landscape is located near the center of Section 497a, at approximately 275' above sea level; this is consistent with historic conditions. From this point, this section slopes to the west/southwest towards the Piney Branch and to the east/southeast towards to Anacostia River. The lowest topography within the cultural landscape (approximately 200' above sea level) is located in the southeast corner of Section 451a, near the present-day Fort Totten Metro Station tunnel; this topography is consistent with historic conditions (Ellicott 1794; "Identify Your Watershed and Sewer System," DC Department of Energy and the Environment; Google Earth 2020).

The overall topography of the cultural landscape was consistent through the first half of the 19th century, as development was slow to reach the rural countryside north of Washington City. The first significant changes to the study area's topography are associated with the Civil War, when the cultural landscape's location in the hills overlooking the capital city made it an ideal site for inclusion in the Civil War Defenses of Washington. Engineers for the Union Army designed and constructed Forts Slocum and Totten at the high points flanking each end of the cultural landscape. Fort Slocum occupied the ridge just south of Section 497a, which sloped northwards to the high point of the cultural landscape. Union engineers then used the natural curving ridgeline to the east and south of Fort Slocum to establish a series of rifle trenches that connected it to Fort Totten, through the cultural landscape. These trenches reached their lowest point on the southern end of the cultural landscape, near present-day Brookland Avenue NE, before steeply sloping uphill to Fort Totten, south of Reservation 451a ("[Topographic map of the vicinity of Fort Slocum, Washington D.C.]" 186-, LOC; Figure 10). These topographical manipulations deteriorated or were destroyed in the decades after the Civil War; there are no extant remnants of these rifle trenches within the site today.

After the Civil War, the significant changes to the study area's topography are associated with late 19th- and early 20th-century suburbanization. Construction of the Baltimore & Ohio Railroad's Metropolitan Branch Line in 1873 necessitated a rapid leveling of the cultural landscape's topography along its eastern edge, consistent with the construction of the railroad. This steeply sloping human-made topography established the E/NE edges of Reservations 497b & 497c along the present-day Metro Red Line railway (Cohen, "Railroad History Timeline"). Around this same time, Riggs Road was graded into a downslope to become an underpass beneath the Baltimore & Ohio Metropolitan Branch. This human-made topography established the southern edge of Reservation 497c and the northern edge of 497d (Evening Star, April 7, 1912: 22; Lydecker 1884).

Further changes to the cultural landscape included fine grading, filling, and leveling of small changes in topography to accommodate the construction of new housing development associated with Chillum Castle Manor (1891), Chillum Castle Heights (1911), and Stott's Park (1908). These new developments capitalized on the natural topography overlooking the city as a sales asset. Advertisers described the cultural landscape as "the highest point in the District of Columbia" and as having "trees, high elevation, and magnificent views" (The Washington Post, May 17, 1908: 1; The Washington Herald, October 7, 1911:13). Developers for Chillum Castle Heights went so far as to choose the name 'heights,' evoking the natural topography of the area. Describing grading work in 1911, the Evening Star noted that "the topographical condition of the land is such that very little grading is necessary, and the owners have decided to have the streets conform to the natural formation of the ground" (Evening Star, July 29, 1911). As a result of such reverence, few significant changes were made to the topography of the cultural landscape during suburbanization.

At an undetermined time between 1934-1942, the Civilian Conservation Corps (CCC) likely conducted minor improvements to the cultural landscape (Reservation 497) while stationed nearby at Fort Totten Park. Based on contemporary reports about similar sites, these projects may have included: "grading roads"; construction of "head walls"; "soil preparation"; and the construction of

"diversion ditches." The exact scope, locations, and dates of these projects are unknown (Davidson and Jacobs 2004: 83).

Few other known changes were made to the topography of the cultural landscape after the 1930s, owing to numerous failed proposals to construct a Fort Drive. Topographic maps of the cultural landscape from the 1930s reflect similar conditions prior to the Civil War. The most notable change was the extension of New Hampshire Avenue through the cultural landscape, crossing over the B&O Railroad. New Hampshire Avenue was graded to the railroad by 1916; by 1938, New Hampshire Avenue was graded into a steeply-sloping ramp, establishing the E/NE edges of Reservations 497b and 497c (The Washington Post, April 9, 1916: 2; Evening Star, July 17, 1938: 15; US Army Air Corps 1922). Other roads, including Kansas Avenue NW, Blair Road NW, and 1st Place NE, feature similar steeply sloping human-made topography where roads transect the various segments of the study area, created as a result of similar grading efforts (See Figure 32).

Between 2018 and 2020, construction began on the portion of the Metropolitan Branch Trail (MBT) that passes through the southern portion of the cultural landscape in Reservation 451a. This involved minor changes to the topography of Section 451a consistent with light grading needed to create the trail and its spur along the south and east edges of section.

EXISTING
The current topography of the Fort Drive component cultural landscape is consistent with the conditions at the end of the first period of significance (1938-1968), with no known significant alterations to the cultural landscape's grading or elevation since that time. Overall, the landscape retains its historic topography in response to the natural contours of the landscape, as improved by suburban developers prior to the first period of significance (1930-1968) and refined during the initial development of the reservation for park purposes.

EVALUATION
The natural rolling topography of the cultural landscape is consistent with the natural contours of the land, dating to both periods of significance. Therefore, the cultural landscape retains integrity of topography.

Character-defining Features:

Feature Name: Natural rolling topography consistent with surrounding areas and watersheds, generally sloping to the W/SW and E/SE

CLI Feature ID: 191789

Feature Contribution: Contributing

Feature Name: Steeply sloping human-made topography on the E/NE edges of Reservations 497b & 497c, along the Metro Red Line railway

CLI Feature ID: 191790

Feature Contribution: Contributing

Feature Name: Steeply sloping human-made topography on the SE/NW edges of Reservations 497b & 497c along the New Hampshire Avenue NE overpass

CLI Feature ID: 191791

Feature Contribution: Contributing

Landscape Characteristic Graphics:

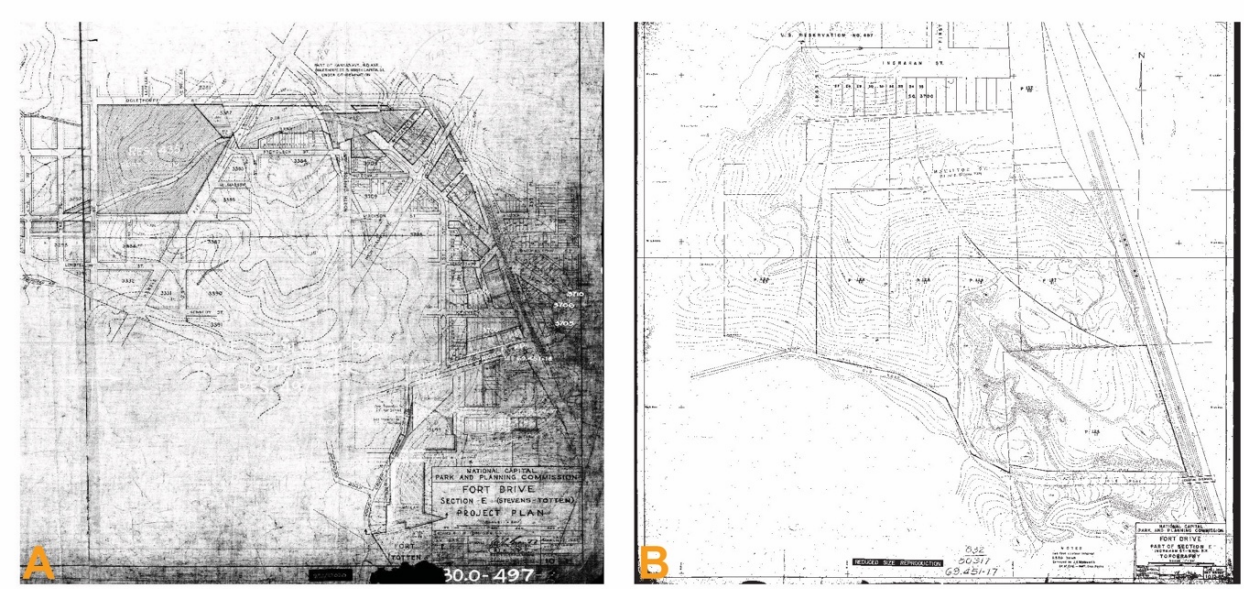


FIGURE 31: The topography of the cultural landscape has remained consistent since the beginning of the first period of significance (1930-1968). (Excerpts from TIC 832_80317 1941; TIC 832_82002 1941; TIC 832_82020 1932)



FIGURE 32: Many of the edges of the cultural landscape feature steeply sloping human-made topography where roads transect the various segments of the study area. View to the southwest of reservation 497a with Kansas Avenue NW at right (Photo by CLI author, 2020).

Landscape Characteristic: Spatial Organization

HISTORIC
A site's spatial organization refers to the three-dimensional organization of physical forms and visual associations in the landscape, including articulation of ground, and vertical and overhead plans that define and create spaces. The cultural landscape was not formally organized into parkland until the 1930s. Prior to this time, it was organized as a series of privately-owned parcels associated with 17th-, 18th-, and 19th-century farms, plantations, and estates. During this time, fencing, hedges, or other similar features likely divided the cultural landscape into individual privately-owned parcels. Each of these early farms, plantations, and estates was organized around a central 'big house,' with smaller outbuildings, barns, and living quarters for enslaved laborers clustered around it. Many of these larger estates, including those of Mary Walker/C.S. O'Hare and Caroline Sanders/Samuel Stott, were further organized around scenic tree-lined driveways and curvilinear carriage paths (Boschke 1861; Hopkins 1891).

During the construction of the Civil War Defenses of Washington between 1861 and 1865, the cultural landscape was first linked by rifle trenches that connected Fort Slocum to Fort Totten. The natural ridgeline arcing through the cultural landscape afforded engineers the opportunity to construct rifle trenches between the two forts, as federal land seizures allowed the Union Army to reorganize the landscape across the previously delineated private farms and homesteads. This was the first time that the future sections of the cultural landscape were linked together by a cohesive element. Although they were located outside the boundaries of the current cultural landscape, these two forts served as the organizing elements for the cultural landscape during this period, anchoring its east and south ends and reorienting its spatial organization for defensive purposes. The cultural landscape's location at high elevations, together with its views towards the landscape north of the city, served as the organizing principle for this segment of the Civil War Defenses of Washington.

