National Park Service
U.S. Department of the Interior

National Capital Parks-East
Washington, DC



# *Cultural Landscape Report*
# Suitland Parkway

April 2024

Resource Stewardship and Science
Division of Cultural Resources, National Capital Region

This page intentionally left blank.

# *Cultural Landscape Report*
# Suitland Parkway

## Prince George's County, MD



*April 2024*

***Prepared by:***

Quinn Evans Architects
Washington, DC

Vanasse Hangen Brustlin
Washington, DC

U.S. Department of the Interior • National Park Service • Region 1 - National Capital Area • Resource Stewardship and Science • Washington, DC

2024

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

U.S. Department of the Interior
National Park Service
Resource Stewardship and Science
Washington, DC

This document was checked for Section 508 compliance using Adobe Acrobat. Final remediation for accessibility will be completed in 2024-2025.

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

**Cover Photo: Suitland Parkway between Alabama Avenue and Branch Avenue, looking west. Photo by T. W. Kines, September 4, 1953 (NARA).**

**Title Page: Suitland Parkway between Alabama Avenue and Branch Avenue, looking west. Photo by T. W. Kines, February 13, 1955 (NARA).**

# Project Team and Contributors

**National Park Service, Denver Service Center**
Kyle Gonynor, Contracting Specialist
Aaron Vollbracht, Contracting Specialist

**National Park Service, Region 1 - National Capital Area**
Julie McGilvray, Preservation Services Program Manager
Jason Theuer, Acting Regional Archeologist
Patrick Campbell, Head of Natural Resources
Aleksandra Voznitza, Natural Resources Invasive Plant Management Team
Program Manager

**National Park Service, National Capital Parks - East**
Daniel Weldon, Cultural Resources Program Manager
Michael Commisso, Deputy Superintendent
Lara Hannon, Natural Resources Program Manager
Ernest Biggs, Acting Facilities Manager
Sekou Starke, Trails Crew for Suitland Parkway

**National Park Service - Heritage Documentation Programs**
Christopher Marston, HAER Architect
Duncan Hay, HAER Historian

**Joint Base Andrews**
Krist Zimmerman, 316 WG Community Planning Liaison
Ahmed Abdullah, 316 CES Community Planner

# PROJECT TEAM AND CONTRIBUTORS

**Quinn Evans Architects (Prime, Cultural Landscape)**
Brenda Williams, FASLA, Principal-in-Charge
Stephanie Austin Redding, ASLA, Historical Landscape Architect
Joanna Schwartz, Landscape Architect
Rebekah Lawrence, Landscape Designer
Adjoa Kennedy, Landscape Designer
Marian Glebes, Landscape Designer
S. Michael Mitchell, Historian

**Vanasse Hangen Brustlin, Inc. (Traffic Engineer)**
Daniel Lovas, Senior Transportation Engineer
Ahmed Amir, Traffic Analyst

# Executive Summary

The Cultural Landscape Report (CLR) for Suitland Parkway provides a site history, summary of existing conditions documented in December 2022 and August 2023, analysis and evaluation of landscape changes and historical significance, and high level treatment recommendations for the parkway. Recommendations for the cultural landscape establish a philosophy and framework to enhance natural and cultural resource condition and safety of multiple modes of transportation. The CLR provides NPS with the information necessary to rehabilitate and preserve the cultural landscape, and builds upon previous planning documents and the August 26, 2002, Memorandum of Agreement (MOA) signed by the Maryland State Historic Preservation Office, National Capital Parks East, and Joint Base Andrews.

The Suitland Parkway cultural landscape is significant as the ceremonial entrance of Washington, DC, since its opening in 1944. Known as "The President's Parkway," the parkway links Andrews Air Force Base with Washington, DC, as one of four parkways providing a network of entryways into the nation's capital. The parkway consists of 9.18 total miles of roadway extending from the Frederick Douglass Memorial (South Capitol Street) Bridge over the Anacostia River to MD-4/Pennsylvania Avenue at the North Gate of Joint Base Andrews.

Suitland Parkway was originally constructed in 1942–1944. Like earlier parkways, Suitland Parkway preserves a wide, scenic, and mostly naturalistic corridor along a limited-access divided roadway following the "lay of the land," or native topography. It also incorporates wider, flatter curves to accommodate higher-speed vehicles. Suitland Parkway's negotiation between these design elements exemplifies World War II- and postwar-era parkway design.

Although originally constructed as a military highway, commuter and local traffic use has been prevalent along Suitland Parkway since its opening in 1944. Following World War II, Suitland Parkway's planners stressed the importance of the parkway as a designed landscape to be considered a permanent part of the Washington metropolitan region system of roadways, and as a result legislation was introduced in 1949 for the permanent transfer of the Suitland Parkway along with "all [its] lands and easements heretofore or hereafter acquired by the United States."

The Suitland Parkway was individually listed in the National Register of Historic Places on June 2, 1995. The nomination included the entire 9.18 miles of the parkway. The 6.38-mile study area addressed in this cultural landscape report (CLR) conveys the same significance as the parkway's full path. The Suitland Parkway is significant under Criterion A in the area of Transportation at the national level with a period of significance of 1959 to the present for its status as a prominent ceremonial route into Washington for US presidents, foreign dignitaries, and nationally prominent figures and at the state level with a period of significance of 1944 to present for its role as an important commuter and military route serving the Suitland, Maryland, area and Joint Base Andrews. The Suitland Parkway is significant at the national level under Criterion C in the area of Landscape Architecture with a period of significance of 1942–44 as a designed landscape that embodies the defining features of the US parkway movement's World War II era and postwar era.

The CLR is organized in two parts. Part 1 of the CLR includes the site history, summary of existing conditions, and analysis of landscape integrity. This thoughtful analysis and consideration provides a framework for future management and actions aligned with the original design intent of the parkway landscape. Part 2 of the CLR provides a selected treatment approach, a vision for the landscape, and overall study area guidelines . In addition, Part 2 identifies preferred concepts for specific issues and conditions along the parkway, including vegetation below the JBA approach/departure airspace, treatment related to the closed JBA north gate, the proposed Suitland Parkway Trail extension, intersection safety improvements, and parkway identity at its east and west termini.

The selected treatment approach of "rehabilitation" protects historic elements, while allowing compatible additions and modifications. The preferred treatment concept for Suitland Parkway balances protecting the historic character of the parkway as the ceremonial entrance into the nation's capital with necessary safety improvements for multiple modes of transportation utilizing the parkway and adjacent spaces, including vehicles, pedestrians, bicycles, and aircraft. Treatment guidelines and recommendations center around the historic design intent described in Part 1, which drives selection of strategies and features compatible with the cultural landscape character.

# TABLE OF CONTENTS

EXECUTIVE SUMMARY V

LIST OF ILLUSTRATIONS X

CHAPTER 1: INTRODUCTION

**Related Planning Projects 1-2**
**Description of Study Boundaries 1-3**
**Scope of Work and Methodology 1-6**
**Summary of Findings 1-9**
Summary of Significance 1-9
Historical Overview 1-10
Treatment Summary 1-12

CHAPTER 2: SITE HISTORY

**Statement of Significance 2-1**
National Register Evaluation 2-1
National Register Documentation 2-2
**SITE HISTORY 2-6**
Indigenous Use, before 1600 CE 2-6
Colonial Maryland and Early Prince George's County, 1608–1800 2-8
Agricultural Use and the US Parkway Movement, 1800–1936 2-9
Planning, Designing, and Constructing the Suitland Parkway, 1937–1949 2-24
National Park Stewardship, 1950–2023 2-62

CHAPTER 3: LANDSCAPE EXISTING CONDITION & ANALYSIS

**Landscape Characteristics 3-1**
**Summary of Integrity 3-2**
**Inventory of Contributing and Non-Contributing Features 3-6**
**Overall Study Area Statement of Landscape Character 3-18**
Natural Systems and Climate 3-18
Topography 3-26
Land Use 3-28
Spatial Organization 3-29
Circulation 3-33

Views 3-38
Vegetation 3-50
Buildings and Structures 3-57
Small-Scale Features 3-65
Archeology 3-68
**Landscape Character Area Existing Condition & Analysis 3-70**
DC/MD Border to Branch Avenue Landscape Character Area 3-70
Branch Avenue to Silver Hill Road Landscape Character Area 3-86
Silver Hill Road to Suitland Road Landscape Character Area 3-95
Suitland Road to Forestville Road Landscape Character Area 3-106
Forestville Road to Joint Base Andrews Landscape Character Area 3-117

CHAPTER 4: TREATMENT FRAMEWORK
**Management Considerations and Issues 4-2**
**Summary of Applicable Laws, Policies, and Regulations 4-4**
**Treatment Vision and Goals 4-6**
**Secretary of the Interior's Standards 4-6**
**Standards for Rehabilitation 4-8**

CHAPTER 5: TREATMENT GUIDELINES
**Summary of Preferred Treatment 5-1**
**Overall Study Area Historic Landscape Character Guidelines 5-2**
Natural Systems and Features Guidelines 5-2
Topography Guidelines 5-9
Land Use Guidelines 5-10
Spatial Organization Guidelines 5-13
Circulation Guidelines 5-14
Wetland Boardwalk Trail Section 5-19
Views Guidelines 5-20
Vegetation Guidelines 5-22
Canopy Tree Palette 5-28
Understory Woody Plant Palette 5-29
Buildings and Structures Guidelines 5-32
Small-Scale Features Guidelines 5-36
Archeological Sites Guidelines 5-37

CHAPTER 6: RECOMMENDED TREATMENT BY LANDSCAPE CHARACTER AREA
**DC/MD Border to Branch Avenue LCA Treatment 6-1**
Circulation 6-1

Vegetation 6-9
Small-Scale Features 6-9
**Branch Avenue to Silver Hill Road LCA Treatment 6-12**
**Silver Hill Road to Suitland Road LCA Treatment 6-12**
Vegetation 6-15
Small-Scale Features 6-15
**Suitland Road to Forestville Road LCA Treatment 6-16**
Vegetation 6-16
Small-Scale Features 6-16
**Forestville Road to Joint Base Andrews LCA Treatment 6-16**
Circulation 6-21
Vegetation 6-21
Buildings and Structures 6-28
Small-Scale Features 6-28

APPENDIX A: IMPLEMENTATION PROJECTS AND FMSS CROSSWALK
**Improve pedestrian and vehicular safety at Naylor Road A-2**
**Improve pedestrian and vehicular safety at Branch Avenue A-3**
**Integrate the Suitland Parkway Trail extension along the length of the parkway A-4**
**Address vegetation height and visibility in the area below the JBA approach/departure airspace A-6**
**In the short term, improve visibility and condition of NPS identifier signs A-8**
**In the long term, move NPS identifier signs to higher visibility locations A-9**
**Improve vehicular safety along the parkway by modifying guardrails and walls A-10**
**Evaluate stormwater and streams A-13**

APPENDIX C: JOINT BASE ANDREWS | NAVAL AIR FACILITY 2011 ARBOR PLAN PLANT DATABASE

APPENDIX D: MARYLAND STATE HIGHWAY ADMINISTRATION LANDSCAPE DESIGN GUIDE:
CHAPTER 7.0 - SAFETY, SIGHTLINES, AND OFFSETS

BIBLIOGRAPHY

# LIST OF ILLUSTRATIONS

## DRAWINGS

### Chapter 2

HP-1 Overall Study Area, 1942-1944 Historic Condition 2-43
HP-2 DC/MD Border to Silver Hill Road, 1942-1944 Historic Condition 2-45
HP-3 Silver Hill Road to Suitland Road, 1942-1944 Historic Condition 2-47
HP-4 Suitland Road to Forestville Road, 1942-1944 Historic Condition 2-49
HP-5 Forestville Road to Joint Base Andrews, 1942-1944 Historic Condition 2-51

### Chapter 3

EC-1 Overall Study Area, Existing Condition 3-19
Spatial Organization Analysis 3-31
EC-2 DC/MD Border to Silver Hill Road, Existing Condition 3-71
EC-3 Silver Hill Road to Suitland Road, Existing Condition 3-97
EC-4 Suitland Road to Forestville Road, Existing Condition 3-107
EC-5 Forestville Road to Joint Base Andrews, Existing Condition 3-119

### Chapter 6

RT-1 Overall Study Area 6-3
RT-2 DC/MD Border to Silver Hill Road 6-5
RT-3 Silver Hill Road to Suitland Road 6-13
RT-4 Suitland Road to Forestville Road 6-17
Rt-5 Forestville Road to Joint Base Andrews 6-19

## TABLES

Table 3-1 Evaluated Inventory of Landscape Features: Suitland Parkway 3-7
Table 5.1 Compatible Streambank Stabilization Best Management Practices (BMPs) 5-4
Table 5.2 Compatible Stormwater Infiltration Best Management Practices (BMPs) 5-7
Table 5.3 Intersection Safety Improvements Appropriate for the Parkway Cultural Landscape 5-15
Table 5.4 Intersection Safety Improvements not Appropriate for the Parkway Cultural Landscape 5-15
Table A.1 Improve Pedestrian and Vehicular Safety at Naylor Road Tasks A-2
Table A.2 Improve Pedestrian and Vehicular Safety at Branch Avenue Tasks A-3

Table A.3 Integrate the Suitland Parkway Trail Extension along the Length of the Parkway Tasks A-5
Table A.4 Address Vegetation Height and Visibility in the Area below the JBA Approach/Departure Airspace Tasks A-7
Table A.5 Short-Term Improve Visibility and Condition of NPS Identifier Tasks A-8
Table A.6 Long-Term Improve Visibility and Condition of NPS Identifier Tasks A-9
Table A.7 Improve Vehicular Safety along the Parkway by Modifying Guardrails and Walls Tasks A-11