After the war, the cultural landscape reverted to private possession, as pre-war owners reasserted the ownership and spatial boundaries of their properties. In the late 19th and early 20th centuries, the organization of the cultural landscape drastically changed amid suburbanization and speculative real estate development. The cultural landscape was no longer organized as a series of larger parcels owned by a small number of families; rather, new suburban street grids and smaller individual lots transected the cultural landscape. During this transitional period, parcels became increasing smaller; only a few larger parcels remained in place from previous eras. The cultural landscape rapidly urbanized in the 20th century amid the construction of single-family houses and new residential streets that organized the cultural landscape within the growing street grid. During this time, District officials and private developers established the present-day street grid that organizes the cultural landscape into a chain of green spaces, surrounded by public streets and bifurcated by Blair Road NW/NE, New Hampshire Avenue NE, and Riggs Road NE. By this time, District Officials also delineated smaller residential streets according to the 1893 Highway Act. These streets included Nicholson Street NW, Oglethorpe Street NW, McDonald Place NE, South Dakota Avenue NE, 1st Street NE, and 1st Place NE. This established the physical forms of the cultural landscape's spatial organization, although the disparate parcels remained privately held by different owners, rather than linked as one landscape.

Congressional passage of the Capper-Cramton Act of 1930 allowed for the National Capital Parks and Planning Commission (NCPPC) to rapidly acquire the privately held parcels needed to link the cultural landscape into a cohesive parkway of public green space. By 1938, the NCPPC purchased the majority of the cultural landscape, establishing the spatial organization as a segmented series of open space, linking Fort Slocum Park to Fort Totten Park. During this time, the NCPPC demolished several extant roads within the cultural landscape and reorganized the park into segments based on perimeter roads. By the end of the first period of significance (1930-1968), the cultural landscape was organized as five segments of public parkland under shared ownership: 497a, 497b, 497c, 497d, and 451a.

The spatial organization within the cultural landscape remained consistent during the second period of significance (1942-1945) but was augmented when the American Women's Voluntary Services

(AWVS) established a community garden in Reservation 497b. This unified composition occupied the entire Reservation 497b. The historic organization of the garden is unknown; however, post-war aerial photographs indicate rectangular plots ranging in size from 50’ x 30’ to 25’ x 20’ and organized in a grid pattern that is similar to the present-day Blair Road Community Garden.

By the end of the periods of significance (1930-1968; 1942-1945), Reservation 497 (Sections a through d) and Reservation 451a was organized as a chain of green spaces, surrounded by public streets and bifurcated by Blair Road NW/NE, New Hampshire Avenue NE, and Riggs Road NE. Within this composition, decades of foiled development plans for Fort Drive created a series of open spaces and forest parcels. By the end of the period of significance, the cultural landscape consisted of:
• Reservation 497a, a unified composition consisting of a grassy lot with limited vegetation;
• Reservation 497b, a unified composition as the Blair Road Community Garden;
• Reservation 497c, a dual-composition as majority-wooded parcel, with limited vegetation in its northern half along South Dakota Avenue SE and Longfellow Street NE;
• Reservation 497c, a dual-composition as majority-wooded parcel, with limited vegetation in its northern half along South Dakota Avenue SE and Longfellow Street NE;
• Reservation 497d, a unified composition as wooded parcel;
• Reservation 451a, a unified composition as wooded parcel

After the periods of significance (1930-1968; 1942-1945), the National Park Service partnered with the principal of the Mamie D. Lee School in the mid to late 1970s to establish the Mamie D. Lee Community Garden in Reservation 451a. This new community garden was organized much like its companion garden, the Blair Road Community Garden, and likely consisted of plots that measured 20’ by 20.’ According to historic aerial photographs, this new community garden was organized into a cartesian grid with small walkways between the plots.

Between 2018 and 2020, construction began on the portion of the Metropolitan Branch Trail (MBT) that passes through the southern portion of the cultural landscape in Reservation 451a. This established the southern boundary of the cultural landscape.

EXISTING
The spatial organization of the Fort Drive component cultural landscape is generally consistent with the conditions in place by the end of its periods of significance (1930-1968; 1942-1945). The cultural landscape retains its proximity and accessibility to the surrounding public streets, and consists of a chain of green spaces, surrounded by public streets and bifurcated by Blair Road NW/NE, New Hampshire Avenue NE, and Riggs Road NE. Reservations 497a, c, d, and 451a remain varied in their compositions between wooded and mixed grassy/wooded parcels. Section 497b retains its organization as the Blair Road Community Garden and is divided into dozens of smaller plots. The Mamie D. Lee Community Garden occupies the western third of Reservation 451a, while the eastern two-thirds consist of an open grassy lot.

EVALUATION
The spatial organization of the Fort Drive cultural landscape is consistent with the cultural landscape’s composition during the periods of significance. The addition of the Mamie D. Lee Community Garden after the periods of significance does not detract from the significance of the cultural landscape’s spatial organization. The site, therefore, retains integrity of spatial organization.

Character-defining Features:

Feature Name: Proximity and accessibility of the cultural landscape to the surrounding public streets

CLI Feature ID: 191792

Feature Contribution: Contributing

Feature Name: Organization of Reservation 497 (sections a through e) as a chain of green spaces connecting Fort Slocum and Fort Totten Parks, surrounded by public streets and bifurcated by Blair Road NW/NE, New Hampshire Avenue NE, and Riggs Road NE

CLI Feature ID: 191793

Feature Contribution: Contributing

Feature Name: Reservation 497a unified composition as grassy lot with limited vegetation

CLI Feature ID: 191794

Feature Contribution: Contributing

Feature Name: Reservation 497b unified composition as the Blair Road Community Garden

CLI Feature ID: 191795

Feature Contribution: Contributing

Feature Name: Reservation 497c dual-composition as majority-wooded parcel, with limited vegetation in its northern half along South Dakota Avenue SE and Longfellow Street NE

CLI Feature ID: 191796

Feature Contribution: Contributing

Feature Name: Reservation 497d unified composition as wooded parcel

CLI Feature ID: 191797

Feature Contribution: Contributing

Feature Name: Reservation 451a dual-composition as the Mamie D. Lee Community Garden on its western third and an open grassy lot on its eastern two-thirds

CLI Feature ID: 191798

Feature Contribution: Non contributing – compatible

Landscape Characteristic: Circulation

HISTORIC
Circulation is defined by the spaces, features, and applied material finishes that constitute systems of movement in a landscape. Historic circulation prior to the cultural landscape's periods of significance (1930-1968; 1942-1945) reflected the growing rural Washington County amid initial development and later 19th century suburbanization. The earliest road in the study area, Rock Creek Road (present-day rock Creek Church Road and Blair Road NW), emerged circa 1726 and was associated with early transportation and agriculture in the region. Rock Creek Church Road served as a major north/south artery connecting northern Maryland communities to Georgetown and the City of Washington (Ganschinietz 1971: VIII.1; Bedell et al. 2008: 30). The exact date the road was established is unknown; however, the location of the eponymous Rock Creek Church was established circa 1726, when parishioner John Bradford's contributed 100 acres from his tract 'Generosity' for a church and glebe along Rock Creek Road. Sometime after this, Rock Creek Road/Rock Creek Church Road was established to service the church (Ganschinietz 1971: VIII.1; Bedell et al. 2008: 30).

In 1791, Pierre L'Enfant created the street grid system for Washington City, south of the cultural landscape. The juxtaposition of the orthogonal streets and the diagonal avenues created opportunities for ornamental green spaces, ranging from large squares to smaller circles and triangles, where the two street systems met (Leach and Barthold 1997: VIII.7-8). While the Fort Drive cultural landscape was located outside the boundaries of L'Enfant's plan and was not delineated as a public reservation during this time, many of the cultural landscape's boundaries would later be established by the extension of the street-grid in keeping with the original streets created by L'Enfant and Ellicott between 1791-1792.

The 7th Street Turnpike (present-day Georgia Avenue, west of the cultural landscape) was authorized by Congress in 1818 and opened in 1822 as a more efficient throughfare to connect the capital city with Rockville, Maryland. Roads such as the Rock Creek Road (var. Rock Creek Church Road) and Bladensburg Road existed prior to this time; however, unlike these roads, the new turnpike ran almost directly north south, serving as a new and efficient spine for the capital city. The turnpike served both as a major route for wealthy leisure-seekers and for the transportation of commercial goods between Maryland and the District. The efficiency of this route helped to catalyze road creation and real-estate development in the NE and NW quadrants of the District in the 19th and 20th centuries (Fletcher 2015: 8-9; Grandine 2010: 125-128).

In the decades leading up to the Civil War, these major thoroughfares supported the construction of smaller streets in the area, including several of the boundaries of the cultural landscape. By the 1860s, Rock Creek Church Road split into two forks: Right Fork and Left Fork. These roads approximately followed the course of the present-day split of North Capitol Street into Blair Road NW and Riggs Road NE. As transportation arteries like these were established by District officials in the northern parts of the county, many wealthy families settled the area and developed internal circulation systems within their estates and plantations. One such family, the Sanders, owned a portion of the cultural landscape and constructed an elaborate tree-lined driveway leading up to their plantation house 'Woodburne.' The driveway began immediately west of the cultural landscape and continued

north, passing through the cultural landscape (See Figures 7, 9-10). According to contemporary maps, the driveway followed the natural contours of the topography. It terminated in a circular driveway outside of the Sanders estate (Boschke 1861; Hopkins 1891; Hopkins 1894; “[Topographic map of the vicinity of Fort Slocum, Washington D.C.]” 186-, LOC). An unknown number of additional service roads likely existed to connect various plantation buildings, including living quarters for enslaved laborers adjacent to and inside the study area boundaries.

Construction of the Civil War Defenses of Washington radically altered the road system in northern Washington, D.C. The rapid movement of troops and goods between the network of forts, including Slocum and Totten, necessitate an improved network of military roads and rifle trenches. In total, Union forces constructed 20 miles of military trenches and more than 32 miles of military roads (McClure 1957: 1). Extant portions of Left Fork (Blair Road NW) and Rock Creek Road (North Capitol Street/Rock Creek Church Road) were adapted by Union engineers to serve as a military road linking Fort Slocum to Fort Totten (Figure 9). Within the cultural landscape, engineers constructed rifle trenches to facilitate the rapid movement of troops between the two forts. There are no extant traces of the cultural landscape’s rifle trenches, and their design and precise locations (and the locations of any associated circulation features) are unknown (Boschke 1861; Arnold 1865).