## FIGURES

Figure 1-1. Study area regional context. 1-4
Figure 1-2. Study area boundary and landscape character areas. 1-5
Figure 2-1. Detail of English explorer John Smith's map of Virginia based on his 1608 voyage shows Nacotchtank village (marked in blue in the area of present-day Suitland. North is right. Published in London, 1624 (Library of Congress, Geography and Map Division). 2-6
Figure 2-2. Detail of ***Martenet's Map of Prince George's County, Maryland,*** 1861, with overlay of current conditions. The orange dashed line denotes the study area (map and overlay courtesy of M-NCPPC). 2-10
Figure 2-3. Baist real estate map, 1878, with overlay of current conditions. The map shows the locations of properties (noted in blue text) identified by the names of their owners. The orange dashed line denotes the study area (map and overlay courtesy of M-NCPPC). 2-11
Figure 2-4. Baist real estate map, 1904. The orange dashed line denotes the study area (map and overlay courtesy of M-NCPPC). 2-12
Figure 2-5. Aerial photograph of wooded area in the wooded area south of Washington National Cemetery's eastern edge to Silver Hill Road, 1938. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC). 2-13
Figure 2-6. Aerial view of house (highlighted in blue) built by 1938 at the present-day location of the ramp from Suitland Parkway to Old Marlboro Pike. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC). 2-14

Figure 2-7. Aerial photograph of what appears to be farm buildings on Suitland Road (the present-day intersection of Suitland Road and the Suitland Parkway), 1938. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC). 2-14

Figure 2-8. This aerial photograph shows study area conditions in 1938. An overlay of present-day conditions is provided for reference. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC). 2-15

Figure 2-9. Photograph of the Bronx River Parkway, a prototype for parkway design, 1922 (Published in Newton, *Design on the Land*). 2-18

Figure 2-10. Typical section drawings of the Westchester County Parkway System (Nolen and Hubbard, *Parkways and Land Values*). 2-19

Figure 2-11. View of Rock Creek and Potomac Parkway, 1943 (NARA, Record Group 30, Still Pictures Branch). 2-23

Figure 2-12. Mount Vernon Memorial Highway (now the George Washington Memorial Parkway) (Library of Congress, Prints and Photographs Division). 2-23

Figure 2-13. (left) February 9, 1942, drawing by landscape architect Thomas C. Jeffers showing the proposed parkway's path from the Washington, DC, line to the new Suitland Federal Center (NARA, Record Group 79, Cartographic and Architectural Records). 2-29

Figure 2-14. (right) The second drawing Jeffers prepared, dated February 13, 1942, included slight changes from the February 9th drawing: dashed lines to the proposed airport/air base and a wider gap between the parkway's two roads west of Branch Avenue (NARA, Record Group 79, Cartographic and Architectural Records). 2-29

Figure 2-15. Suitland Parkway, Segment G, extending from the DC border to western edge of federally owned parcel that now comprises Suitland Federal Center (NARA, Record Group 79, Cartographic and Architectural Records). 2-32

Figure 2-16. Suitland Parkway, Segment H, representing federally owned parcel that extended from the Washington National Cemetery's eastern boundary east to Silver Hill Road (NARA, Record Group 79, Cartographic and Architectural Records). 2-32

Figure 2-17. Suitland Parkway, Segment I, leading from Silver Hill Road southeast to just west of Mayhew (Suitland) Road (NARA, Record Group 79, Cartographic and Architectural Records). 2-33
Figure 2-18. Suitland Parkway, Segment K, extending from just west of Mayhew (Suitland) Road east approximately 0.85 miles (NARA, Record Group 79, Cartographic and Architectural Records). 2-33
Figure 2-19. Suitland Parkway, Segment L, leading from the western boundary of Segment K southeast to approximately 0.01 miles east of the present-day Capital Beltway bridge over the Suitland Parkway (NARA, Record Group 79, Cartographic and Architectural Records). 2-34
Figure 2-20. September 1942 map shows the reconfigured parkway now linking Washington, DC, to Camp Springs Air Base (NARA, Record Group 79, Cartographic and Architectural Records). 2-35
Figure 2-21. April 1943 plan capturing Segment I—Silver Hill Road to Mayhew (Suitland) Road (NARA, Record Group 79, Cartographic and Architectural Records). 2-37
Figure 2-22. View of Suitland Parkway, looking southeast from near Branch Avenue intersection, March 1952. In the foreground is the unpaved B Road (NARA, Record Group 30, Still Pictures Branch). 2-38
Figure 2-23. View of A and B Roads of Suitland Parkway at Silver Hill Road, looking northwest, before 1952 (NARA, Record Group 30, Still Pictures Branch). 2-38
Figure 2-24. Rendering of parkway overpass at Branch Avenue. Revised scheme, March 8, 1944 (NARA, Record Group 79, Cartographic and Architectural Records). 2-40
Figure 2-25. Rendering of parkway underpass at Silver Hill Road. August 28, 1945 (NARA, Record Group 79, Cartographic and Architectural Records). 2-40
Figure 2-26. Rendering of parkway overpass at Mayhew (Suitland) Road. February 1944 (NARA, Record Group 79, Cartographic and Architectural Records). 2-40
Figure 2-27. Rendering of parkway overpass at the entrance to Camp Springs Air Base. February 17, 1944 (NARA, Record Group 79, Cartographic and Architectural Records). 2-41

Figure 2-28. Map showing as-built path of Suitland Parkway, 1942 (NARA, Record Group 79, Cartographic and Architectural Records). The parkway is identified in dark green, new housing developments are highlighted in brown, and the air base is identified in light green. 2-42
Figure 2-29. View of access road across B Road to A Road and MD 337 (NARA, Record Group 30, Still Pictures Branch). 2-53
Figure 2-30. Photograph of the recently completed Suitland Parkway (*Evening Star*, October 19, 1944). 2-55
Figure 2-31. View of Suitland Parkway traveling over Mayhew (Suitland) Road, looking northwest, May 1945. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch). 2-55
Figure 2-32. View of Suitland Parkway running under Silver Hill Road bridge, looking southwest, May 1945. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch). 2-55
Figure 2-33. Detail of 1938 aerial photograph at present-day intersection of Suitland Parkway and Silver Hill Road with contemporary map overlay. The photograph shows that areas along roads like Silver Hill Road were already cleared before construction on parkway began (Photograph and overlay courtesy of M-NCPPC). 2-56
Figure 2-34. Aerial view parkway, from DC line to Silver Hill Road, 1949 (NARA, Record Group 30, Still Pictures Branch). 2-56
Figure 2-35. Aerial view of parkway, from west of Silver Hill Road to slightly east of Mayhew (Suitland) Road, 1949 (NARA, Record Group 30, Still Pictures Branch). 2-57
Figure 2-36. Aerial view of parkway, from west of Mayhew (Suitland) Road to eastern terminus, 1949 (NARA, Record Group 30, Still Pictures Branch). 2-57
Figure 2-37. View of access road to Camp Springs Air Base running under Suitland Parkway, May 1945, looking south toward air base. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch). 2-58
Figure 2-38. View along Silver Hill Road toward Suitland Parkway interchange, looking southwest, May 1945. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch). 2-58
Figure 2-39. Site plan showing location of culvert headwalls east of Forestville Road. This culvert was replaced by a four-barrel culvert in 1996 ("Suitland Parkway, Henson Creek Culvert Headwall at Station 274 Plus 50," Historic American Engineering Record, No. MD-100-B). 2-59

Figure 2-40. Elevation drawings of Type I culverts under Suitland Parkway B Road ("Suitland Parkway, Henson Creek Culvert Headwall at Station 274 Plus 50," Historic American Engineering Record, No. MD-100-B). 2-59
Figure 2-41. View of Forty Foot Branch culvert at southwest ramp of Branch Avenue interchange (NARA, Record Group 30, Still Pictures Branch). 2-60
Figure 2-42. By the late 1940s, a small sign was placed at the parkway's entrance to Andrews Air Force Base following its name change (NARA, Record Group 30, Still Pictures Branch). 2-62
Figure 2-43. Paving of B Road, west end of wooded margin between Branch Avenue and Silver Hill Road, looking southeast, October 1952. Compare with Figure 2-25 (NARA, Record Group 30, Still Pictures Branch). 2-64
Figure 2-44. Paving of B Road, view looking northwest from Silver Hill Road bridge, October 1952. Compare this view with the earlier view captured in Figure 2-28 (NARA, Record Group 30, Still Pictures Branch). 2-64
Figure 2-45. Paving of B Road, view looking southeast from Silver Hill Road bridge, October 1952 (NARA, Record Group 30, Still Pictures Branch). 2-64
Figure 2-46. Trees in elongated clusters between Mayhew (Suitland) Road and Forestville Road, 1952 (Johns Hopkins Library). 2-65
Figure 2-47. View of completed B Road paving, looking southeast from Branch Avenue, September 1953. Compare with view in Figures 2-25 and 2-42 (NARA, Record Group 30, Still Pictures Branch). 2-65
Figure 2-48. Trees in elongated clusters between Branch Avenue and Silver Hill Road, 1965 (M-NCPPC). 2-65
Figure 2-49. Aerial photograph showing site conditions near Silver Hill Road. The Carry Homes were demolished by this time and more buildings were constructed for the Suitland Federal Center, 1965 (M-NCPPC). 2-66
Figure 2-50. By the 1960s, tree remained in elongated clusters between Branch Avenue and Silver Hill Road, 1965 (M-NCPPC). 2-70
Figure 2-51. Aerial view showing Capital Beltway soon after completion, 1965 (M-NCPPC). 2-70
Figure 2-52. Aerial photograph capturing additional trees on embankments at the parkway's interchange with Silver Hill Road, 1965 (M-NCPPC). 2-71
Figure 2-53. Aerial view of Andrews Air Force Base, 1965 (M-NCPPC). 2-71

Figure 2-54. Map showing flood-prone areas along Henson Creek, ca. 1970s (National Capital Parks-East Archive). 2-72
Figure 2-55. Aerial view showing the addition of trees in the median east of Silver Hill Road, 1977 (M-NCPPC). 2-72
Figure 2-56. Aerial view of area cleared by the Department of the Navy, 1989 (National Capital Parks-East Archive). 2-76
Figure 2-57. Aerial view of parkway east of Silver Hill Road, 1984 (National Capital Parks-East Archive). 2-76
Figure 2-58. Map showing Department of the Navy encroachment onto NPS land along the parkway, 1989 (National Capital Parks-East Archive). 2-77
Figure 2-59. Aerial view of area east of Silver Hill Road before paving of B Road, 1993 (M-NCPPC). 2-79
Figure 2-60. Aerial view of area east of Silver Hill Road after paving of B Road, 1998 (M-NCPPC). 2-79
Figure 2-61. Map of proposed new Metro stations along Suitland Parkway (National Capital Parks-East Archive). 2-80
Figure 2-62. View of cleared site for Branch Avenue Metro station, looking west, December 13, 1993 (National Capital Parks-East Archive). 2-81
Figure 2-63. Photograph of wooded area cleared for Naylor Road Metro station, looking west, November 17, 1995 (National Capital Parks-East Archive). 2-81
Figure 2-64. Industrial building and parking lot demolished for construction of Naylor Road Metro station, looking east from Naylor Road, October 6, 1995 (National Capital Parks-East Archive). 2-82
Figure 2-65. Area along parkway cleared for Naylor Road metro station, November 17, 1995 (National Capital Parks-East Archive). 2-82
Figure 2-66. Photograph of piles driven for Naylor Road Metro station, looking west, December 15, 1995 (National Capital Parks-East Archive). 2-83
Figure 2-67. Graded median on parkway fronting Naylor Road Metro station, looking east, March 13, 1996 (National Capital Parks-East Archive). 2-83
Figure 2-68. View of excavation for Suitland Metro station, looking west, September 19, 1996 (National Capital Parks-East Archive). 2-84
Figure 2-69. Photograph showing construction of Metro bridge over parkway at Naylor Road Station, looking west, August 1997 (National Capital Parks-East Archive). 2-84

Figure 2-70. Aerial view of Branch Avenue Metro station under construction, 1998. The station is located near the bottom-center of the image (M-NCPPC). 2-85
Figure 2-71. Photograph of Suitland Metro station under construction, looking south at pedestrian bridge and station, September 17, 1999 (National Capital Parks-East Archive). 2-85
Figure 2-72. Aerial view showing Naylor Road Metro station, 2000 (M-NCPPC). 2-86
Figure 2-73. Aerial view completed Suitland Metro station, 2000. The station is located near the center of the image (M-NCPPC). 2-86
Figure 2-74. Aerial view showing Metro bridge to Branch Avenue station, 2000 (M-NCPPC). 2-86
Figure 2-75. Aerial view showing Metro bridge to Branch Avenue station, 2000. The station is located near the bottom-center of the image (M-NCPPC). 2-87
Figure 2-76. Map of the US Air Force's proposed tree clearing project, 1989 (National Capital Parks-East). 2-88
Figure 2-77. Photograph showing aftermath of US Air Force's tree pruning effort, looking south, ca. 1991 (National Capital Parks-East Archive). 2-90
Figure 2-78. Photograph showing aftermath of US Air Force's tree pruning effort, looking north, ca. 1991 (National Capital Parks-East Archive). 2-90
Figure 2-79. Photograph showing aftermath of US Air Force's tree pruning effort, looking north, ca. 1991 (National Capital Parks-East Archive). 2-90
Figure 2-80. Map accompanying *Washington Post* article detailing the contentious debate over wooded margin north of Andrews Air Force Base (Published in Eugene L. Meyer, "In the Runway's Way," February 25, 2001, *Washington Post*). 2-91
Figure 3-1. Henson Creek south of Suitland Parkway (QE, 2022). 3-23
Figure 3-2. Oxon Run near Naylor Road intersection (QE, 2022). 3-23
Figure 3-3. Forty Foot Branch within median between Branch Avenue and Silver Hill Road (QE, 2022). 3-23
Figure 3-4. Typical stream bank impacts, visible on tributary north of Suitland Bog Culvert (QE, 2022). 3-24
Figure 3-5. Existing natural systems and features 3-25
Figure 3-6. Topography analysis 3-27
Figure 3-7. Typical curb, surface, and drop inlet condition along Suitland Parkway (QE, 2022). 3-35

Figure 3-8. Suitland Parkway Trail terminus immediately east of the study area (QE, 2022). 3-35
Figure 3-9. WMATA Metrorail crossing over Suitland Parkway at Meadowview Drive (QE, 2022). 3-35
Figure 3-10. Circulation analysis 3-36
Figure 3-11. Views analysis 3-39
Figure 3-12. View A. View east toward Naylor Road intersection.

Top. Suitland Parkway from DC/Maryland Border, looking east toward Naylor Road and Branch Avenue intersections, 1955 (NARA).

Bottom. Similar view, December 2022 (QE). The road layout is retained from its historic condition with the exception of the temporary connection between the A and B Roads. Consistent with its original design intent, woodland vegetation has expanded north and south of the parkway since its construction, obscuring visual connections to adjacent development from the parkway. The addition of the Metro at the south side of the road presents a view not intended in the original design. 3-40
Figure 3-13. View B. Suitland Parkway looking west toward Southern Avenue Overpass. This vantage point retains the axial view across all four lanes of Suitland Parkway, defined by wooded margins along the shoulders. The modern overpass is a brief interruption to the parkway viewshed (QE, 2022). 3-41
Figure 3-14. View C. Suitland Parkway looking east toward Naylor Road intersection.

Top. View of Naylor Road intersection from Suitland Parkway, 1952 (NARA).

Bottom. Similar view, 2022 (QE). Overall, the view is consistent with the historic condition of the parkway. The intersection is framed by woodlands and overhead lines cross from north to south across the intersection. Although not present in the original 1942–1944 design, NPS timber guardrails are present on the southwest and northeast corners of the intersection. Minor alterations include the traffic signal and lights at the intersection, as well as modern signage. 3-41

Figure 3-15. View D. View north toward Branch Avenue Overpass.

Top. Overpass at Branch Avenue, looking north, May 1945 (NARA).

Bottom. Similar view, December 2022 (QE). The view retains integrity from the period of significance. The presence of nearby neighborhoods and the Metro Green Line continues to be buffered by woodland vegetation around the intersection. Flowering trees have been planted adjacent to the overpass. 3-42

Figure 3-16. View E. Suitland Parkway looking west from east of Branch Avenue.

Top. View west on Suitland Parkway from east of Branch Avenue, 1952 (NARA).

Bottom. Similar view, 2022 (QE). While the overall visual relationships of the B Road, mown turf shoulder, and surrounding woodland are retained, the addition of the Metro over the parkway does not reflect the original design intent. 3-43

Figure 3-17. View F. View southeast toward Silver Hill Road Underpass.

Top. Silver Hill Road Underpass and interchange with unpaved B Road in foreground, 1952 (NARA).

Bottom. Similar view, December 2022 (QE). Overall, this view retains integrity. Consistent with the historic condition of the parkway, the Silver Hill Road Underpass is situated between grassy embankments north and south of the parkway. Ornamental vegetation, a low stone wall, and changes to the stone facing of the bridge due to widening have resulted in minor changes to the view. 3-44

Figure 3-18. View G. View northwest from Silver Hill Road intersection.

Top. Westbound ramp from Silver Hill Road to Suitland Parkway A Road, with unpaved B road at right,1952 (NARA).

Bottom. Similar view, December 2022 (QE). Despite re-routing of the interchange to support traffic on both the A and B Roads, the overall pattern of woodland, mown turf, and gently rolling topography is retained in this view. Minor modern changes include the addition of a low stone-clad wall between the eastbound and westbound lanes and Suitland Tower visible on the south side of the parkway. 3-45

Figure 3-19. View H. View west of Suitland Parkway B Road (north lanes).

Top. Suitland Parkway B Road west of Mayhew Road (Suitland Road), 1952 (NARA).

Bottom. Similar view, December 2022 (QE). This view retains integrity from the parkway's original 1942–1944 design. The wooded corridor and visual separation of westbound and eastbound lanes is retained from the period of significance, although woodland vegetation has further encroached on mown lawn along the road shoulders. The westbound lanes are now paved, as intended in the original parkway design. 3-46

Figure 3-20. View I. View southeast of Suitland Road Overpass.

Top. Overpass at Mayhew Road (Suitland Road), 1945 (NARA).

Bottom. Similar view, December 2022 (QE). Like other intersections along the parkway, the grassy interchange framed by woodland vegetation is consistent with historic views. Ornamental vegetation that does not reflect the original design has been added around the overpass structure. 3-47

Figure 3-21. View J. View east from Suitland Parkway eastbound lanes to Capital Beltway. Similar to other overpasses along the parkway, this feature is a brief interruption to the axial, forested view from both the eastbound and westbound lanes (QE, 2022). 3-48

Figure 3-22. View K. View west of Suitland Parkway between JBA and Forestville Road. The overall visual relationships present in the historic design are retained, including both the A and B Roads, the mown lawn median and shoulders surrounded by woodlands, and the parkway's connection to Allentown Road. The most significant changes are the removal of the temporary connection between the A and B roads and asphalt paving of the B Road.

Top. Temporary connection between A Road and B Road at Maryland Route 337 (Allentown Road), 1952 (NARA)

Bottom. Similar view, December 2022 (QE). 3-48

Figure 3-23. View L. View southeast of Old Marlboro Highway Overpass. The existing view is consistent with the historic condition and retains integrity.

Top. North facade of Old Marlboro Highway Overpass, undated, likely late 1940s or early 1950s (NARA).

Bottom. Similar view, December 2022 (QE). 3-49

Figure 3-24. Mixed deciduous forest dominated by American beech, oaks, and limited understory American holly on the south side of the parkway between Suitland Road and Forestville Road (QE, 2022). 3-53

Figure 3-25. Woody wetlands near Henson Creek south of the parkway between Suitland Road and Forestville Road (QE, 2022). 3-54

Figure 3-26. Native and non-native shrub and herbaceous species form a meadow or scrub/shrub edge along an area of mixed deciduous forest near the Forestville Road intersection (QE, 2022). 3-54

Figure 3-27. Emergent herbaceous wetlands south of Suitland Parkway along Oxon Run (QE, 2022). 3-54

Figure 3-28. Meadow vegetation including early successional herbaceous and shrub vegetation along parkway shoulder (QE, 2022). 3-55

Figure 3-29. Rough mown turf in median and shoulder of Suitland Parkway near Southern Avenue Overpass (QE, 2022). 3-55

Figure 3-30. Ornamental plantings clustered around the Branch Avenue Overpass (Jarob Ortiz, HAER, 2023). 3-55

Figure 3-31. Vegetation analysis 3-56

Figure 3-32. Culvert Type I between Silver Hill Road and Suitland Road (QE, 2022). 3-60

Figure 3-33. Culvert Type II between Branch Avenue and Silver Hill Road (QE, 2022). 3-60
Figure 3-34. Culvert Type III with simple stone lintel between Silver Hill Road and Suitland Road (QE, 2022). 3-60
Figure 3-35. Culvert Type III with arch between Suitland Road and Forestville Road (QE, 2022). 3-61
Figure 3-36. Four-barrel Culvert Type IV at Naylor Road intersection (QE, 2022). 3-61
Figure 3-37. Culvert Type V Precast concrete pipe flume with flared ends between Forestville Road and Suitland Road (QE, 2022). 3-61
Figure 3-38. Culvert Type VI Concrete pipe culvert with concrete headwall (QE, 2022). 3-62
Figure 3-39. Typical drop inlet within median (QE, 2022). 3-62
Figure 3-40. Typical mortared cut stone wall with capstone in median between Forestville Road and Suitland Road (QE, 2022). 3-62
Figure 3-41. Buildings and structures analysis 3-64
Figure 3-42. Small-scale features analysis 3-66
Figure 3-43. Typical NPS wayfinding sign (QE, 2022). 3-67
Figure 3-44. Steel-backed timber guardrail (QE, 2022). 3-67
Figure 3-45. Typical guardrail damage (QE, 2022). 3-67
Figure 3-46. Typical section through DC/MD Border to Branch Avenue LCA, looking east (QE, 2023). 3-73
Figure 3-47. View east from median toward Naylor Road (QE, 2022). 3-73
Figure 3-48. View of Suitland Parkway looking west from westbound lane toward Southern Avenue (QE, 2022). 3-73
Figure 3-49. Turning movement counts at Suitland Parkway and Naylor Road (VHB, 2023). 3-75
Figure 3-50. High traffic volume at western end of Suitland Parkway at Naylor Road (VHB, 2022). 3-76
Figure 3-51. Marked pedestrian crossings on unsignalized and channelized free-flow right turn at Suitland Parkway and Naylor Road (VHB, 2022). 3-76
Figure 3-52. Damaged guardrail sections at Suitland Parkway and Naylor Road (VHB, 2022). 3-76
Figure 3-53. Example of low pedestrian compliance at Suitland Parkway and Naylor Road (VHB, 2022). 3-77
Figure 3-54. Another example of low pedestrian/cyclist compliance at Suitland Parkway and Naylor Road (VHB, 2022). 3-77
Figure 3-55. Example of using median islands while crossing at Suitland Parkway and Naylor Road (VHB, 2022). 3-77

Figure 3-56. Average annual daily traffic (AADT) at Suitland parkway and Branch Avenue (VHB, 2023). 3-78
Figure 3-57. Unsignalized crosswalks at Suitland parkway and Branch Avenue (VHB, 2022). 3-78
Figure 3-58. Eastbound off-ramp at Suitland Parkway and Branch Avenue (VHB, 2022). 3-78
Figure 3-59. View south toward Oxon Run and Metrorail Green Line (QE, 2022). 3-82
Figure 3-60. Dense invasive vegetation at Naylor Road intersection (QE, 2022). 3-82
Figure 3-61. Double concrete box culvert east of Southern Avenue Overpass (QE, 2022). 3-82
Figure 3-62. Atypical small concrete pipe culvert with mortared headwall and wing walls (QE, 2022). 3-83
Figure 3-63. Large concrete box culvert at northeast corner of Naylor Road and Suitland Parkway associated with Oxon Run (QE, 2022). 3-83
Figure 3-64. Pair of culverts at Naylor Road and Suitland Parkway (QE, 2022). 3-83
Figure 3-65. Low stone retaining walls adjacent to westbound lanes at Southern Avenue Underpass (QE, 2022). 3-84
Figure 3-66. Branch Avenue Overpass north facade and intersection with Suitland Parkway westbound off-ramp (Jacob Ortiz, HAER, 2023). 3-84
Figure 3-67. National Park Service identifier sign, east facade (QE, 2022). 3-85
Figure 3-68. National Park Service identifier sign, west facade with Southern Avenue Underpass in the background (QE, 2022). 3-85
Figure 3-69. Typical section through Branch Avenue to Silver Hill Road LCA (QE, 2023). 3-87
Figure 3-70. View across four lanes and mown turf median immediately east of Metro Green Line Overpass, looking west (QE, 2022). 3-87
Figure 3-71. View westbound of tree-lined corridor of two lanes of single-directional traffic with mown turf at road shoulder and strip of meadow where mowing has been reduced (QE, 2022). 3-87
Figure 3-72. Forty Foot Branch with rip rap stabilization intervention (QE, 2022). 3-88
Figure 3-73. Forty Foot Branch with gabion wall stabilization intervention (QE, 2022). 3-88
Figure 3-74. Average annual daily traffic at Suitland Parkway and Silver Hill Road (VHB, 2023). 3-90

Figure 3-75. Sidewalks and high-visibility crosswalks at Suitland Parkway and Silver Hill Road (VHB, 2022). 3-90
Figure 3-76. Signalized crossing at Suitland Parkway and Silver Hill Road (VHB, 2022). 3-90
Figure 3-77. Fading or non-compliant signs at Suitland Parkway and Silver Hill Road (VHB, 2022). 3-91
Figure 3-78. Damaged guardrail sections on Silver Hill Road at Suitland Parkway (VHB, 2022). 3-91
Figure 3-79. View of Metro Green Line Overpass looking east. Mown turf at median and along shoulder with edge of meadow where mowing has been reduced (VHB, 2022). 3-93
Figure 3-80. View of Suitland Tower from westbound lanes of the parkway just north of Silver Hill Road Overpass (QE, 2022). 3-93
Figure 3-81. Pipe culvert associated with the Metro (QE, 2022). 3-93
Figure 3-82. Double concrete box culvert in the median at Sta. 78+ drains into the gabion-channeled Forty Foot Branch (QE, 2022). 3-94
Figure 3-83. Silver Hill Road Underpass looking northeast (Jarob Ortiz, HAER, 2023). 3-94
Figure 3-84. Silver Hill Road Underpass looking northeast (Jarob Ortiz, HAER, 2023). 3-94
Figure 3-85. Typical section through Silver Hill Road to Suitland Road LCA, looking east (QE, 2023). 3-96
Figure 3-86. Throughout this LCA, the median is typically relatively narrow and occupied by mown lawn with scattered canopy trees, or dense early successional vegetation near culverts (QE, 2022). 3-96
Figure 3-87. Mix of scrub/woodlands and mown turf at median (QE, 2022). 3-96
Figure 3-88. Henson Creek and floodplain south of parkway (QE, 2022). 3-99
Figure 3-89. Unsignalized intersection at Meadowview Drive and Suitland Parkway (VHB, 2022). 3-100
Figure 3-90. Example of damaged guardrail sections on Meadowview Drive at Suitland Parkway (VHB, 2022). 3-101
Figure 3-91. Grades to the east of Meadowview Drive descend steeply from the parkway (VHB, 2022). 3-101
Figure 3-92. Grade-separated interchange at Suitland Road and Suitland Parkway (VHB, 2022). 3-101
Figure 3-93. Average annual daily traffic at Suitland Parkway and Suitland Road (VHB, 2022). 3-102
Figure 3-94. Six-foot shoulder for pedestrians on Suitland Road at Suitland Parkway (VHB, 2022). 3-102
Figure 3-95. Sidewalk with signalized and unmarked crosswalks on Suitland Road at Suitland Parkway (VHB, 2022). 3-102