Few changes were made to the cultural landscape’s circulation in the immediate Postbellum era. The most notable change was the construction of the railroad that defines the eastern edge of the cultural landscape. In 1873, the Baltimore & Ohio Railroad (B&O) built the Metropolitan Branch line, connecting Point of Rocks, MD (northwest of Gaithersburg, MD) with Washington, D.C. In the following years, the B&O established a passenger station at Riggs Road NE adjacent to the estate of Samuel Stott (formerly the estate of Caroline Sanders), naming it Stott's Station. The new line established the eastern boundary of the cultural landscape (Lester 2017: 37). By this time, Left Fork and Right Fork Roads had taken on the names Blair Road and Riggs Road, respectively, reflecting the names of the landowners at which each road terminated (Lydecker et al. 1884).

As suburbanization accelerated in the late 19th and early-20th centuries, real-estate developers called for the creation of an increasing number of smaller roads to serve the would-be residential communities of the northern district. In 1891, the heirs of Samuel Stott called for the creation of five new roads to serve the first subdivision within the cultural landscape, Chillum Castle Manor. These were: Juniatta Street (now Madison Street NE); Itaska Street (Longfellow Street NE); Huron Street (Kennedy Street NE); 1st Street NE to the east; and an additional unnamed street (portions of Hamilton Street NE) (Figure 14; Hopkins 1894). As one of the earliest subdivisions in the area, Chillum Castle Manor collided with the established circulation patterns of pre-existing estates and farms. The 1894 Hopkins map (Figure 14) shows the juxtaposition of the newly-platted road system with the historic Stott (formerly Sanders) estate, which now sat uneasily in the middle of 1st Street NW. Owing to the amended Highway Act of 1898, Chillum Castle Manor was exempted from aligning with the existing L’Enfant street grid. As a result, 1st Street NW jogs to the west at Riggs Road in order to avoid the main house at the Stott estate, while still maximizing the number of lots to be subdivided (Figure 14).

By 1911, a West Virginia real estate syndicate known as the Washington Loan and Mortgage Company acquired the portion of Chillum Castle Manor north of Riggs Road and established a subdivision called Chillum Castle Heights. The company graded new streets and added sewers and water mains underneath them at unknown locations throughout the development. Chillum Castle Heights was bounded by Shepard Road on the south, Blair Road (by this time macadamized) to the east, Rittenhouse Street to the north, and the Love Tract to the west (Evening Star, July 29, 1911: 14; The Washington Post, July 2, 1911: 35; Evening Star, August 14, 1915: 12). The Washington Loan and Mortgage Company modified the former street plan slightly to conform with the 1893 Highway Act and renamed the streets within the cultural landscape to be consistent with the street grid (Baist 1919-1921; Figure 18).

As suburban real-estate speculation increased, developers lobbied the District Commissioners to improve the condition of roads in the vicinity of the cultural landscape as a means of attracting buyers. In 1899, perhaps owing to the increased investment in the area, the District Commissioners voted to improve Riggs Road from Blair Road to the district line at a cost of $300, funded by

appropriations for the improvement of country roads (Evening Star, July 9, 1898: 12). In 1901, the Woodburne Citizens' Association declared Blair Road "almost impassable" between Riggs and Sligo Mill Roads NE (west of the cultural landscape) and lobbied the District Commissioners to address the condition of the road. Heavy rainfall and frost heaving caused significant deterioration to the road each year (Evening Star, March 15, 1902: 16). By 1911, the District Commissioners had macadamized Blair Road, likely as a result of increased pressure from the newly formed Chillum Castle Heights Citizens' Association. The company also installed sewers, water mains, sidewalks, and curbing at unknown points within the development, likely including portions of the cultural landscape. By 1916, New Hampshire Avenue was extended through the Chillum Castle Heights subdivision, terminating at Blair Road and Longfellow Street, adjacent to and west of the cultural landscape (Evening Star, July 29, 1911: 14; The Washington Post. July 2, 1911: 35; Evening Star, August 14, 1915: 12).

Despite these limited improvements, many of the circulation features within the cultural landscape remained primitive until the latter half of the 20th century. The majority of the public roads delineating the cultural landscape remained unpaved prior to this time and were often described as "a sea of mud" when it rained (Evening Star, December 5, 1925: 13). Few houses had been constructed within the cultural landscape; as a result, these minor streets remained dirt and gravel. However, beginning in 1930, major roads such as Riggs Road NE and Blair Road NE to Eastern Avenue began seeing improvement and were paved with asphalt. Curbing and gutters were also installed along the edges of the newly improved streets, facilitating transportation to the area (Evening Star, February 26, 1930: 2). The most notable change was the extension of New Hampshire Avenue through the cultural landscape over the B&O Railroad, establishing the E/NE edges of reservations 497b and 497c by 1938 (The Washington Post, April 9, 1916: 2; Evening Star, July 17, 1938: 15; US Army Air Corps 1922).

The Civilian Conservation Corps (CCC) conducted minor improvements to the cultural landscape's circulation features while stationed at Fort Totten Park. These projects may have included: "grading roads"; "maintenance, roads and trails"; "diversion ditches"; and improvement of "minor roads." The exact scope, locations, and dates of these projects are unknown (Davidson and Jacobs 2004: 83).

By 1938, the NCPPC acquired the bulk of the cultural landscape which was cleared and prepared for development as public parkland. The only known circulation features within the cultural landscape were remnant roads from when the cultural landscape was platted as a residential subdivision (although only two houses had been built within the cultural landscape prior to this time). Many of late-19th and early-20th century subdivision roads had been demolished by this time, and reverted to natural open space; however, the specific roads are unknown. By this time, the main roads surrounding the cultural landscape, including Riggs and Blair Roads, had been paved with asphalt and provided curbing and gutters (Evening Star, February 26, 1930: 2). The type and form of curbing is unknown.

During the second period of significance (1942-1945), conditions in the cultural landscape remained generally consistent with the previous era. However, the creation of the Blair Road Community Garden established additional minor circulation routes within the gardens. These connected the various plots in a grid-system and likely consisted of two- and three-foot wide earthen footpaths ([Satellite Photography of Washington, D.C.], NETR Online Viewer). This marked the last significant circulation feature added during the periods of significance (1930-1968). After the periods of significance, NPS officials and Mamie D. Lee School officials established the Mamie D. Lee Community garden in the mid to late 1970s, establishing additional circulation features. These took on a nearly identical form and layout to the Blair Road Community Garden, its predecessor.

Between 2018 and 2020, construction began on the portion of the Metropolitan Branch Trail (MBT) that passes through the southern portion of the cultural landscape in Reservation 451a. This included the paving and development of the spur trail that forms the southern boundary of the study area (Figures 33a-b). This trail connects the adjacent neighborhood to the Fort Totten Metro Station and the future MBT. Over the next several years, District officials plan to construct the next segment of the MBT between John McCormack Drive NE (east of Fort Totten) and 1st Place NE (the southeastern boundary of the cultural landscape). The new trail will be part of a planned eight-mile

trail between Union Station and Silver Spring, Maryland ("Metropolitan Branch Trail Fort Totten," DDOT, 2020).

EXISTING
The extant circulation features at the Fort Drive component cultural landscape are consistent with conditions at the end of the periods of significance (1930-1968; 1942-1945). By 1968, nearly all roads within the boundaries of the cultural landscape had been removed by NPS officials. The service road within the Blair Road Community Garden is the sole remaining, functioning vehicular circulation feature dating to the period of significance. It was historically named McCandless Place (Baist 1921; Office of the Surveyor, D.C. 1933). There are also extant material traces of Kennedy Street NE, running E/W through the southern portion of Section 497c, underneath the powerlines. The cultural landscape remains surrounded by a historic street grid, consistent with its periods of significance. The Blair Road Community Garden retains its internal circulation features, consistent with the second period of significance (1942-1945). Additional circulation features were added after the period of significance; this includes unpaved social trails between community garden plots at the Mamie D. Lee Community Garden and the Metropolitan Branch Trail and spur in Reservation 451a.

EVALUATION
The existing conditions in Fort Drive component cultural landscape are consistent with the periods of significance (1930-1968;1942-1945). Additional community garden circulation features are in keeping with the historic character of the landscape and do not detract from its design. Likewise, the creation of the Metropolitan Branch Trail and spur through the cultural landscape is in keeping with the tenets of the 1968 Fort Circle Parks Master Plan and does not affect the study area’s integrity. The Fort Drive component cultural landscape therefore retains integrity with respect to circulation.

Character-defining Features:

Feature Name: Road in the Blair Road Community Garden that connects South Dakota Avenue NE to Oglethorpe St NW, running NE/SW (historic name: McCandless Pl.)

CLI Feature ID: 191799

Feature Contribution: Contributing

Feature Name: Footprint and material traces of Kennedy Street NE, running E/W through the southern portion of Section 497c

CLI Feature ID: 191800

Feature Contribution: Contributing

Feature Name: Unpaved informal paths between community garden plots in the Blair Road Community Garden

CLI Feature ID: 191801

Feature Contribution: Contributing

Feature Name: Unpaved informal paths between community garden plots in the Mamie D. Lee Community Garden

CLI Feature ID: 191802

Feature Contribution: Non contributing – compatible

Feature Name: Social trails throughout the cultural landscape

CLI Feature ID: 191803

Feature Contribution: Non contributing

Landscape Characteristic Graphics:



FIGURE 33a-b: The service road in the Blair Road Community Garden (left) was formerly known as McCandless Place and is a remnant of the former street grid within the cultural landscape. Traces of the former Kennedy Street NE are located in Reservation 497c (Photos by CLI author, 2020).

Landscape Characteristic: Views and Vistas

HISTORIC
The cultural landscape's views and vistas are subject to the conditions of its topography, surrounding vegetation, and the buildings and structures in its vicinity. Until the mid-19th century, the cultural landscape likely had limited views owing to the relatively undeveloped and forested nature of the rural countryside outside the city. As agricultural fields were cleared in the early and mid-19th century, the cultural landscape may have gained views of the growing capital to the south, as the landscape's elevation and cleared vegetation made such viewsheds possible. Prior to the Civil War, the cultural landscape likely also featured views of the surrounding estates, plantations, and farms. These could have included internal views of the Sanders plantation, views south to the Murphy and Brown farms, and views west to the Walker estate, among others (Boschke 1861; Arnold 1865).

During the Civil War (1861-1865), construction of Fort Slocum and Fort Totten, and the rifle trenches between them, radically altered the views and vistas from the cultural landscape. In order to facilitate their strategic advantage occupying the ridges overlooking the city, Union commanders ordered the landscape entirely clear-cut within two miles of the fortifications. This gave each fortification sweeping views of the surrounding countryside, and visually linked the fortifications (Barnard 1871: 2; Lester 2017: 81; Boschke 1861). At this time, the cultural landscape would have had panoramic views of the surrounding estates, plantations, and farms. Notable landmarks within the cultural landscape's viewsheds likely included: Fort Stevens, Fort Slocum, and the Seventh Street Turnpike to the west; and Fort Totten, Rock Creek Church (St. Paul's Rock Creek Church), and the U.S. Military Asylum (Armed Forces Retirement Home) to the south (Boschke 1861; Arnold 1865). The cultural landscape

likely retained these views over the course of the next several decades, as the vegetation slowly recovered from the war. An 1884 map shows that much of the cultural landscape remained largely cleared of vegetation near the end of the 19th century (Lydecker and Greene 1884). Until suburbanization, the only change to viewsheds was the construction of the Metropolitan Branch of the B&O Railroad to the east, which could be seen easily from the cultural landscape.

Advertisements for suburban developments such as Chillum Castle Heights noted the panoramic views from the cultural landscape. One 1911 advertisement noted the “commanding position” it held “overlooking the whole of Washington” (The Washington Post, July 2, 1911: 35). Another noted the “trees, high elevation, and magnificent views” that the available lots featured (The Washington Herald, October 7, 1911: 13). These expansive views were largely the legacy of clear-cutting during the Civil War, and these conditions remained consistent in the decades before the first period of significance (1930-1968). A 1922 aerial photograph shows a near-total absence of vegetation within the boundaries of the cultural landscape (Figure 21).

However, by the end of the period of significance, vegetation had returned to the cultural landscape, and mature trees covered sections 497c and 497d. During the same period, the surrounding neighborhood urbanized, altering the views from the landscape to include the densifying residential context. At some point during the 1960s, new radio and television towers were installed along 1st Place SE and Riggs Road; they would have been visible from Reservations 497c, 497d, and 451a ([Satellite Photography of Washington, D.C.], NETR Online Viewer). As a result, the views at the end of the periods of significance (1930-1968; 1942-1945) were likely significantly altered from the conditions at the beginning of the periods of significance, when the NCPPC began to acquire the land. As vegetation matured within and beyond the cultural landscape, the views available from the parkland by the end of the first period of significance would have been reduced substantially.

Construction of the Blair Road Community Garden during the second period of significance (1942-1945) marked a notable change to the internal viewsheds of the cultural landscape. The design of these gardens directed views along the unpaved informal paths between community garden plots. Owing to its continued cultivation, the Blair Road Community Garden (Section 497b) remained clear of vegetative overgrowth—the only section to do so. As a result, it retained unobstructed views to the surrounding neighborhood.

After the periods of significance, the construction of the Mamie D. Lee Community Garden in the mid to late 1970s created similar internal views for the cultural landscape, as gardeners and visitors enjoyed vistas along the garden’s paths. In the decades before the school was sold and renovated, the Mamie D. Lee Community Garden also would have featured views west to the elementary school that was its namesake; however, in 2014, the school was sold and substantially remodeled into the Bridges and Briya Public Charter Schools, altering the association and the visual relationship. Reservations 497c, 497d, and 451a also retain the views toward the radio and television towers along 1st Place SE and Riggs Road.

EXISTING
By the end of the periods of significance (1930-1968; 1942-1945), the cultural landscape featured few views of surrounding landmarks, owing to the maturation of vegetation and adjacent urbanization. Since 1968, the cultural landscape has been managed as a series of forested areas and open spaces consistent with the Fort Circle Parks Master Plan and with the periods of significance. As a result, it features no significant views of external landmarks. The cultural landscape retains its internal views along the unpaved informal paths between community garden plots, consistent with the second period of significance (1942-1945).

EVALUATION
The Fort Drive component cultural landscape retains the significant views consistent with the end of the periods of significance (1930-1968; 1942-1945), including the internal directed views within the Blair Road Community Garden. Minor changes to the viewshed after the period of significance, including the renovation of the adjacent Mamie D. Lee School as Bridges and Briya Charter Schools beginning in 2014, and the construction of radio/television antennas to the west of reservation 451a circa the 1960s do not detract from the cultural landscape’s viewsheds. The directed internal views to

the E/W and N/S along the unpaved informal paths between the garden plots in the Mamie D. Lee Community Garden are non-contributing but compatible with the cultural landscape's significance. As a result, the Fort Drive component cultural landscape retains integrity of views and vistas.

Character-defining Features:

Feature Name: Unobstructed sightlines throughout Section 497b to the surrounding neighborhood

CLI Feature ID: 191804

Feature Contribution: Contributing

Feature Name: Directed internal views in all directions along social trails between garden plots in the Blair Road Community Garden

CLI Feature ID: 191805

Feature Contribution: Contributing

Feature Name: Directed internal views to the E/W and N/S along social trails between garden plots in the Mamie D. Lee Community Garden

CLI Feature ID: 191806

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



FIGURE 34a-b: Maturing vegetation and urbanization during the end of the period of significance (1930-1968) obscured any views of surrounding landmarks. (Left) Mamie D. Lee Community Garden looking northeast; (right) Reservation 497a looking west. (Photos by CLI author, 2020)



FIGURE 35: The design of the Blair Road Community Garden, established during the second period of significance (1942-1945), features directed internal views along the unpaved informal paths between community garden plots. (Photos by CLI author, 2020)

Landscape Characteristic: Vegetation

HISTORIC
In the centuries before it was converted into a small park, the Fort Drive component cultural landscape was historically characterized by its agricultural use—a reflection of its vegetation patterns in historic accounts and maps. Prior to the Civil War, the cultural landscape consisted of various plantations, farms, orchards, and associated croplands. However, no specific information is known about the cultural landscape's plantings prior to the publication of the 1861 Boschke map.

According to the 1861 Boschke map, the cultural landscape consisted of forested areas, open fields, and orchards associated with the farms and plantation of the Sanders, Brown, Murphy, and Walker families (see Figure 7). However, at the advent of the Civil War, pre-existing forests, orchards, fencing, and buildings were cleared by Union troops and used as timber in fortifications at Forts Slocum and Totten, north and south of the cultural landscape. What little wooded vegetation was left in the cultural landscape likely remained adjacent to the houses, farmsteads, and plantation houses that were left intact, while vegetation associated with subsistence agriculture uses likely remained in fields and gardens. A contemporary Civil War-era map shows all vegetation within the cultural landscape cleared, with the exception of the Sanders' tree-lined drive and limited planting between Left and Right Fork Roads, which approximately align with present-day Blair and Riggs Roads.

According to late 19th- and early 20th-century maps and aerial photographs, the land in and around the cultural landscape remained almost entirely open into the 1920s. An 1880s United States Geological Survey records no large sections of forested area or trees within the cultural landscape (United States Geological Survey 1888). Nearly 40 years later, the cultural landscape retained the same conditions. A 1922 aerial photograph shows the cultural landscape almost entirely cleared of vegetation. This likely continued into the beginning of the period of significance, as the NCPPC began to acquire parcels of the cultural landscape to assemble a parkway (1930-1968). See Figure 37.

Little is known about the vegetation patterns during the periods of significance (1930-1968; 1942-1945). The AWVS and the NPS constructed the victory garden (later the Blair Road Community Garden) between 1942-1945, within the cultural landscape, capitalizing on the parcel's relative lack of mature vegetation and lack of development. Initial crops and planting patterns are unknown but are likely consistent with the present-day community garden. By the end of the primary period of significance in 1968, amid decades of failed development proposals for Fort Drive, much of the cultural landscape reverted to an overgrown, forested landscape. After the periods of significance, NPS officials established the Mamie D. Lee Community Garden, which marked the only known change to the cultural landscape's revegetation. Outside of the community garden, no intentional plantings or planting plans were uncovered during the course of research for this CLI. It is likely that in the absence of plantings, extant mature trees were incorporated into the cultural landscape's development in its mostly grassy areas.

Between 2018 and 2020, construction began on the portion of the Metropolitan Branch Trail (MBT) that passes through the southern portion of the cultural landscape in Reservation 451a. This likely involved minor clearing of vegetation consistent with the construction of the trail and its spur that forms the southern boundary of the cultural landscape.

EXISTING
The existing vegetation pattern at the Fort Drive component cultural landscape is consistent with the conditions at the end of the periods of significance (1930-1968; 1942-1945). The addition of the Mamie D. Lee Community garden and its associated vegetation is in keeping with the periods of significance and is therefore non-contributing but compatible. Additional street tree plantings have been added along 1st Street NE in the northern portion of Section 497c since the periods of significance.

The typical existing plantings and compositions of each section are described below:
• Reservation 497a

o Mature stand-alone trees in majority grassy areas, typically consisting of Scotch Pine (Pinus sylvertis), Pin Oak (Quercus palustris), Red Oak (Quercus rubra), Willow Oak (Quercus phellos), White Oak (Quercus alba), Tulip Poplar (Liriodendron tulipifera), etc.
o Wooded areas typically consisting of Willow Oak (Quercus phellos), Scotch Pine (Pinus sylvestis), White Oak (Quercus alba), Tulip Poplar (Liriodendron tulipifera), Clematis (Clematis sp.), etc.

• Reservation 497b
o Community garden plots featuring vegetables, fruits, herbs, and other flowers, including lettuce (Asteraceae sp.), peppers (Capsicum sp.), corn (Zea mays), tomatoes (Solanum lycopersicum), squash (Cucurbita sp.), raspberries (Rubus idaeus), persimmons, (Diospyros), flowering lilies (Lilium sp.), etc.
o Wooded areas typically consisting of Black Locust (Robinia pseudoacacia), American Elm (Ulmus americana), Pin Oak (Quercus palustris), etc.