Figure 3-96. Damaged guide sign on Suitland Road at Suitland Parkway (VHB, 2022). 3-103
Figure 3-97. View of the Metro Green Line looking west (Jarob Ortiz, HAER 2023). 3-104
Figure 3-98. View of Suitland Tower at the approach to Silver Hill Road (QE, 2023). 3-104
Figure 3-99. Steep slopes on the north side of the parkway occupied by mixed upland forest (QE, 2022). 3-104
Figure 3-100. Stone-clad wall in median on south of Silver Hill Road Underpass (QE, 2023). 3-105
Figure 3-101. Suitland Road Overpass (Jarob Ortiz, HAER 2023). 3-105
Figure 3-102. Typical section through portions of LCA where retaining wall is present in median (QE, 2023). 3-109
Figure 3-103. Typical section through portions of LCA with grassy median (QE, 2023). 3-109
Figure 3-104. Dense vegetation and grade separation at median (QE, 2022). 3-109
Figure 3-105. Axial view of all four lanes from narrow mown turf in median, looking west from west of Forestville Road (QE, 2022). 3-110
Figure 3-106. Signalized intersection at Suitland Parkway and Forestville Road, looking north from south side of parkway (QE, 2022). 3-111
Figure 3-107. Signalized intersection at Forestville Road and Suitland Parkway, looking south (QE, 2022). 3-111
Figure 3-108. Turning movement counts at Suitland Parkway and Forestville Road (VHB, 2023). 3-112
Figure 3-109. Sidewalks and crosswalks on Forestville Road at Suitland Parkway (VHB, 2022). 3-112
Figure 3-110. View toward Forestville Road intersection. Visibility of the intersection is reduced by woodland on the west side of Forestville Road (QE, 2022). 3-115
Figure 3-111. Early successional forest near Forestville Road intersection (QE, 2022). 3-115
Figure 3-112. View of both headwalls of Henson Creek Culvert at Sta. 227+80, looking west from median. Eastbound parkway at right, westbound at left (Jarob Ortiz, HAER 2023). 3-115
Figure 3-113. Suitland Bog Culvert at Sta. 200+35 (Jarob Ortiz, HAER, 2023). 3-116
Figure 3-114. Retaining wall in median (QE, 2022). 3-116
Figure 3-115. Retaining wall at Suitland Road Overpass westbound exit ramp (QE, 2022). 3-116

Figure 3-116. Typical section through Forestville Road to JBA LCA, looking east (QE, 2023). 3-118
Figure 3-117. Tree-lined corridor approaching the Beltway (QE, 2022). 3-118
Figure 3-118. Concrete curb median and mown lawn clearings north of JBA (QE, 2022). 3-118
Figure 3-119. Allentown Road Entrance Ramp, facing east toward eastbound lanes of Suitland Parkway (QE, 2022). 3-123
Figure 3-120. Average annual daily traffic at Suitland Parkway and Allentown Road on-ramp (VHB, 2022). 3-123
Figure 3-121. Signalized at-grade intersection at Suitland Parkway and Pennsylvania Avenue (VHB, 2022). 3-123
Figure 3-122. Turning movement counts at Suitland Parkway and Pennsylvania Avenue (VHB, 2022). 3-124
Figure 3-123. Circulation patterns looking south toward JBA North Gate (QE, 2023). 3-124
Figure 3-124. Average annual daily traffic at Suitland Parkway and JBA North Entrance (VHB, 2022). 3-124
Figure 3-125. Open view and mown lawn under JBA east flight path (QE, 2023). 3-126
Figure 3-126. Scrub/shrub under JBA west flight path (QE, 2023). 3-126
Figure 3-127. Topped trees near North Gate Overpass (QE, 2022). 3-126
Figure 3-128. Henson Creek and Henson Creek Culvert (Jarob Ortiz, HAER, 2023). 3-127
Figure 3-129. Stone-clad concrete wall at North Gate Overpass, missing stone facing and cap (QE, 2023). 3-127
Figure 3-130. North Gate Overpass north facade (Jarob Ortiz, HAER, 2023). 3-127
Figure 3-131. North Gate Overpass south facade and stone-clad retaining walls (Jarob Ortiz, HAER, 2023). 3-128
Figure 3-132. National Park Service identifier sign (QE, 2022). 3-128
Figure 5-1. Live cribwalls are constructed of hollow, box-like interlocking members filled with rock or soil. Live cuttings inserted through openings between the logs root within the fill, reinforcing the structure (VDOT/USDA). 5-5
Figure 5-2. Imbricated rip-rap consists of a neatly stacked stone wall designed to resist both the force of channelized water within the stream and the lateral force of the enveloped bank (Montgomery County, MD). 5-5
Figure 5-3. Vegetated rip-rap stabilizes eroded streambanks while improving the aesthetic appearance of riprap, providing habitat, and binding the revetment to the bank to reduce failures (VDOT). 5-5

Figure 5-4. Rootwad revetments can be effective in protecting the toe of the slope as well as providing fish habitat and collecting sediment and debris (Montgomery County, MD, "Stream Restoration Techniques"). 5-5
Figure 5-5. Fiber rolls are made of coconut fibers bundled together with biodegradable netting and can provide temporary protection for the bank while vegetation is established (Montgomery County, MD, "Stream Restoration Techniques"). 5-5
Figure 5-6. Rock revetment structures provide durable protection to the lower portion of the streambank and may be combined with integrated bank treatment (James Long Park, Prince William County Environmental Services). 5-5
Figure 5-7. Branch layering stabilizes the bank with alternating layers of soil and live branches. Branches extend from the stabilized face of the bank into the original bank material (Montgomery County, MD, "Stream Restoration Techniques"). 5-5
Figure 5-8. Vegetated geogrids combine soil lifts and brush layering to reinforce a stream bank through both mechanical earth stabilization and vegetative cover (SierraScape). 5-5
Figure 5-9. Rock cross vanes are constructed to provide grade control and reduce bank erosion (Montgomery County, MD, "Stream Restoration Techniques"). 5-5
Figure 5-10. Step pools are constructed in the stream channel to recreate natural channel morphology. As flow moves over the step, energy is dissipated into the pool (Montgomery County, MD, "Stream Restoration Techniques"). 5-6
Figure 5-11. Log vanes function similar to rock vanes but are more appropriate for stream beds with higher proportions of sand, silt, and clay (Montgomery County, MD, "Stream Restoration Techniques"). 5-6
Figure 5-12. J-hook vanes direct erosional forces away from unstable streambanks and improve aquatic habitat by forming scour pools (Montgomery County, MD, "Stream Restoration Techniques"). 5-6
Figure 5-13. Stormwater wetlands are a large-scale intervention to treat stormwater within the floodplain. These shallow wetlands incorporate small permanent pools and extended detention storage as well as a naturalistic appearance and wildlife habitat (Maryland SHA). 5-7

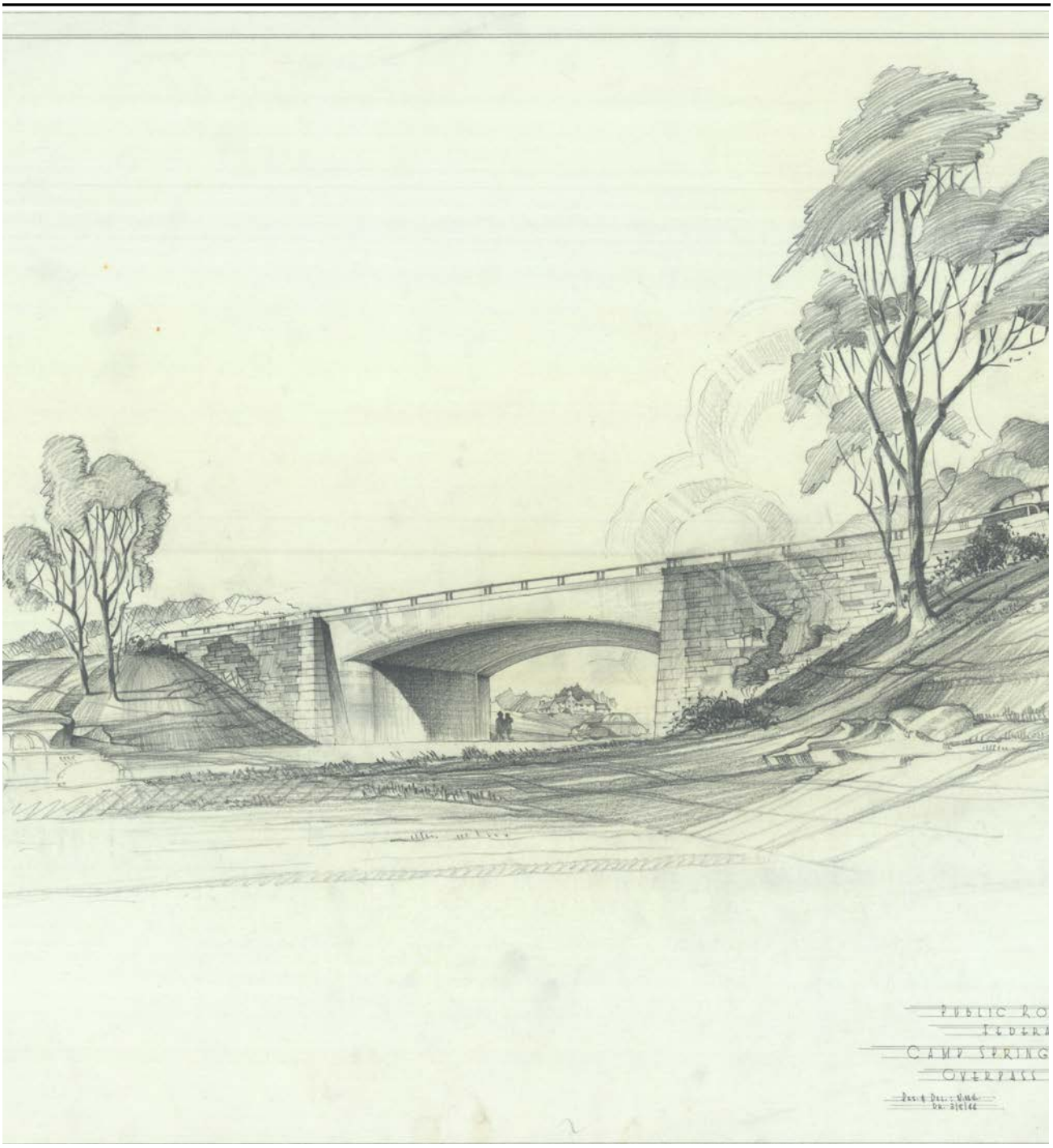
Figure 5-14. Detention basins temporarily store and slow the flow of stormwater (Clermont Soil and Water Conservation District). 5-7
Figure 5-15. Sand infiltration strips capture and store runoff before passing it through a filter bed of sand. Filtered runoff may collect and return to a conveyance system or infiltrate into the soil (Maryland SHA). 5-8
Figure 5-16. Check dams slow runoff within swales, drainage ditches, or other locations where water channels. They are most appropriate upstream of tributaries, creeks, and culverts. Check dams may be constructed of stone or coir fiber logs (Minnesota Stormwater Manual/Limnotech). 5-8
Figure 5-17. Similar to grass swales, bioswales collect stormwater runoff and allow it to filter through layers of soil, sand, and stone, eventually discharging through a storm drain. Vegetation within the bioswale is not limited to grass, and the swale may incorporate check dams or other engineered drainage solutions and may require additional routine maintenance (Hunters Point Park Conservancy). 5-8
Figure 5-18. Grass swales convey stormwater runoff, provide water quality treatment, and decrease flow within narrow graded channels. The linear nature of swales makes them well suited to parkway medians or shoulders, and grass swales are compatible with historic vegetation patterns within the cultural landscape (Maryland SHA). 5-8
Figure 5-19. Pedestrian refuge within the median (FHWA). 5-16
Figure 5-20. Yield markings ahead of pedestrian crossing (IIHS). 5-16
Figure 5-21. Rumble strip (CBS58). 5-16
Figure 5-22. Advance pedestrian signage (pedbikeimages.org). 5-16
Figure 5-23. Flexible delineator posts (Tactical Urbanism Guide). 5-16
Figure 5-24. Grade-separated trail section. 5-18
Figure 5-25. Buffered trail section. 5-18
Figure 5-26. Restricted trail section. 5-19
Figure 5-27. Wetland boardwalk trail section. 5-19
Figure 5-28. Example of wetland boardwalk with wood railing and wood bumper (Schwartz). 5-21
Figure 5-29. Example of wetland boardwalk with wood railing (Schwartz). 5-21
Figure 5-30. Remove vines impacting mature trees north of Branch Avenue Overpass (QE, 2022). 5-23
Figure 5-31. Suggested Clear Zone Values (MDOT Guidelines for Traffic Barrier Placement and End Treatment Design, 2021). 5-24