• Reservation 497c
o Mature stand-alone trees in majority grassy areas, typically consisting of American Elm (Ulmus americana), Norway Maple (Acer platanoides), Black Locust (Robinia pseudoacaia), etc.
o Wooded areas typically consisting of Black Locust (Robinia pseudoacacia), American Elm (Ulmus americana), Pin Oak (Quercus palustris), etc.
o Young street trees typically consisting of New Harmony Elm (Ulmus americana ‘New Harmony’), Dawn Redwood (Metasequoia glyptostrobides), Hornbeam (Carpinus sp.), Kentucky Coffee Tree (Gymnocladus dioicus), Maple (Acer sp.), Oak (Quercus sp.), Cherry (Prunus sp.), and Deodar Cedar (Cedrus deodara), etc.

• Reservation 497d
o Wooded areas typically consisting of Black Locust (Robinia pseudoacacia), American Elm (Ulmus americana), Pin Oak (Quercus palustris), etc.

• Reservation 451a
o Community garden plots featuring vegetables, fruits, herbs, and other flowers, including lettuce (Asteraceae sp.), peppers (Capsicum sp.), corn (Zea mays), tomatoes (Solanum lycopersicum), squash (Cucurbita sp.), raspberries (Rubus idaeus), persimmons (Diospyros), flowering lilies (Lilium sp.), etc.
o Open grassy areas with no vegetation
o Wooded areas typically consisting of Black Locust (Robinia pseudoacacia), American Elm (Ulmus americana), Pin Oak (Quercus palustris), etc.

EVALUATION
The vegetation pattern is generally consistent with the end of the periods of significance when the landscape existed as a greenbelt park and community garden. At this time, its vegetation was characterized by community garden plots and mature tree stands with wooded understories. The addition of the Mamie D. Lee Community Garden is non-contributing but compatible, in keeping with the vegetative patterns associated with the historic Blair Road Community Garden. Since no formal planting pattern exists within the cultural landscape, minor alterations or changes to the cultural landscape do not affect its integrity. The cultural landscape, therefore, retains integrity with respect to vegetation.

Character-defining Features:

Feature Name: Open grassy areas composing the majority of Section 497a

CLI Feature ID: 191807

Feature Contribution: Contributing

Feature Name: Mature trees and shrubs in Section 497a, including several Tulip Poplars (Liriodendron tulipifera), Willow Oaks (Quercus phellos), White Oaks (Quercus alba), Northern Red Oak (Quercus rubra), and Scotch Pine (Pinus sylvestris)

CLI Feature ID: 191808

Feature Contribution: Contributing

Feature Name: Open grassy areas composing portions of 497c

CLI Feature ID: 191809

Feature Contribution: Contributing

Feature Name: Mature trees and shrubs in the northern grassy area of Section 497c, including several black locusts (Robinia pseudoacacia) and American elms (Ulmus americana)

CLI Feature ID: 191810

Feature Contribution: Contributing

Feature Name: General use of agricultural plantings in the Blair Road Community Garden, including various vegetables, herbs, and fruit

CLI Feature ID: 191811

Feature Contribution: Contributing

Feature Name: General use of agricultural plantings in the Mamie D. Lee Community Garden, including various vegetables, herbs, and fruit

CLI Feature ID: 191812

Feature Contribution: Non contributing – compatible

Feature Name: Other non-mature trees and shrubs throughout the cultural landscape, including red maple (Acer rubrum), American elm (Ulmus americana), dawn redwood (Metasequoia glyptostroboides), hornbeam (Carpinus sp.), Kentucky Coffeetree (Gymnocladsus dioicus), and cherry (Prunus sp.)

CLI Feature ID: 191813

Feature Contribution: Non contributing

Feature Name: Wooded sections throughout the cultural landscape, that typically include species such as Oak (Quercus sp.), Maple (Acer sp.), Black Locust (Robinia pseudoacacia), Scotch Pine (Pinus sylvestris), and American Elm (Ulmus americana)

CLI Feature ID: 191814

Feature Contribution: Non contributing

Landscape Characteristic Graphics:

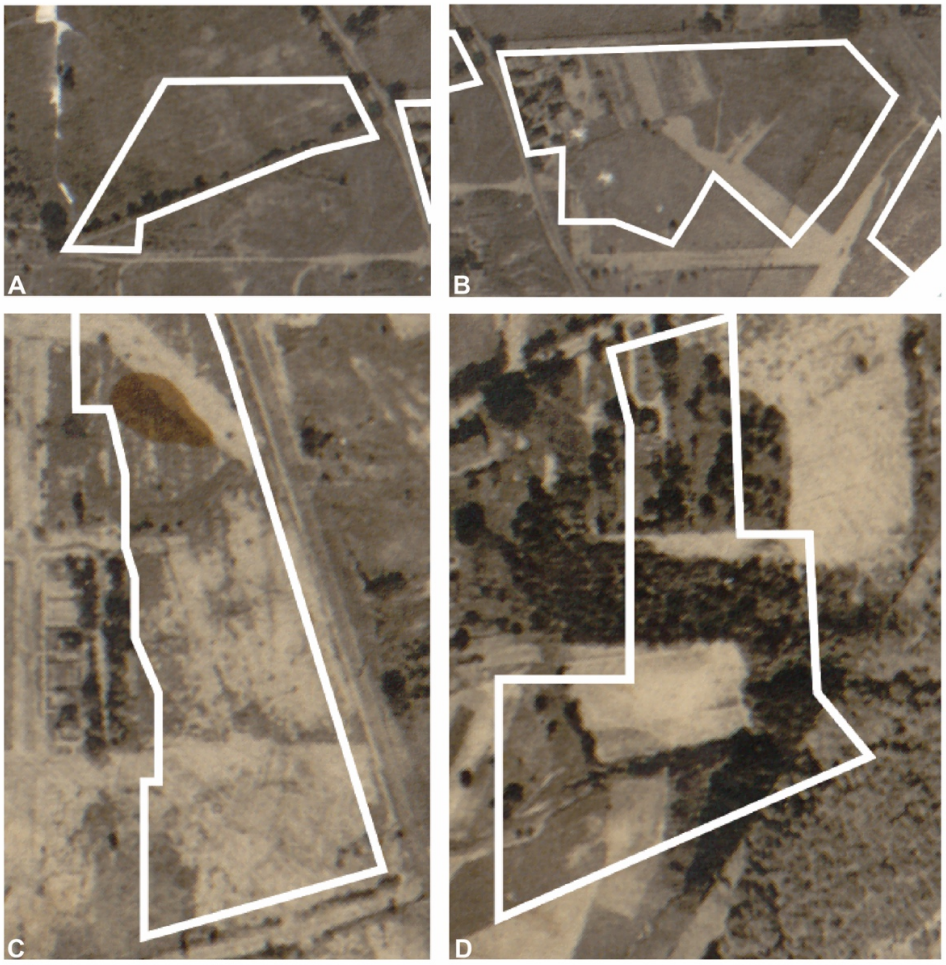


FIGURE 36a-d: This 1922 aerial photograph has been annotated with the approximate boundaries of Reservation 497a (top left), 497b (top right), 497c (bottom left), and 497d/451 (bottom right). (Excerpts from United States Army Air Service, 1922; annotated by the CLI author)

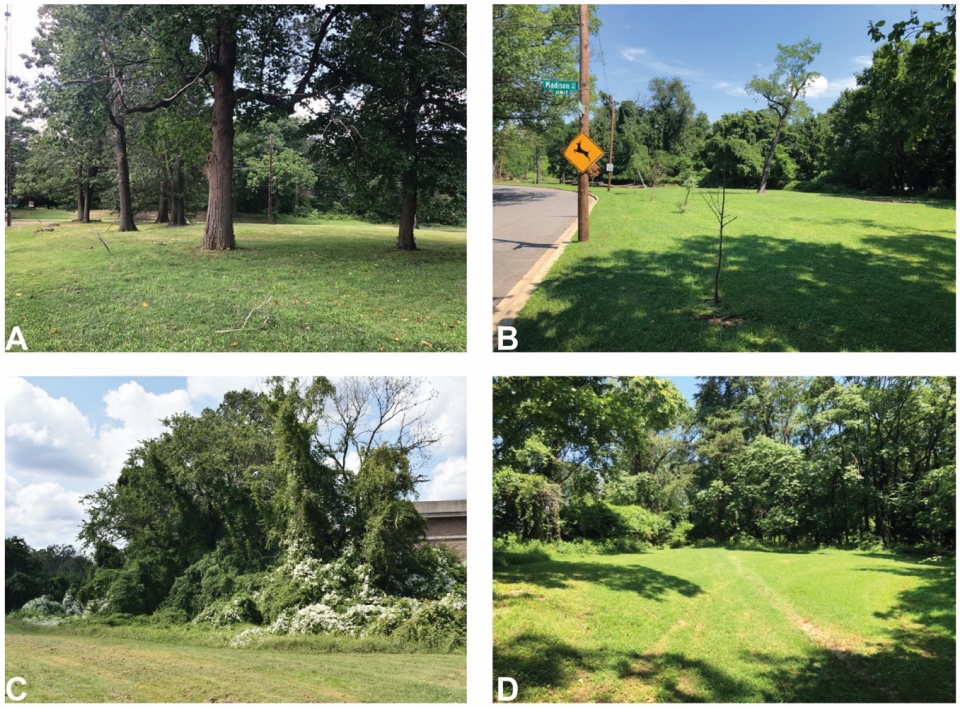


FIGURE 37: Typical vegetation within the cultural landscape. (A) View to the northwest of mature white, red, and willow oaks in Section 497a; (B) View to the north along 1st Street NE of a typical open grassy area with newly planted street trees; (C) View to the north of typical wooded area in Section 497a, overtaken by invasive species such as Clematis terriflora; (D) View of typical mixed wooded and grassy area in Section 497c near Kennedy Street NE. (Photos by Molly Lester and CLI author, 2020)

Landscape Characteristic: Buildings and Structures

HISTORIC
Numerous buildings or structures existed in the Fort Drive component cultural landscape before the periods of significance (1930-1968; 1942-1945). The earliest known buildings or structures within the cultural landscape date to the Antebellum era and were associated with the estate of Caroline Sanders and William Rollins Sanders. The couple married in 1838 and likely moved to the cultural landscape around this time. William Rollins Sanders died in 1845. In his will, he leaves his estate, Woodburne, to his wife Caroline. At the time of his death, the design, layout, materials, and construction of this estate and its associated structures are unknown ("[Will of William G. Sanders]," Box 0017, Folder 1845-372). Prior to this time, the study area was likely used for agricultural uses; however, there are no known structures preceding the construction of the Sanders estate in the early 19th century.