Figure 5-32. Priority tree planting locations outside of the area below the JBA approach/departure airspace 5-25
Figure 5-33. American beech (*Fagus grandifolia*) (Coastal Maine Botanical Gardens) 5-28
Figure 5-34. White oak (*Quercus alba*) (North Carolina Extension) 5-28
Figure 5-35. Hickory species (*Carya* spp.) (North Carolina Extension) 5-28
Figure 5-36. Tuliptree (*Liriodendron tulipfera*) (HGTV) 5-28
Figure 5-37. Chestnut oak (*Quercus montana*) (NC State Extension) 5-28
Figure 5-38. American sycamore (*Platanus occidentalis*) (Gardenia.net) 5-28
Figure 5-39. River birch (*Betula nigra*) (HGTV) 5-28
Figure 5-40. Sweetgum (*Liquidambar styraciflua*) (Maryland DNR) 5-28
Figure 5-41. Blackgum (*Nyssa sylvatica*) (University of Maryland Extension) 5-28
Figure 5-42. American holly (*Ilex opaca*) (Arbor Day) 5-29
Figure 5-43. Mountain laurel (*Kalmia latifolia*) (The Spruce) 5-29
Figure 5-44. American hornbeam (*Carpinus caroliniana*) (Casey Trees) 5-29
Figure 5-45. Sassafras (*Sassafras albidum*) (Florida Native Plant Society) 5-29
Figure 5-46. Flowering dogwood (*Cornus florida*) (UGA Cooperative Extension) 5-29
Figure 5-47. Allegheny serviceberry (*Amelanchier laevis*) (The Spruce) 5-29
Figure 5-48. Eastern redbud (*Cercis canadensis*) (University of Maryland Extension) 5-29
Figure 5-49. Spicebush (*Lindera benzoin*) (Gardenia.net) 5-29
Figure 5-50. Black huckleberry (*Gaylussacia baccata*) (Gardenia.net) 5-29
Figure 5-51. Example of replacement concrete box culvert at Naylor Road compatible with parkway historic character (QE, 2022). 5-31
Figure 5-52. Example of replacement four-barrel concrete pipe culvert at Naylor Road compatible with parkway historic character (QE, 2022). 5-31
Figure 5-53. Existing MASH-approved compatible guardrail at Capital Beltway overpass (QE, 2022). 5-34
Figure 5-54. End treatment of existing MASH-approved compatible guardrail at Capital Beltway overpass (QE, 2022) 5-34
Figure 5-55. Anacostia River Trail wayfinding sign (DC Memorialist). 5-34
Figure 5-56. Example trailhead wayside (Rock Creek Conservancy). 5-34
Figure 5-57. Example interpretive wayside (NPS). 5-34
Figure 5-58. Example routed wood mile marker (Everypixel). 5-34
Figure 5-59. Example above-grade concrete and metal mile marker (The Trail Conservancy). 5-35
Figure 5-60. Acorn lighting along Anacostia River Trail (Beside Media). 5-35
Figure 5-61. Example acorn lighting (Great River Greenway). 5-35
Figure 5-62. Washington, DC standard bench (Victor Stanley). 5-35

Figure 6-1. Naylor Road trail crossing option 1 routes the trail along the wetland to the north of the parkway, accompanied by a new pedestrian crossing separate from the Suitland Road/Naylor Road intersection (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals). 6-7
Figure 6-2. Naylor Road trail crossing option 2 routes the trail through the existing pedestrian crossing at Suitland Parkway (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals). 6-7
Figure 6-3. Branch Avenue trail crossing and signal option 1 adds a signalized crossing at the parkway on-ramp (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals). 6-8
Figure 6-4. Branch Avenue trail crossing and signal option 2 adds a signalized crossing at the parkway off-ramp (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals). 6-8
Figure 6-5. Option 1 extends low-height vegetation around the existing NPS identifier sign. 6-10
Figure 6-6. Perspective view of expanded low-height vegetation around the existing location of the NPS identifier sign. 6-10
Figure 6-7. Option 2 switches both the "Welcome to DC" sign and the NPS identifier sign to more visible locations on the opposite sides of the Southern Avenue overpass. 6-11
Figure 6-8. Perspective view of option 2, which proposes shifting the identifier sign to the west side of the Southern Avenue overpass. 6-11
Figure 6-9. The proposed trail route at Silver Hill Road adds a signalized crossing at the parkway access ramps on the south side of the parkway and simplifies existing on-ramps on the east side of the intersection to reduce pedestrian crossings (annotated on Suitland Parkway Trail Extension Feasibility Study Option 1). 6-15
Figure 6-10. Prioritized tree removal locations below JBA arrival/departure airspace. 6-23
Figure 6-11. Area below JBA arrival/departure airspace near Allentown Road on-ramp with high concentration of planned tree removal. This location may be converted to meadow to facilitate long-term maintenance and vegetation community stability. 6-24

Figure 6-12. Area below JBA arrival/departure airspace with low concentration of tree removal. This location may be retained as a forest with minimal disturbance without interruption aircraft operations. 6-24
Figure 6-13. Historic vegetation conditions in the area below the JBA arrival/departure airspace 6-25
Figure 6-14. A 1952 view west over North Gate Overpass documents relatively open vegetation on the east end of the character area (NARA). 6-26
Figure 6-15. A 1952 view west toward junction of Suitland Parkway and Maryland Route 337 (Allentown Road On-Ramp) illustrates mown lawn within the median and the road shoulders, with dense woodland to the north and south of the parkway (NARA). 6-26
Figure 6-16. Vegetation necessary to provide a visual buffer between parkway and adjacent development in area below JBA arrival/departure airspace. 6-27
Figure 6-17. Tree planting is recommended at the JBA north gate to de-emphasize views into the base. 6-29
Figure 6-18. Option 1 retains the NPS identifier sign in its existing location, with minor modifications to vegetation to improve visibility. 6-30
Figure 6-19. Conceptual view of NPS identifier sign with minor vegetation modifications to improve visibility. 6-30
Figure 6-20. Option 2 recommends shifting the NPS identifier sign toward the east end of the parkway. 6-31
Figure 6-21. Conceptual view of NPS identifier sign shifted to the east. 6-31

This page intentionally left blank.




# Introduction

*Chapter 1*

**Chapter title page: Rendering of Branch Avenue Overpass (National Archives and Records Administration, drawing no. 122-5-3, 03/08/1944).**

# Chapter 1: Introduction

The purpose of this Cultural Landscape Report (CLR) is to investigate, document, evaluate, and provide treatment guidelines for the physical landscape associated with Suitland Parkway. Since its original construction in 1942–1944, Suitland Parkway has served as the critical link between Andrews Air Force Base and Washington, DC. It is known as the President's Parkway and has hosted both triumphal and mournful processions of public officials, from critical foreign emissaries and presidents returning from diplomatic achievements to the funeral procession of President John F. Kennedy.

Suitland Parkway is one of four National Park Service parkways that form the network of vehicular entryways into the nation's capital. Landscape architects and boosters of the early twentieth-century parkway movement aimed for parkways to serve a role similar to urban parks, offering a space for recreation and respite for pedestrians and carriages that would briefly transport users from urban life. By the time the Suitland Parkway was constructed, however, parkway planning had shifted to accommodate automobiles traveling at ever-increasing speeds at the expense of picturesque paths. Like earlier parkways, Suitland Parkway preserves a wide, scenic, and mostly naturalistic corridor along a limited-access divided roadway following the "lay of the land," or native topography. It also incorporates wider, flatter curves to accommodate higher-speed vehicles. Suitland Parkway's negotiation between these design elements exemplifies World War II- and postwar-era parkway design.

Although originally constructed as a military highway, commuter and local traffic use has been prevalent along Suitland Parkway since its opening in 1944. Following World War II, Suitland Parkway's planners stressed the importance of the parkway as a designed landscape to be considered a permanent part of the Washington metropolitan region system of roadways, and as a result legislation was introduced in 1949 for the permanent transfer of the Suitland Parkway along with "all [its] lands and easements heretofore or hereafter acquired by the United States." H.R. 2214 passed Congress on August 17, 1949. This law specified that the parkway be

> developed, operated, and administered as a limited access road primarily to provide a dignified, protected, safe, and suitable approach for passenger-

> vehicle traffic to the National Capital and for an uninterrupted means of access between the several Federal establishments adjacent thereto and the seat of government in the District of Columbia.[1]

The Defense Department formally transferred the Suitland Parkway to the National Park Service (NPS) in October 1949.[2] The parkway is now managed by NPS National Capital Parks-East (NACE), an administrative unit responsible for a diverse collection of urban parks within Washington, DC, as well as Prince George's, Anne Arundel, and Charles Counties in Maryland.[3]

## RELATED PLANNING PROJECTS

This CLR is stipulated under the August 26, 2002, Memorandum of Agreement (MOA) signed by the Maryland State Historic Preservation Office, National Capital Parks East, and Joint Base Andrews to address tree and vegetation maintenance in the Suitland Parkway under Joint Base Andrews airspace. The MOA also requires completion of Historic American Landscapes Survey (HALS) documentation along the entirety of the parkway.

Historic American Engineering Record (HAER) documentation was prepared concurrently with this project and data from the survey was incorporated into the CLR. The HAER project includes detailed existing condition drawings of major structures along the parkway and large-format photography, including portions outside of NPS ownership and management. Historic documentation was coordinated with research conducted for the CLR.

The MOA is accompanied by a Supplemental Implementation Plan that identifies phased removal of approximately 3,500 trees over the course of 30 years. The tree removal study aims to balance cultural, natural, and US Air Force requirements to ensure flight path safety and security with limited impacts to the woodland community.

## DESCRIPTION OF STUDY BOUNDARIES

Suitland Parkway, which links Andrews Air Force Base (Joint Base Andrews) with Washington, DC, is one of four parkways providing a network of entryways into the nation's capital. The parkway consists of 9.18 total miles of roadway extending from the Frederick Douglass Memorial (South Capitol Street) Bridge over the Anacostia River to MD-4/Pennsylvania Avenue at the North Gate of Joint Base Andrews. The study area for this Cultural Landscape Report includes the 6.38 miles of parkway within Maryland that pass through a park corridor containing 418.9 acres managed by the National Park Service (the DC portion was transferred to the city in 1972). The parkway is surrounded by residential, commercial, and light industrial development in the municipalities of Hillcrest Heights, District Heights, Forestville, Camp Springs, Silver Hill, Morningside, and Suitland, and it also provides access to the Suitland Federal Center (Figure 1-1).

To organize the information in this report, the Suitland Parkway landscape is divided into five landscape character areas (LCAs) (Figure 1-2). The configuration of these LCAs is based on circulation patterns, management, and maintenance. From west to east, the LCAs are:

1. DC/MD Border to Branch Avenue (0.6 miles)
2. Branch Avenue to Silver Hill Road (1.5 miles)
3. Silver Hill Road to Suitland Road (1.8 miles)
4. Suitland Road to Forestville Road (1.4 miles)
5. Forestville Road to Joint Base Andrews (1.0 miles)

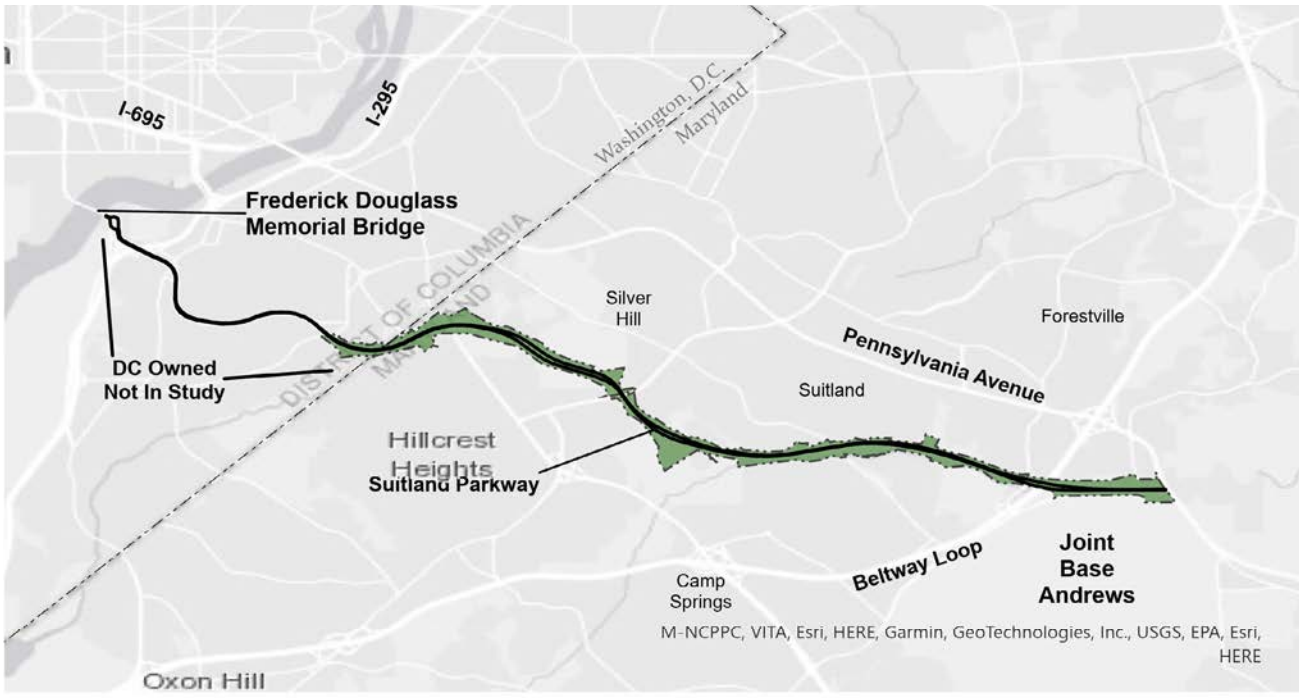



**Figure 1-1.** Study area regional context.

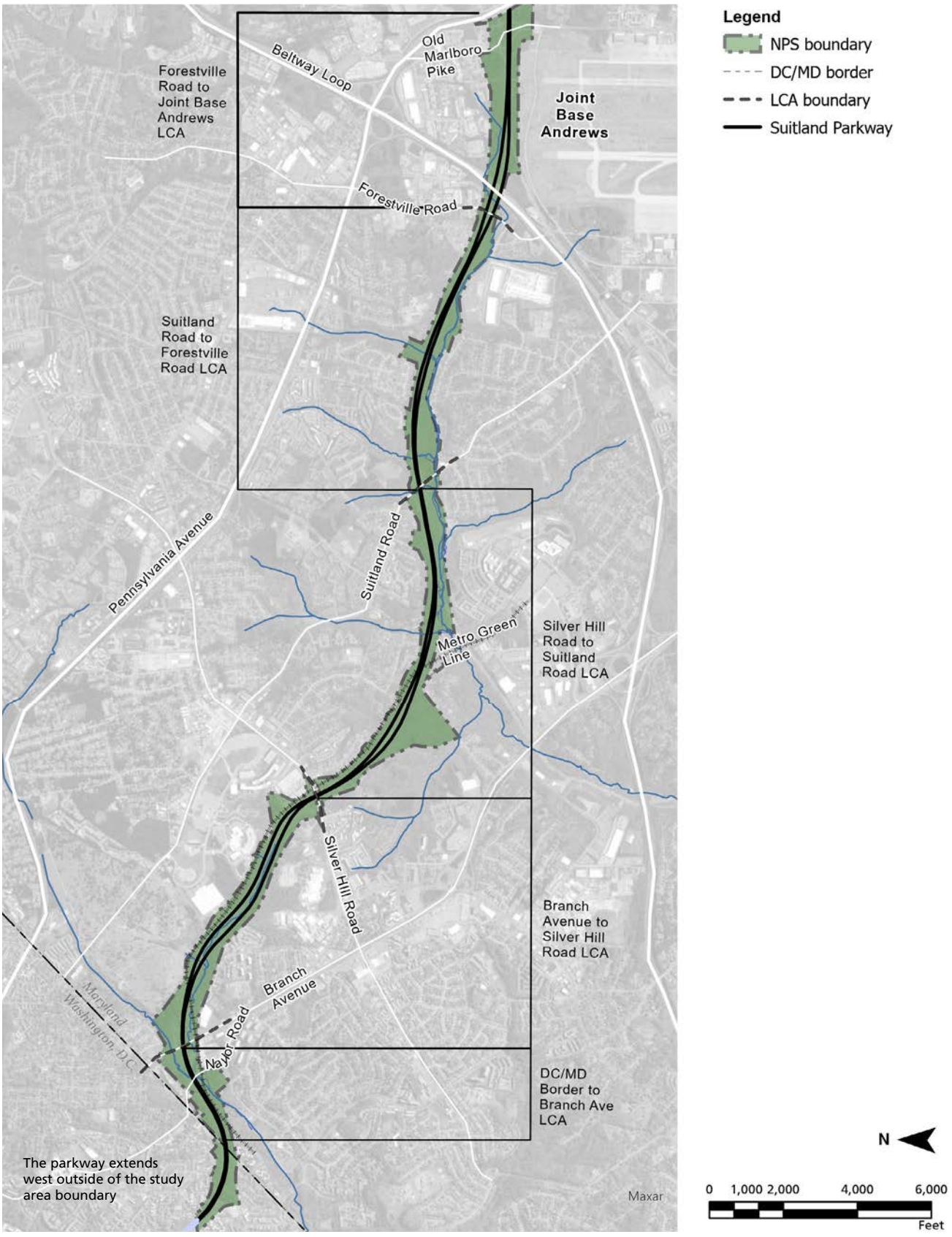



**Figure 1-2. Study area boundary and landscape character areas.**

## SCOPE OF WORK AND METHODOLOGY

### PROJECT GOALS

The goals of the Cultural Landscape Report are to:

1. Summarize physical changes to the landscape from its early development through present day, using a combination of graphic illustrations and narrative.
2. Identify the period(s) of significance for the property and explain how the property meets National Register criteria and contributes to the areas of significance.
3. Document existing condition of the study area in narrative and graphic formats.
4. Analyze and evaluate the property's landscape characteristics and develop a list of contributing and non-contributing features.
5. Provide treatment guidelines for the future management of the historic landscape, addressing critical management issues and considerations (refer to section in this chapter).
6. Correlate between cultural resource data and existing park Facility Management Software System (FMSS) data.

### METHODOLOGY

A Cultural Landscape Report is the primary document used by the NPS to inform long-term management and treatment decisions for its historically significant landscapes. This CLR follows a cultural landscape approach adhering to federal standards and guidelines, including:

- *A Guide to Cultural Landscape Reports: Contents, Processes and Techniques*[4]
- *The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes*[5]
- National Historic Preservation Act, 1966
- NPS Director's Order 28: Cultural Resources Management
- Archeological Resource Protection Act (ARPA), 1979
- Protecting Cultural Landscapes: Planning, Treatment, and Management of Historic Landscapes
- Architectural Barriers Act Accessibility Standards (ABAAS)
- Architectural Barriers Act Accessibility Guidelines (ABAAG)
- Americans with Disabilities Act Accessibility Guidelines (ADAAG)

#### Project Team

Quinn Evans (QE), Washington, DC, provided historic landscape architectural services for this study, including development of the site history, existing condition documentation, and analysis related to the historic landscape. The

historical landscape architect also developed treatment recommendations in Part 2 of this report.

Vanasse Hangen Brustlin (VHB) provided traffic engineering services for the CLR, including documentation of existing traffic conditions, background research on available traffic volume data and local/state criteria for traffic analysis, traffic safety, and highway design and collaborated with QE on treatment guidelines associated with traffic patterns.

### Project Kickoff

A remote project kickoff meeting was held on 25 October 2022 to introduce the project team, confirm the study area boundary, review the project scope of work and schedule, and establish a strategy for project startup and field investigations. Project team members met with representatives of the park, regional office, and JBA at NACE headquarters to discuss research, field investigations, and issues and considerations associated with the cultural landscape on 5 December 2022.

### Field Investigations

QE and VHB project staff conducted field investigations in December 2022 using a combination of photographs, annotated base maps, and GPS data collection.

### Research

The QE historian reviewed holdings at a number of research repositories as well as online/database materials and secondary sources . The level of research undertaken for this CLR was thorough. The QE historian visited archives at NACE headquarters, the National Archives and Records Administration (NARA), the Library of Congress (LOC), and the Martin Luther King, Jr., Memorial Library (part of the DC Public Library system). Research materials at NACE headquarters included flat files, archival boxes, library materials, and land records. NARA records consulted for this CLR comprised the following record groups: Records of the Office of the Secretary of the Interior (Record Group 48), Records of the National Park Service (Record Group 79), and the Records of the National Capital Planning Commission (successor agency to the National Park and Planning Commission) (Record Group 328). The QE historian reviewed materials in those previously mentioned record groups in the Textual Records Branch, Still Picture Branch, and Cartographic and Architectural Records Branch. Materials at the Library of Congress included historic maps and photographs and secondary sources. At the Martin Luther King, Jr., Memorial Library, the QE historian reviewed materials in the People's Archive, including vertical files and the *Washington Evening Star* Photograph Collection. In addition, the QE historian consulted scholarly secondary sources when applicable.

### Treatment Workshop and CLR Part 2

Development of Part 2 of the CLR began with an in-person treatment workshop on 22–23 August 2023. Attendees included the NACE Deputy Superintendent as well as natural resources, cultural resources, and facilities management personnel and representatives from JBA. Treatment workshop attendees confirmed the overall study area guidelines as well as preferred concepts for specific issues and conditions along the parkway, including vegetation below the JBA approach/departure airspace, treatment related to the closed JBA north gate, the proposed Suitland Parkway Trail extension, intersection safety improvements, and parkway identity at its east and west termini.

## SCOPE OF WORK

The CLR is organized into two parts. Part 1 contains documentation of the historic development of the study area landscape, evaluation of existing landscape condition, and analysis of integrity with identification of contributing features. Part 2 identifies an appropriate landscape treatment approach based on the *Secretary of the Interior's Standards for the Treatment of Historic Landscapes* and provides guidelines for treatment of historic landscape resources that are consistent with the landscape's significance, condition, and use.

- **Introduction**: The introduction provides the administrative context for the project. It includes a concise summary of relevant management information and historical data. It describes the project scope of work and methodology, study boundaries, summary of findings, and recommendations for future study.
- **Site History**: The site history provides a narrative description, chronology, and graphic illustration of the cultural landscape's changes over time. A historic period plan with detail enlargements documents the landscape condition during the period of significance (1942–1944).The chapter also identifies the National Register significance of the property and describes the proposed periods of significance associated with the landscape.
- **Existing Condition and Analysis**: This chapter documents the existing condition of all applicable landscape characteristics and features. The chapter provides an overview of landscape conditions throughout the study area by landscape characteristic, followed by a description of each of the five landscape character areas along the length of the parkway. The landscape is documented on a series of five drawings and is assessed using relevant landscape characteristics including natural systems and topography, land use, spatial organization, views, vegetation, circulation, buildings and structures, small-scale features, and archeological sites. This section also includes an evaluation of integrity for the landscape, using the seven National Register aspects of integrity, and a list of the features that contribute to the historic character of the landscape.
- **Treatment Framework:** This chapter identifies key landscape treatment issues and concerns, provides a vision and goals for long-term landscape

management, and explains rehabilitation as the preferred treatment approach.

- **Treatment Guidelines**: Overall treatment guidelines, organized by landscape characteristic, provide broad-scale strategies for addressing issues that affect the entire study area as well as general recommendations for protecting the character of the cultural landscape when compatible modifications are needed to support future needs.
- **Treatment Recommendations by Landscape Character Area:** This chapter provides treatment recommendations tailored to specific issues within each of the landscape character areas along the parkway. Within each landscape character area, treatment recommendations present a range of options that can be combined based on program needs. The recommendations are conceptual and give guidance and direction to future projects but will require adjustment and refinement as each design is developed.
- **Implementation Projects and FMSS Crosswalk:** This chapter provides guidance for implementing the treatment recommendations. The recommendations are organized into eight bundles of related tasks that can be implemented through the park's Project Management Information System (PMIS). Each implementation project includes a project description, justification, measurable results, and relevant FMSS data.

Landscape management and maintenance data were shared by NPS staff including Julie McGilvray, NPS NCR, Preservation Services Program Manager; Lara Hannon, NPS NACE Natural Resources Program Manager; and Krist Zimmerman, Joint Base Andrews, Community Planning Liaison. NPS project manager and NACE Cultural Resources Program Manager Daniel Weldon provided government-furnished data including reports, studies, and graphics produced by the NPS - Region 1 - NCA Program. The CLR project team coordinated with Duncan Hay, HAER Historian, and Christopher Marston, HAER Architect, both of NPS Heritage Documentation Programs, to align research, photography, and existing condition documentation between the CLR and Heritage Documentation projects.

## SUMMARY OF FINDINGS

### SUMMARY OF SIGNIFICANCE

Suitland Parkway was individually listed in the National Register of Historic Places on June 2, 1995. The nomination identified the period of significance for the entire parkway as 1942 to 1944 to encompass the parkway's design and construction and determined the parkway eligible for listing under Criterion A in the area of Transportation as a military highway designed as part of the national capital region's parkway system. This CLR proposes revising the period of significance and level of significance due to new research conducted for this report. The CLR proposes that the Suitland Parkway is significant under Criterion A in the area of Transportation at the national level beginning in 1959 and continuing

to the present to account for the parkway's later use as a ceremonial entrance into Washington, DC, by US presidents and foreign dignitaries and at the state level beginning in 1944 for its use as a military and commuter route. Although significance under Criterion A continues to the present, this ceremonial use of the parkway began more than fifty years ago. Therefore, establishing significance under Criterion G for exceptional use for properties under fifty years old is not necessary. The 1942–1944 period of significance remains for the parkway's significance under Criterion C.

### Criterion A—Transportation

The Suitland Parkway project area is nationally significant under Criterion A in the area of Transportation as a prominent roadway that has served as a World War II-era military highway connecting Camp Springs Airbase (now Joint Base Andrews), Bolling Field, and Washington, DC; an express commuter route transporting nearby residents to and from federal (civilian and military) workplaces in Suitland, Maryland, and Washington, DC; and a ceremonial entrance into the nation's capital for US presidents, foreign dignitaries, and nationally prominent figures.

### Criterion C—Landscape Architecture

The Suitland Parkway study area is nationally significant under Criterion C in the area of Landscape Architecture as a designed landscape that reflects World War II- and postwar-era parkway design.

## HISTORICAL OVERVIEW

When it opened to the public in 1944, the Suitland Parkway fulfilled the National Capital Park and Planning Commission (NCPPC) planners' goal of building a parkway connecting the Suitland, Maryland, area to Washington, DC. The project began in the 1930s as a way of providing access between the District and a planned commercial airport in Suitland. At this time, the Suitland area was largely populated with farms and wooded areas. After Congress rejected the airport project in 1938, NCPPC planners continued pushing for the parkway's construction but as a connector to the emerging government office enclave at the Suitland Federal Center. In 1942, the NCPPC found its vehicle for funding the parkway's construction when the US Army Air Corps chose the abandoned commercial airport site to build an air base. The base opened as Camp Springs Air Base in 1942. US entry into World War II provided the impetus for building the parkway as a "war necessity."[6]

The parkway was designed by landscape architects and planners at the National Capital Park and Planning Commission with input from the Public Roads Administration (forerunner to the Federal Highway Administration), Commission

of Fine Arts, the US Engineer Office in the War Department, relevant Maryland authorities, and the National Park Service. Landscape architect Thomas C. Jeffers of the NCPPC was responsible for much of the parkway's formal composition. Jeffers and his colleagues designed a parkway that responded carefully to its then-largely-rural setting in Prince George's County: the parkway's two separate-grade roadways, divided by grassy or tree-covered medians, narrow and widen as they curve along their path and are fitted with rustic-ornamented bridges and shielded from adjacent development by wooded margins. Despite these classic parkway features, however, the parkway was also a product of shifts in parkway design trends to accommodate automobiles traveling at faster speeds, reflected in the Suitland Parkway's relatively flat curves.