The 1861 Boschke map is the first document that depicts the approximate number and layout of structures in the cultural landscape prior to the Civil War. It shows the Sanders plantation (also spelled Saunders) located north of a road titled 'Right Fork,' which branched off of Rock Creek Road. According to the Boschke map, the plantation consisted of 11-12 buildings arranged along secondary or access roads that branched off of a main driveway. These buildings were divided into three clusters: southwest, central, and eastern. The central cluster appears to have been where the plantation house or manor was located. A contemporary map, likely prepared by Union Army engineers before construction of Fort Slocum and Fort Totten, shows fewer buildings, but provides more details about the shape and location of buildings in the landscape. The engineer's map shows an L-shaped building at the end of a tree-lined drive, which was likely the main house. A comparison of the two maps indicates that the cultural landscape likely included between 2-5 buildings (of the 11-

12 total) within its current boundaries—including the main plantation house “Woodburne” (Boschke 1861; “[Topographic map…]” 186x). However, the design and materials of the estate and its outbuildings are unknown. These likely included barns, storage sheds, and housing for enslaved laborers.

Concurrent with the construction of Fort Slocum and Fort Totten, Army engineers constructed rifle trenches between the two forts, passing through the cultural landscape (Figure 9). The route for these rifle trenches closely followed the steeply sloping ridgeline that connected the two forts, on the northern and eastern edges of the cultural landscape (“[Line of Defenses]” 1861; “[Topographic Map…]” circa 1861). Rifle trenches were typically used to span the gaps between fortifications and batteries. Trenches, such as those through the cultural landscape, varied in width based on use. Those solely used by infantry were five feet wide, while those used for artillery could be as wide as eight feet. There are no apparent physical remnants of these trenches in the cultural landscape to indicate what types of trenches once passed through the study area. The design and locations of the rifle trenches are unknown; no apparent evidence of these remains within study area.

In the late 19th and early 20th-centuries, suburban subdivisions overlooked the cultural landscape, introducing new buildings and structures to the area. Under the 1893 Highway Act, the L’Enfant Plan was extended into greater Washington County. As a result, large estates that did not conform with the surrounding street grid were demolished, while others were absorbed into the growing system of streets and highways. By 1883, Samuel Stott purchased the Sanders estate ‘Woodburne.’ Samuel Stott died in 1883 and bequeathed the property to his children, who in 1891 subdivided part of the historic Sanders/Stott estate into a new development called ‘Chillum Castle Manor.’ An 1894 map of the cultural landscape (Figures 39a-d) shows the Stott estate located in the middle of 1st Street NE, a holdover from the landscape’s centuries as large-scale plantations and estates. The Southern Securities and Development Company and its subsidiary, the Stott’s Park Realty Company, purchased the remaining acreage of the Stott family in 1908, including the buildings and structures associated with the Stott/Sanders estate (The Washington Times, April 12: 1908: 42; Evening Star, January 29, 1908: 3). The acquisition also included the portion of Chillum Castle Manor north of Riggs Road (Baist 1913-1915). Between 1919-1921, the Stott’s Park Realty Company demolished the structures associated with the Stott/Sanders estate; the last structure demolished by the company was likely the main mansion (Baist 1919-1921; Figures 39a-d).

Despite the rapid platting of Chillum Castle Manor (1891), Stott’s Park (1908), and Chillum Castle Heights (1911), the cultural landscape remained largely unbuilt through the 1920s. The Michlejohn family tract in Section 497b was the first to be subdivided and developed. Following the death of William Michlejohn (var. spellings) in 1892, his heirs divided the street-facing portions of his tract into four additional smaller lots. (Michlejohn purchased the tract from Stott sometime prior to 1880.) Two of the additional lots went to his sons, John and Andrew. The other two parcels were sold to A. Walker and D. B. Andrews. Prior to the NCPPC’s acquisition of the cultural landscape after 1930, the Michlejohn subdivision was one of the only successful sales of lots in the cultural landscape (Hopkins 1894; Figure 14).

By 1913, John Michlejohn, Andrew Michlejohn, A. Walker, and D. B. Andrews had all built frame structures along Blair and Sligo Mill Road in Section 497b of the cultural landscape (Figure 39c-d; Baist 1913-1915). Only two other lots were purchased and built upon prior to the NCPPC’s acquisition of the cultural landscape beginning in 1930 (United States Army Air Service, 1922; Baist 1919-1921). This included two frame structures in lots 9 and 12 in Chillum Castle Manor (497d) (Figure 40).

Between 1930-1968, the NCPPC acquired all private inholdings within the cultural landscape and demolished the two remaining structures in Section 497d. Prior to the construction of the Blair Road Community Garden in 1942, no new structures were built within the cultural landscape.

In 1942, the AWVS established a victory garden in Reservation 497b, on the site of the present-day Blair Road Community Garden. This was the first new structure built in the cultural landscape under the tenure of the NCPPC and NPS. (For the purposes of this CLI, both the Blair Road Community Garden and the Mamie D. Lee Community Garden are treated as structures.) This new structure was

composed of plots ranging in size from 50’ x 30’ to 25’ x 20’; the plots were organized in an angular gridded pattern, corresponding with the juxtaposition of the diagonal South Dakota Avenue and the rectilinear street grid (RG 328, Boxes 12-12, NARA; www.historicaerials.com). The garden featured fencing, gates, tool sheds, irrigation systems, raised planting beds, and other agricultural features associated with community gardens as structures. This was the only structure in place within the cultural landscape by the end of the periods of significance (1930-1968; 1942-1945). In the decades after the war, the AWVS garden transitioned into continuous use as a community garden; it is known as the Blair Road Community Garden today.

The last structure added to the cultural landscape was the Mamie D. Lee Community Garden, which was established in the mid to late 1970s, after the periods of significance. Like its older neighbor, the new structure was organized into individual plots arranged along a grid system. Each plot measured 25’ x 25,’ totaling approximately 80-90 individual plots (“[Special Use Permit for the Mamie D. Lee Community Garden]” 1995: 15; Figure 41). Similar to the Blair Road Community Garden, the Mamie D. Lee Garden also featured fencing, tool sheds, irrigation systems, and other features associated with gardening.

Beginning in 1979, under new community garden guidelines, NPS officials worked with community gardens across the District to organize and streamline the assignment of gardens. That same year, Blair Road Community Garden members mapped the garden’s layout (Figure 29). By this time, the Blair Road Community Garden featured approximately 110 plots that each measured 25’ x 25’ (TIC 832_8037 1965; Figure 29). Community garden members and NPS officials undertook a similar effort in 1995 to map the Mamie D. Lee Community Garden (Figure 41). At this time, the garden featured three north-south walkways, a water line in plot 61, and 85 individual plots (“[Special Use Permit for the Mamie D. Lee Community Garden]” 1995: 15; Figure 41).

EXISTING
The Blair Road Community Garden and the Mamie D. Lee Community Garden are the sole remaining structures in the cultural landscape. The Blair Road Community Garden has been in continual use since the 1942-1945 period of significance. Today, the Blair Road Community Garden features approximately 250 plots ranging in size from 400-800 square feet (“Garden With Us” https://blairroadcommunitygarden.org/garden-with-us/). Plots feature fencing, raised beds, gates, seating, decorations, and other features.

The Mamie D. Lee Community Garden continues to feature 85+ 25’x25’ plots. However, in the years since its construction, many of these plots have been subdivided into smaller parcels or raised beds to accommodate more gardeners (Google Earth 2020). Today, the garden features a tool shed, an irrigation system, numerous raised beds, a perimeter fence, and other agricultural features.

EVALUATION
The community gardens are the sole remaining structures in the cultural landscape; only the Blair Road Community Garden dates to the periods of significance (1930-1968; 1942-1945), although the Mamie D. Lee Community Garden is compatible with the cultural landscape’s history, use, and significance. The Blair Road Community Garden has been in continual use since its associated period of significance (1942-1945). Minor subdivisions or additions of garden plots since the period of significance are in keeping with the cultural landscape’s historic agricultural use and do not affect its integrity. Although the Mamie D. Lee Community Garden postdates the periods of significance, the structure is in keeping with the historic use of the cultural landscape and is, as a result, a non-contributing (compatible) feature. The cultural landscape retains integrity with respect to buildings and structures, as the extant structures maintain the cultural landscape’s historic agricultural land use and association and have remained in the same locations since their construction.

Character-defining Features:

Feature Name: Blair Road Community Garden (including plots, fencing, water systems, and other associated features/structures)

CLI Feature ID: 191815

Feature Contribution: Contributing

Feature Name: Mamie D. Lee Community Garden (including plots, fencing, water systems, and other associated features/structures)

CLI Feature ID: 191816

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



FIGURE 38a-b: Two maps (left 1861 Boschke Map; right contemporary map prepared by Union Army engineers) showing clusters of buildings and structures as well as vegetation within the cultural landscape. (Excerpts from Boschke 1861; "[Topographic map of the vicinity of Fort Slocum, Washington D.C.]" 186-, LOC; annotated by the CLI author, 2020).



The cultural landscape featured few buildings and structures into the 20th century. The historic Stott/Sanders mansion (circled in blue) persisted within the street grid until circa 1921, when it was no longer drawn in atlases. (Excerpts from Hopkins 1861; Hopkins 1894; Baist 1913-1915; Baist 1919-1921; annotated by the CLI author, 2020).