Despite its official intended use as a military highway, the Suitland Parkway immediately became a predominantly commuter route as more suburban residential and workplace enclaves developed in Prince George's County. The conclusion of World War II also ended the need to maintain the parkway as a military highway. In 1949, the US Department of Defense transferred the Suitland Parkway to the NPS. As stewards of the Suitland Parkway, NPS undertook improvements in the 1950s, including paving a segment of the originally unpaved B Road, which brought the parkway closer to the NCPPC's original vision. By the 1960s and 1970s, commuters complained about the deteriorating condition of the aging parkway, prompting NPS to repave the original concrete surface.

It was in the late 1950s that the Suitland Parkway achieved new significance as the primary entrance into Washington, DC, for foreign dignitaries and US presidents arriving in and departing from the United States. Beginning in 1959, the air base, by then known as Andrews Air Force Base, became the official arrival and departure point for foreign dignitaries like Soviet Premier Nikita Khrushchev. Soon after, Andrews Air Force Base became the official home to Air Force One, the airplane of the US president. As the primary connecting route to downtown Washington, the Suitland Parkway's importance closely paralleled the air base's importance.

In the decades after the parkway was completed, Prince George's County became increasingly populated with additional residential, commercial, and office developments. The federal government expanded the Suitland Federal Center, and the Smithsonian Institution built a suburban campus to store its collections. Nevertheless, NPS maintained the parkway's wooded margin and its sense of separation from the surrounding developments.

In the 1990s, NPS implemented enhancements to the parkway landscape while fighting changes to the wooded margin. Through improvement plans in the early 1990s, NPS paved the remainder of the westbound B Road, installed new culverts to improve drainage on the road, and added new ornamental plantings along the parkway and near interchanges. At the same time, officials at NPS and Andrews Air Force Base negotiated the number and condition of trees within the Suitland Parkway underneath the Andrews AFB airspace.

By the beginning of the twenty-first century, Suitland Parkway became further connected to Washington when the region's public transit system, known as Metro, was extended along an alignment that followed the parkway's route. Metro opened three new stations that abutted the CLR study area and built new bridges that carried the transit system over the Suitland Parkway.

The Suitland Parkway continues to operate simultaneously as a heavily used roadway serving the Washington, DC, region, an entryway into the capital city for foreign officials and US presidents, and a National Register of Historic Places-listed designed landscape that conveys the principles of American parkway design.

## TREATMENT SUMMARY

The preferred treatment concept for Suitland Parkway balances protecting the historic character of the parkway as the ceremonial entrance into the nation's capital with necessary safety improvements for multiple modes of transportation utilizing the parkway and adjacent spaces, including vehicles, pedestrians, bicycles, and aircraft. Treatment guidelines and recommendations center around the historic design intent described in Chapter 3: Existing Condition and Analysis, which drives selection of strategies and features compatible with the cultural landscape character.

Safety improvements are addressed at multiple scales within the guidelines and treatment recommendations. The guidelines recommend replacement of all guardrails with MASH-compliant features and provide parkway-wide protocols for vegetation management to improve visibility and safety. Safety improvements are also tailored to issues identified at specific intersections.

Along the length of the parkway, the preferred treatment concept identifies opportunities to integrate the proposed Suitland Parkway Trail extension into the narrow corridor of NPS-owned land through strategies that draw on the parkway's original design intent and spatially separate different modes of transportation to improve the safety and experience of all.

Vegetation treatment centers on the need to address trees extending into the JBA approach/departure airspace while maintaining the pastoral experience of the parkway. The treatment recommends a testing-based Adaptive Vegetation Management Plan to identify sustainable approaches to vegetation below the approach/departure airspace while screening views of adjacent development. Invasive vegetation management priorities are identified, along with locations for tree replanting to complement vegetation modification adjacent to JBA.

To address widespread flooding and erosion issues throughout the parkway landscape, treatment recommendations propose a comprehensive assessment of stormwater management conditions paired with rehabilitation of the parkway's culverts to address current and anticipated stormwater volumes while protecting historic structures.

The treatment recommendations form the basis for eight draft project management information system (PMIS) statements that offer strategies for phased implementation of the tasks:

1. Improve pedestrian and vehicular safety at Naylor Road.
2. Improve pedestrian and vehicular safety at Branch Avenue.
3. Integrate the Suitland Parkway Trail extension along the length of the parkway.
4. Develop an Adaptive Vegetation Management Plan to address vegetation height and visibility in the area below the JBA approach/departure airspace.
5. In the short term, improve visibility and condition of NPS identifier signs.
6. In the long term, move NPS identifier signs to higher visibility locations.
7. Improve vehicular safety along the parkway by modifying guardrails and walls.
8. Undertake a comprehensive assessment of stream conditions and current and predicted stormwater conditions affecting the study area.

ENDNOTES

1 H.R. 2214, 81st Cong. (1949).

2 "Parkway Transferred," *Evening Star*, October 20, 1949.

3 National Park Service, *National Capital Parks - East Foundation Document Overview* (Washington, DC: US Department of the Interior, National Park Service, 2019.

4 Robert R. Page, Cathy A. Gilbert, and Susan Dolan, *A Guide to Cultural Landscape Reports: Contents, Processes, and Techniques* (Washington, DC: US Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998).

5 Charles Birnbaum and Christine Capella Peters, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, DC: US Department of the Interior, National Park Service, 1996).

6 John Nolen, Jr., to Frederic A. Delano, August 17, 1942, National Archives and Records Administration (NARA), Record Group ( RG) 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.



# SITE HISTORY

*CHAPTER 2*

**Chapter title page: Paving westbound lanes of Suitland Parkway between Branch Avenue and Silver Hill Road, 1952 (RG 30 Box 329_52-2381).**

# Chapter 2: Site History

This chapter presents an overview of the physical evolution of the Suitland Parkway landscape. It begins with a statement of significance describing the historical importance of the property followed by a chronological account of landscape conditions from the initial formation of the physical landscape to today. Changes to the landscape or its use are presented in the following time spans:

- Geomorphology and Indigenous Use, before 1600 CE
- Colonial Maryland and Early Prince George's County, 1600–1800
- Agricultural Use and the US Parkway Movement, 1800–1936
- Planning, Designing, and Constructing the Suitland Parkway, 1937–49
- National Park Stewardship, 1950–2023

## STATEMENT OF SIGNIFICANCE

### NATIONAL REGISTER EVALUATION

The National Register of Historic Places program was established in 1966 to identify and evaluate historically and architecturally significant US properties. National Register listing eligibility applies to districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property can be found to have significance on a national, state, or local level and must meet one or more of the following criteria to be considered eligible for the National Register: (A) association with events that have made a significant contribution to the broad patterns of US history; (B) association with the lives of persons significant in the past; (C) embody the distinctive characteristics of a type, period, or method of construction, that represents the work of a master, or possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or (D) has yielded, or may yield, information important in precontact history or history.

## NATIONAL REGISTER DOCUMENTATION

The 6.38-mile study area follows the path of the Suitland Parkway from the District of Columbia line southeast to its terminus at Pennsylvania Avenue immediately northeast of Joint Base Andrews. The Suitland Parkway was individually listed in the National Register of Historic Places on June 2, 1995, under the 1991 Multiple Property Documentation Form, "Parkways of the National Capital Region, 1913–1965." The nomination included the entire 9.18 miles of the parkway. The 6.38-mile study area addressed in this CLR conveys the same significance as the parkway's full path.

Below are summaries of criteria, areas of significance, and the period of significance.

### Summary of Significance

The CLR proposes that the Suitland Parkway is significant under Criterion A in the area of Transportation at the national level with a period of significance of 1959 to the present for its status as a prominent ceremonial route into Washington for US presidents, foreign dignitaries, and nationally prominent figures and at the state level with a period of significance of 1944 to present for its role as an important commuter and military route serving the Suitland, Maryland, area and Joint Base Andrews. The Suitland Parkway is significant at the national level under Criterion C in the area of Landscape Architecture with a period of significance of 1942–44 as a designed landscape that embodies the defining features of the US parkway movement's World War II era and postwar era.

The above statement marks a revision to the existing period of significance and level of significance established in the 1995 nomination based on new research conducted for this report. The Suitland Parkway is currently listed in the National Register of Historic Places under Criterion A with national significance in the area of Transportation and under Criterion C in the area of Landscape Architecture with the period of significance of 1942–44 for both criteria. The existing period of significance and level of significance was based on the parkway's design and construction as a military route that was part of the national capital region's parkway system. This determination, however, did not sufficiently address the ways in which the parkway is significant. The 1995 nomination did not include in its significance assessment the parkway's use as a commuter and ceremonial route—its two primary functions.

Its ceremonial use by US presidents, secretaries of state and defense, foreign dignitaries, and nationally prominent figures, which began in 1959, merits national significance. As the "Gateway to the Nation's Capital," in the words of a 1990s

planning report, the Suitland Parkway has served as the arrival/departure route from Joint Base Andrews into Washington for foreign leaders visiting the United States that range from Nikita Khrushchev to Pope Francis and for important domestic figures like US hostages returning from Iran. US presidents traveled the parkway to Joint Base Andrews on their way to important diplomatic trips abroad, to meet fallen US soldiers, or to greet visiting dignitaries. The parkway has also played important roles in the funerals of former presidents. The CLR proposes that state significance is appropriate for its commuter and military use, which began with its opening in 1944. Since its completion, the parkway has become a vital route for commuters traveling into Washington from the Suitland area and for military access to Joint Base Andrews. As both of these uses continue to the present day, the periods of significance under Criterion A begin at the point at which these uses were established. This CLR proposes that the 1942–1944 period of significance should remain for the parkway's significance under Criterion C.

Although this significance continues to the present, establishing qualification under Criterion G for exceptional significance for properties under fifty years old is not necessary because this ceremonial use began more than fifty years ago.

### National Register Criteria for Evaluation[1]

#### *Criterion A—Transportation*

The Suitland Parkway study area is nationally significant under Criterion A in the area of Transportation as a ceremonial entrance into the nation's capital for US presidents, foreign dignitaries, and nationally prominent figures. It is significant at the state level as a prominent roadway that has served as a World War II-era military highway connecting Camp Springs Air Base (now Joint Base Andrews), Bolling Field, and Washington, DC, and as an express commuter route transporting nearby residents to and from federal (civilian and military) workplaces in Suitland, Maryland, and Washington, DC. Although initially planned for civilian purposes, it was constructed primarily for the military as a wartime necessity. The parkway was designed as a limited-access roadway type that offered a wooded buffer for much of its path and could only be accessed from adjacent roads at a few select intersections. This enabled easy closure to non-military traffic in times of emergency. Nevertheless, the parkway became predominantly a commuter route almost from the outset.

The parkway was assigned a prominent ceremonial function in the late 1950s and early 1960s. In 1959, Andrews Air Force Base (now Joint Base Andrews) became the official entry point for foreign dignitaries arriving in the United States, and, as a result, the Suitland Parkway became their path into capital city. Two years later, the air base became the storage, takeoff, and landing point for the US president's

plane, Air Force One, and the parkway became the president's route to and from Washington. This use continues to the current day as Air Force One is still based at the air field, and important visitors still regularly use the parkway as they have 1959.

In 1959, the parkway provided entrance to the capital city for Soviet Premier Nikita Khrushchev on his noteworthy visit to the United States. Khrushchev's historic visit inaugurated this ceremonial use as the parkway became the default route for visiting dignitaries and nationally prominent figures. The *Washington Post* stated that the air base, and, by extension, Suitland Parkway, was the site of "history in the making" on a regular basis.[2] In 1978, Egyptian President Anwar Sadat and Israeli Prime Minister Menachem Begin both traveled on the parkway to meet with President Jimmy Carter for the groundbreaking Camp David Accords between those two nations. King Hussein and Queen Noor of Jordan took the parkway into Washington for the official state visit in 1980. In 1987, Soviet leader Mikhail Gorbachev traveled on the parkway for three days of historic negotiations with President Ronald Reagan that marked a watershed moment in the Cold War.[3] Queen Elizabeth II used the parkway for her official motorcade in 2007, and Pope Francis traveled the parkway in his Fiat in 2015.[4] The Suitland Parkway served as a space of national celebration in January 1981 when it hosted the return of US hostages from Iran. After over a year in captivity, the freed hostages arrived at Andrews Air Force Base and traveled on the parkway into Washington, with public onlookers gathered along the parkway.[5]

As Andrews Air Force Base housed Air Force One, Suitland Parkway regularly served and continues to serve US presidents and first ladies for a variety of purposes. Sitting presidents used the air base for travel on domestic and diplomatic trips, visits with fallen US soldiers killed in combat, and to greet visiting dignitaries. In 1972, President Richard Nixon, for instance, used the parkway upon his return from a pivotal diplomatic visit to China.[6]

The parkway's ceremonial importance was also reflected in its use following the deaths of US presidents. In November 1963, the Suitland Parkway carried slain President John F. Kennedy's body from Andrews Air Force Base to Bethesda Naval Hospital (now Walter Reed National Military Medical Center). A Secret Service agent riding in a car in the motorcade that accompanied the ambulance recalled seeing mourners gathered along the parkway.[7] In January 1973, the funeral procession of President Lyndon Johnson, Kennedy's successor, brought his body from Andrews Air Force Base to the Capitol. The *Washington Post* reported that "crowds lined" the parkway to view the procession.[8] The Suitland

Parkway also brought President Reagan's body into Washington for his official state funeral in 2004.