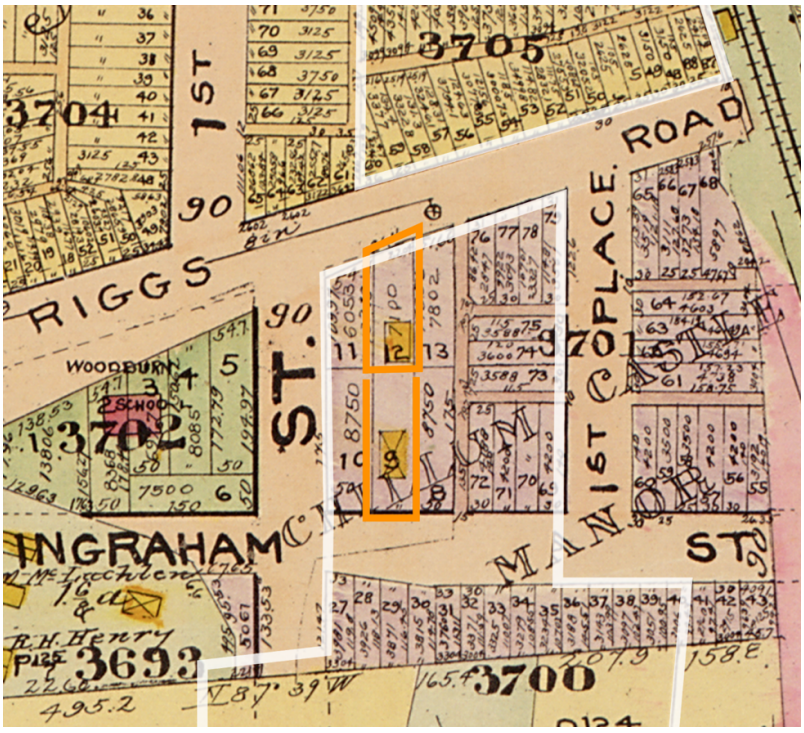


FIGURE 40: Only two buildings (outlined in orange) existed in the cultural landscape (outlined in white) prior to its acquisition and development by the NCPPC and the NPS during the period of significance 1930-1968. (Excerpt from Baist 1919-1921; annotated by the CLI author, 2020).

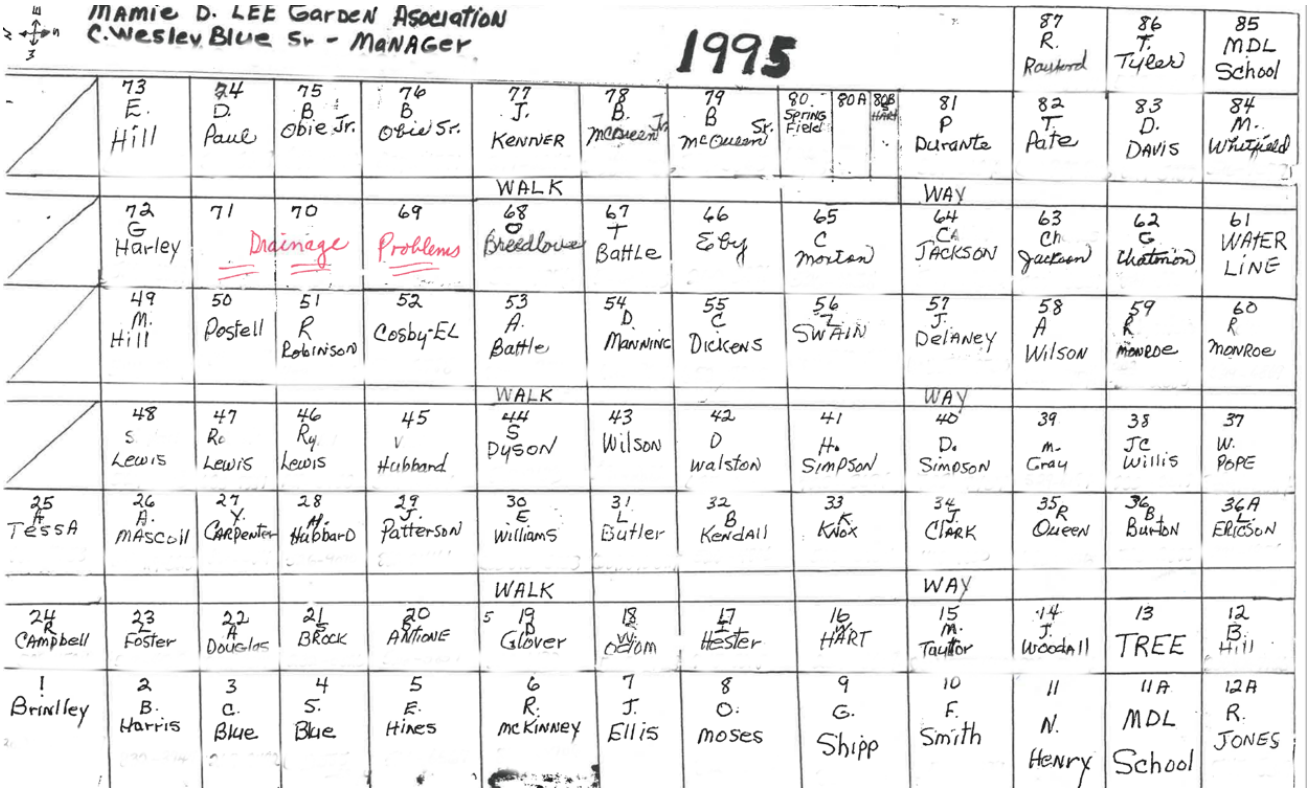


FIGURE 41: Layout of the Mamie D. Lee Community Garden in 1995. The structure was organized along a cartesian grid and featured approximately 80-90 individual plots. ("[Special Use Permit for the Mamie D. Lee Community Garden]" 1995: 15; Note: Image redacted by CLI author to remove personal contact information of gardeners).



FIGURE 42a-b: Existing conditions of the Blair Road Community Garden (left) and the Mamie D. Lee Community Garden (right). (Google Maps 2020).

Landscape Characteristic: Small Scale Features

HISTORIC
Little is known about the cultural landscape's small-scale features until the early 20th century; this includes any temporary small-scale features that may have been installed during the Civil War, as the cultural landscape was incorporated into the Civil War Defenses of Washington.

Beginning in the 20th century, the cultural landscape's small-scale features have historically included lighting, concrete bollards, and features associated with the community garden structures. Lighting installed by the District Commissioners in the early 20th century is the first documented small-scale feature in the cultural landscape and included an unknown number of lights of unknown design along Riggs Road, Blair Road, and Sligo Mill Road (Oglethorpe Street). During the first period of significance (1930-1968), the NCPPC added few known small-scale features to the landscape as it was acquired and assembled into parkland. The addition of the Blair Road Community Garden between 1942-1945, during the second period of significance, marked the most significant change in the cultural landscape's small-scale features. The garden likely included new fencing, irrigation, gates, compost bins, and other small-scale agricultural features. Most of these small-scale features have been continually repaired and replaced in-kind, both during and after the periods of significance. The Mamie D. Lee Community Garden post-dates the periods of significance, but historically, the garden has featured similar small-scale features. The addition of the later garden marked the last major changes to the cultural landscape's small-scale features.

Lighting
In July 1911, a West Virginia real estate syndicate known as the Washington Loan and Mortgage Company purchased 50 acres of land west of Blair Road from the estate of C.S. O'Hare. The syndicate subdivided the tract and marketed it as Chillum Castle Heights. They installed numerous infrastructural improvements, including an unknown number of gas and electric lights at unknown locations throughout the development (Evening Star, July 29, 1911: 14; The Washington Post. July 2, 1911: 35; Evening Star, August 14, 1915: 12). Around the same time, the Chillum Castle Heights Citizens' Association successfully lobbied for the installation of 16 incandescent electric lamps on Riggs Road, from Blair Road to the District Line (through Reservations 497c and 497d). These were mounted on overhead wires, replacing 16 naphtha streetlamps installed sometime prior to 1911 (The Washington Post, August 13, 1911: 16). Between 1914-1925, the Woodburne and Chillum Castle Heights Citizens' Associations asked the District Commissioners to install streetlights on Blair Road and Sligo Mill Road (Oglethorpe Street), along the edges of Reservations 497a and 497c (Evening Star, September 10, 1914: 2; Evening Star, February 7: 1925). Streetlights were likely also installed along other major roads that frame the edges of the cultural landscape; however, no specifics were uncovered during the course of research for this CLI. Sometime in the second half of the 20th century, District officials installed 4 standard streetlights mounted on wooden power lines in the northern half of Section 497c of the cultural landscape (Google Earth 1988; Google Maps 2020).

Bollards
Thirty-nine low concrete bollards were installed by an unknown entity along the Nicholson Street NW alley road in Reservation 497a at an unknown date. The houses, church, and apartment buildings along this alley were constructed between 1934-1952, according to the DC Historical Building Permits Index. It is likely that the concrete bollards were installed sometime during or after this period to prevent vehicle trespass onto Reservation 497a, which places their installation within the period of significance. One bollard contains an engraved marking that reads, "2/23/55." This CLI cannot confirm if this marking refers to the date of the bollards' installation, but it is consistent with timeframe of the adjacent buildings' construction. (Figure 43b).

Trash Can/Picnic Table
There is no documented history of trash cans or picnic tables within the boundaries of the cultural landscape. However, in recent decades, the NPS installed one plastic-hooded trash can on a concrete pad in Reservation 497a. The reservation also includes a wood and metal picnic table (Figure 44).

Curbing

Reservation 497c features concrete curbing typical of D.C. streets along South Dakota Avenue between McDonald Place NE and the Longfellow Street NE alley. The curbing has a square profile that is typical of modern D.C. street curbing. It was most likely installed after the periods of significance; however, the exact date of installation is unknown.

Community Garden Associated Features
No research was uncovered during the course of this CLI to indicate what features were extant at the Blair Road Community Garden during its period of significance (1942-1945). Historic aerial photographs from the period of significance do not offer enough detail to discern small-scale features. However, the garden likely included fencing, planting beds, tool storage, irrigation systems, benches, gates, netting, and other associated features similar to those present at the Blair Road Community Garden today.

Beginning with its construction in the mid to late 1970s, the Mamie D. Lee Community Garden likely featured similar small-scale features associated with community gardens. However, there is no documentation of specific historic small-scale features within the garden.

Chain-link Fencing
The Mamie D. Lee Community Garden Association installed a black metal and plastic chain-link fence around the community garden circa 2010 (Scheltema 2014; Google Earth 2010).

Regulatory Signage
Nothing is known about the history of regulatory signage within the cultural landscape. At some unknown date, National Park Service regulatory signs were installed in Reservation 497a.

EXISTING
The Fort Drive component cultural landscape includes a range of small-scale features, including both contributing and non-contributing elements. Few small-scale features were present during the periods of significance; only those extant small-scale features associated with the Blair Road Community Garden date to the periods of significance (1930-1968; 1942-1945).

Lighting
The only extant lighting within the boundaries of the cultural landscape are 4 streetlights located on the northern half of Reservation 497c. They consist of wooden powerline posts with cantilevered metal light arms that overhang the east side of South Dakota Avenue SE. These are non-historic and likely belong to the District of Columbia. They were likely added after the periods of significance.

Bollards
There are 39 extant concrete bollards on the southern edge of Reservation 497a along the Nicholson Street NW alley. These likely date to the period of significance (1930-1968). They are roughly 1ft square in plan and feature chamfered edges. Each is approximately two feet tall.

Trash Can/Picnic Table
Reservation 497a features the only trash can and picnic table in the cultural landscape. The trash can consists of a square plastic base with a square plastic hood that features two openings. It is attached to a 4’ x 4’ square concrete pad. Adjacent to the trashcan is a metal and wood picnic table.

Curbing
Reservation 497c features concrete curbing typical of D.C. streets along South Dakota Avenue between McDonald Place NE and the Longfellow Street NE alley.

Chain-link Fencing
The extant fencing around the perimeter of the Mamie D. Lee Community Garden post-dates the periods of significance. The fence structure is comprised of cylindrical black metal posts that are supported by diagonal posts set into the ground. The fencing consists of 8-9’ tall panels of deer mesh supported by the metal posts and spanning the approximately 1,200’ perimeter of the garden. There are several gates located at the corners and in the middle of public-facing sides of the garden. There

is one double-wide gate for vehicular access located at the southwestern corner of the Mamie D. Lee Garden.

Regulatory Signage
Regulatory signage within the cultural landscape is limited to Reservation 497a. There are two signs that state the park's hours and contact information for the Rock Creek Park Watch.

Community Garden Associated Features
Both the Mamie D. Lee and the Blair Road Community Gardens contain a variety of small-scale features. These include fencing, netting, gates, irrigation systems, planting beds, compost bins, seating, decorations, and other features associated with gardening.

EVALUATION
The small-scale features within the Fort Drive component cultural landscape are almost entirely non-historic; however, features associated with the Blair Road Community Garden are in keeping with the historic agricultural use and association of the cultural landscape during the periods of significance (1930-1968; 1942-1945). The 39 bollards in Reservation 497a also likely date to the periods of significance. Non-contributing features include chain-link fencing, a trash can, a picnic table, curbing, and regulatory signage. Some non-contributing features are considered compatible, including the gardening features associated with the Mamie D. Lee Community Garden as well as the kiosk/bulletin boards in both community gardens.

The presence of non-contributing features does not detract from the significant influence of the contributing features. The Fort Drive component cultural landscape therefore retains integrity of small-scale features.

Character-defining Features:

Feature Name: Various small-scale features associated with the Blair Road Community Garden structure, including fencing, raised gardening beds, benches, gates, netting, mesh, compost bins, gates, and other associated features

CLI Feature ID: 191817

Feature Contribution: Contributing

Feature Name: Various small-scale features associated with the Mamie D. Lee Community Garden structure, including fencing, raised gardening beds, benches, gates, netting, mesh, compost bins, gates, and other associated features

CLI Feature ID: 191818

Feature Contribution: Non contributing – compatible

Feature Name: Low concrete bollards along the Nicholson Street NW alley in Section 497a (count: 39)

CLI Feature ID: 191819

Feature Contribution: Contributing

Feature Name: Chain-link fencing surrounding the Mamie D. Lee Community Garden

CLI Feature ID: 191820

Feature Contribution: Non contributing

Feature Name: Plastic rounded-square trashcan with plastic hood in Section 497a seated on a concrete base (count: 1)

CLI Feature ID: 191821

Feature Contribution: Non contributing

Feature Name: Wood and metal picnic table in Section 497a (count: 1)

CLI Feature ID: 191822

Feature Contribution: Non contributing

Feature Name: Community kiosks at the Mamie D. Lee and Blair Road Community Gardens (count: 2)

CLI Feature ID: 191823

Feature Contribution: Non contributing – compatible

Feature Name: Curbing along the edges of Reservations 497c

CLI Feature ID: 191824

Feature Contribution: Non contributing

Feature Name: Regulatory signage throughout the cultural landscape

CLI Feature ID: 191825

Feature Contribution: Non contributing

Landscape Characteristic Graphics:



FIGURE 43a-b: (left) Low concrete bollards along the southern edge of Reservation 497a along the Nicholson Street NW alleyway. View to the southwest; (right) One bollard contains an engraving that reads "2/23/55." (Lester 2020).



FIGURE 44: There is no documented history of trash cans or picnic tables during the periods of significance. However, one trash can and one picnic table were installed by the NPS sometime after 1968 in reservation 497a. View to the north. (Lester 2020).



FIGURE 45a-b: Examples of small-scale features associated with the community gardens. These include bulletin boards/kiosks, raised beds, fencing, and irrigation systems, among others. (Left) View looking north of the kiosk at the Blair Road Community Garden. (Right) View looking north of the raised beds at the Blair Road Community Garden (Photos by CLI author 2020).



FIGURE 46: Examples of small-scale features associated with the community gardens. These include irrigation, fencing, gates, raised beds, and decorations. (Left) View looking south of a typical irrigation system at the Blair Road Community Garden; (Right) View looking north of fencing at the Mamie D. Lee Community Garden (Photos by CLI author 2020).

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 03/15/2027

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 03/15/2021

Condition Assessment Explanatory Narrative:
The Fort Drive component cultural landscape is in good condition. A Condition Assessment of 'Good' indicates that 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.

Impacts

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Both Internal and External

Impact Description: Much of the cultural landscape consists of large wooded parcels, with portions cleared for picnic areas or as grassy openings. However, rapid vegetation overgrowth, much of which consists of invasive species, threatens to overtake the cultural landscape if regular invasive maintenance practices are not followed.

Treatment

Approved Treatment: Undetermined

Approved Treatment Document Explanatory Narrative:

Undetermined; This Cultural Landscape Inventory was prepared as part of the D.C. Small Park Reservations Project, which will include a Cultural Landscape Report in a later phase. This CLR will inform the treatment of this cultural landscape. Treatment recommendations will be added at the conclusion of the CLR process.

Approved Treatment Completed:

Landscape Approved Treatment Cost Explanatory Description:

Undetermined; This Cultural Landscape Inventory was prepared as part of the D.C. Small Park Reservations Project, which will include a Cultural Landscape Report in a later phase. This CLR will inform the treatment of this cultural landscape. Treatment recommendations will be added at the conclusion of the CLR process.

Bibliography and Supplemental Information

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Year of Publication:	1838
Citation Publisher:	Fairfax County, VA
Citation Author:	[s.n.]
Citation Title:	[Will of William G. Sanders], Box 0018, Folder 1845-372
Year of Publication:	1845
Citation Publisher:	Fairfax County, VA
Citation Author:	[s.n.]
Citation Title:	Petitions 898 & 900, Bundle 5, Petitions Filed under the Act of April 16, 1862
Year of Publication:	1862
Citation Publisher:	Commissioners of Washington, D.C.
Citation Author:	[s.n.]
Citation Title:	“Thomas Brown,” Wills, Box 32, Probate Records (District of Columbia), 1801-1930
Year of Publication:	1864
Citation Publisher:	District of Columbia
Citation Author:	[s.n.]
Citation Title:	“Mary Walker,” Wills, Box 49, Probate Records (District of Columbia), 1801-1930
Year of Publication:	1868
Citation Publisher:	District of Columbia

Citation Author:	[s.n.]
Citation Title:	Washington Forts: Completion of the Line of Fortifications Encircling the National Capital
Year of Publication:	1884
Citation Publisher:	[s.l.]
Citation Author:	[s.n.]
Citation Title:	[Commissioners Order Riggs Road Improvement]
Year of Publication:	1898
Citation Publisher:	The Evening Star, Washington, D.C.
Citation Author:	[s.n.]
Citation Title:	Condition of Blair Road
Year of Publication:	1902
Citation Publisher:	The Evening Star, Washington, D.C.
Citation Author:	[s.n.]
Citation Title:	[Advertisement for Stott's Park]
Year of Publication:	1908
Citation Publisher:	The Washington Post, Washington, D.C.
Citation Author:	[s.n.]
Citation Title:	Suburban Tracts Divided Near Soldiers' Home Divided Into Lots for Homeseekers
Year of Publication:	1908
Citation Publisher:	The Washington Times, Washington, D.C.
Citation Author:	[s.n.]
Citation Title:	Big Sale of Realty
Year of Publication:	1908
Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Contractors At Work in New Subdivision
Year of Publication:	1911
Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Buy a Lot at Chillum Castle Heights and Double Your Money
Year of Publication:	1911
Citation Publisher:	The Washington Post, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	The Washington Herald, Washington, D.C.
Year of Publication:	1911
Citation Publisher:	The Washington Herald, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Chillum Castle Heights Backed By Banks and Bankers
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Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Realty Men Interested in Battle of Transfers
Year of Publication:	1911
Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	[Streetlights Added on Riggs Road]
Year of Publication:	1911
Citation Publisher:	The Washington Post, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Citizens Make Plea for Paving of Street
Year of Publication:	1914
Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Jitney Line Planned for Chillum Castle
Year of Publication:	1915
Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	What You Can Get in Chillum Castle Heights
Year of Publication:	1915
Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Busy On Subdivision
Year of Publication:	1916
Citation Publisher:	The Washington Post, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	New Suburban Residence
Year of Publication:	1916
Citation Publisher:	The Washington Times, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	[Streets Described as Sea of Mud]
Year of Publication:	1925
Citation Publisher:	The Evening Star, Washington, D.C.

Citation Author:	[s.n.]
Citation Title:	Legal Notices
Year of Publication:	1927
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Citation Author:	[s.n.]
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Year of Publication: 1818

Citation Publisher: W. Cooper, Washington, D.C.

Citation Author: L'Enfant, Pierre Charles

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Citation Publisher: [s.l.]

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