### *Criterion C—Landscape Architecture*

The Suitland Parkway study area is nationally significant under Criterion C in the area of Landscape Architecture as a designed landscape that reflects World War II- and postwar-era parkway design. Landscape architects and boosters of the early twentieth-century parkway movement wanted parkways to serve a role similar to the urban park by offering a space for recreation and respite for pedestrians and carriages that would briefly remove users from urban life. By the time the Suitland Parkway was constructed, however, parkway planning had shifted to accommodate automobiles traveling at ever-increasing speeds at the expense of picturesque paths. The Suitland Parkway was designed principally by landscape architects at the National Capital Park and Planning Commission with input from the Public Roads Administration (forerunner to the Federal Highway Administration), Commission of Fine Arts, US Engineer Office in the War Department, relevant Maryland authorities, and the National Park Service.

Like earlier parkways, the Suitland Parkway features a winding path mostly shielded from views of the adjacent development for a feeling of seclusion, separate eastbound and westbound drives that blend the roadway into the scenery, wooded margins, varying-width median, and bridges embellished with architectural ornament. The composition featured a clear pattern: the two roadways ran close to one another near an interchange, then bowed, then retracted again as they approached the next interchange. The parkway route was aligned into stream valleys to support a scenic quality separate from adjacent development. Its original design intent included grade-separated eastbound and westbound lanes; mown turf along the parkway shoulders and intersections; a generous median that narrows at intersections; stone-clad support structures including four overpass/underpass bridges and four typical culvert designs that established a rustic quality that maintained values of the earlier parkway movement; and wooded edges and screening of modern features outside of the parkway incorporated into a right-of-way at least 400' wide (200' on each side of the parkway centerline). At the same time, the parkway includes the incorporation of longer, flatter curves and flatter grades increasingly common in the 1940s. The flatter grades marked a distinct departure from earlier parkway planning that adhered more to natural topography. Such flatter grades required additional cutting and filling. In addition, the super-elevation of curves was implemented to keep cars in their lanes as they rounded curves. Thus, the parkway exemplifies World War II- and postwar-era parkway design in its negotiation between the

classic elements of the American parkway movement and the period's emphasis on speed and efficiency.

## SITE HISTORY

### INDIGENOUS USE, BEFORE 1600 CE

The land on which the Suitland Parkway was constructed is the ancestral home of the Piscataway peoples, a powerful confederacy of tribes that controlled lands along the Potomac River in present-day Maryland and northern Virginia. Present-day Suitland, Maryland, is situated on the ancestral lands of the Nacotchtank people, who were part of the Piscataway chiefdom.[9] A 1612 map by English explorer Captain John Smith on his 1608 voyage around the Chesapeake Bay notes the locations of Indigenous groups in the present-day Washington, DC, region. Smith located a Nacotchtank village in the area of present-day Suitland (Figure 2-1).

Archeologists estimate that Indigenous peoples who became known as the Piscataways arrived in the Chesapeake region circa 8000–1000 BCE. They spoke languages that were part of the Algonquian language family, which extended along the east coast of present-day North America to the present-day Great Lakes region and to some areas of the present-day Great Plains.[10] In the greater present-day Washington, DC, region, Indigenous people visited only occasionally until about 4,000 years ago. Although hunting parties and other people passed through the area, they did not stay long until the Late Archaic period (4000–2000 BCE). In approximately 2000 BCE, people began quarrying stone from the beds of ancient river cobbles exposed along the bluffs near Rock Creek in present-day Washington. By the Late Archaic period, residents of Maryland and coastal




**Figure 2-1.** Detail of English explorer John Smith's map of Virginia based on his 1608 voyage shows Nacotchtank village (marked in blue in the area of present-day Suitland. North is right. Published in London, 1624 (Library of Congress, Geography and Map Division).

Virginia began using quartzite they cobbled from hillsides to make a wide and heavy spear point archeologists have named as the Savannah River broadspear.[11]

Near the present-day Suitland Federal Center, investigation of an archeological site called Konschnik uncovered lithic flakes dating to the Late Archaic (4000–2000 BCE) and Early Woodland (1000 BCE–300 CE) periods.[12] Archeological investigation of the current Smithsonian Institution Museum Support Center found a small component of a light scatter of prehistoric lithic debitage. Although the archeological report identified the lithic scatter as prehistoric, it did not offer a specific time period.[13] Archeological investigation of a site near the present-day Suitland Parkway between the DC line and Naylor Road called the Naylor Road Site found evidence of a prehistoric seasonal campsite that dated to the Late Archaic and Woodland periods. The most intensive occupation would have likely occurred during the Late Woodland period, the archeological report states. Investigations found a variety of prehistoric tools, ceramics, fire-cracked rock, and debitage. The materials suggest Indigenous peoples used the site primarily for tool production, tool maintenance, and procuring and processing natural resources. The site, however, has been disturbed by subsequent plowing, grading, roadway construction, and landscaping.[14] An archeological site north of the present-day Suitland Parkway between the Parkway Terrace townhouses and Swann Road known as Kumbar Site 1 included three prehistoric artifacts from an unknown period—two quartz flake fragments and one split quartz cobble.[15] Immediately northwest of Kumbar Site 1 is Kumbar Site 2, another archeological site from an unknown period that also contained evidence of prehistoric occupation. Investigation of the site uncovered four prehistoric quartz artifacts: one flake fragment, one piece of cobble shatter, one early-stage reduction flake, and one tested cobble.[16]

Archeologists believe the Piscataways lived in the Potomac River drainage area from at least 1300 CE.[17] Their large populations established thriving communities in the areas around which the parkway was built.[18] The Piscataways typically lived in villages composed of small houses covered with bark or rush mats.[19] They largely subsisted on game, fish, and wild plants. Indigenous peoples living along the Potomac River, including the Piscataways, began cultivating maize around 800 CE.[20]

## COLONIAL MARYLAND AND EARLY PRINCE GEORGE'S COUNTY, 1608–1800

The earliest documented European presence in the present-day Washington, DC, region was Captain John Smith and those who traveled with him on his 1608 voyage. Smith's crew explored the Potomac River approximately as far north as what is today called Blockhouse Point in Montgomery County, Maryland (just beyond Great Falls).[21] Blockhouse Point is approximately twenty-four miles northwest of the study area's western terminus. Following Smith's voyage, European settlers began arriving in the region in significant numbers.[22] Smith's map (Figure 2-1) seems to indicate Henson Creek as a site feature of the study area but does not capture site features.

Increased European hostility and the introduction of new European-brought diseases initiated a decline in Indigenous populations. As Indigenous populations significantly declined, England asserted control over the land encompassing present-day Maryland. In 1632, King Charles I gave to George Calvert, the first Lord Baltimore, the authority to establish the colony of Maryland and issue proprietary grants. Eager to take advantage of the opportunity, European colonists arrived in Maryland in 1634 led by Leonard Calvert, whom Lord Baltimore appointed the proprietary governor of the new colony. Their first settlement was St. Mary's City, and as the population increased more communities were established.[23] St. Mary's City is located approximately fifty miles southeast of the study area's eastern terminus. Colonists encroached onto Indigenous lands as Indigenous populations decreased.[24]

European settlers were initially cooperative with the Piscataways and other Indigenous groups. Calvert met with Piscataway leader Wannis to request permission to settle in the area.[25] Many histories of Prince George's County, however, paint romanticized pictures of civil and mutually productive relations between the Europeans and the Piscataways that gloss over the harsh realities of life under colonial rule.[26]

Facing encroachment and hostility from European settlers, the Piscataways largely left the study area and adjacent areas in 1697 for the Virginia piedmont region. In 1699, they returned briefly to Maryland at Conoy (now Heater's) Island, approximately forty-one miles northwest of the study area's western terminus. The Piscataway central chiefs and their councils convinced most of their people to move to Pennsylvania after 1712.[27] By this point, their population had dwindled significantly. Archeologists estimate that the Piscataways numbered 1,000 to 2,500 just prior to European contact but had decreased to around 150 by the 1690s.[28]

By contrast, the population of colonists increased substantially throughout the seventeenth century and prompted the creation of new counties. Their initial settlement in Maryland spread into Calvert and Charles Counties, established in 1654 and 1658, respectively. In 1696, the Maryland colonial government established a new county, Prince George's County, named for Prince George of Denmark, the husband of Princess Anne of England. The county originally extended from the Charles County line to the south to the Pennsylvania border, serving as Maryland's western frontier. The county's boundaries were revised in the middle of the next century to include the study area.[29]

Many of the settlers established large plantations that relied initially on indentured workers. By the late eighteenth century, enslaved African American labor largely supplanted indentured workers. Tobacco, a labor-intensive crop, became the primary driver of the Prince George's County economy in the eighteenth and nineteenth centuries. By the nineteenth century, prolific tobacco cultivation exhausted soils, prompting farmers in the county to grow other crops like wheat and corn.[30] By 1860, enslaved people accounted for over half the population of the county.[31]

## AGRICULTURAL USE AND THE US PARKWAY MOVEMENT, 1800–1936

### Agricultural Use

European settlement of Prince George's County occurred rapidly. By the mid-nineteenth century, a historian writes, "not a section of the county was unsettled."[32] In the nineteenth and early twentieth centuries, the settlers and their descendants continued using the land in the study area primarily for agriculture.

Two historic maps capture the study area's condition in the mid-nineteenth century. *Martenet's Map of Prince George's County, Maryland*, prepared in 1861 by Simon J. Martenet, depicts locations of a few scattered houses in the path of the future parkway as well as houses bordering the study area (Figure 2-2).[33] According to the Martenet map, properties belonging to Warren War and George Cator were sited in the study area.

The Martenet map also provides clues about circulation in the study area at this time. Branch Avenue and Silver Hill Road, both running northwest–southeast through the study area, had been constructed by this point. Two unnamed roads (no longer extant) running north–south and east–west intersected slightly west of the Suitland Parkway's present-day crossing at Interstate 95. Old Marlboro Pike (now partially extant) ran through the study area at this time just west of the present-day Capital Beltway (Interstate 95/495).[34]

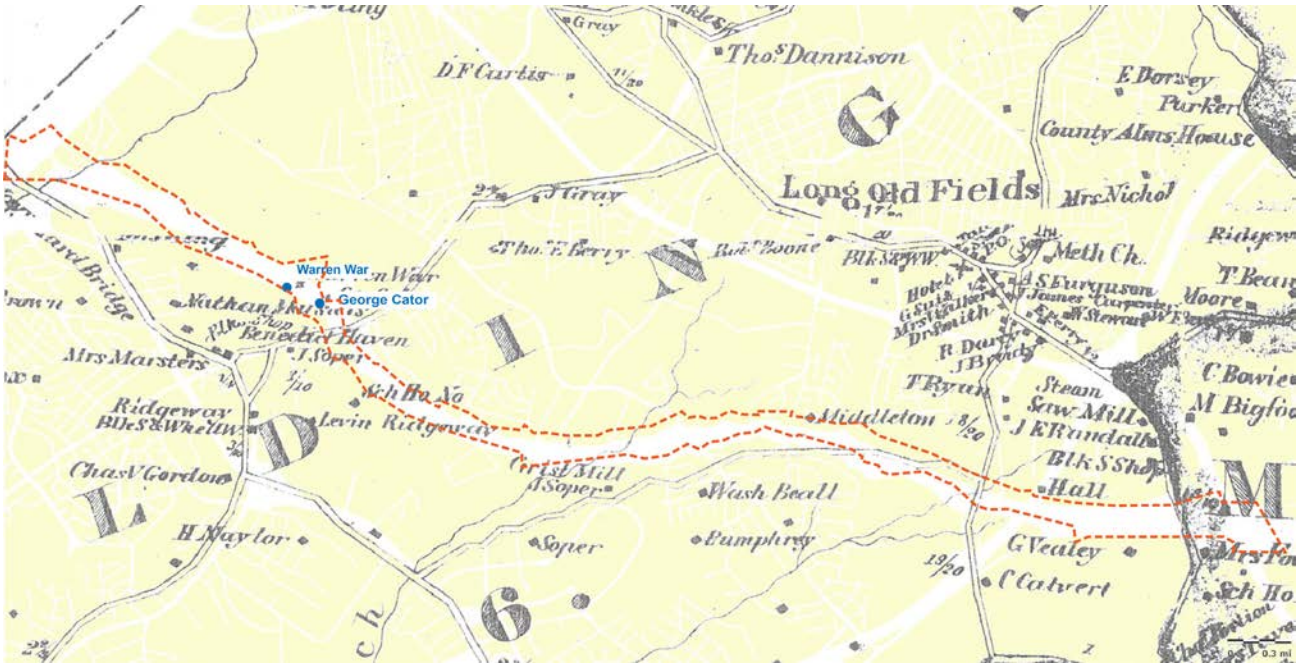



**Figure 2-2.** Detail of *Martenet's Map of Prince George's County, Maryland,* **1861, with overlay of current conditions. The orange dashed line denotes the study area (map and overlay courtesy of M-NCPPC).**

During Reconstruction, much of the newly freed African American community in the Suitland area migrated into nearby Washington. With an economy based on enslavement destroyed following the end of the Civil War and passage of the Thirteenth Amendment to the US Constitution, the large-scale plantations characteristic of the prewar period became less common. Instead, many such former plantations became smaller farms on which some Black residents in the area continued working and living as tenant workers.[35] Following the collapse of the plantation system, lucrative cash crops like tobacco and wheat declined in production. Dairy farming, truck farming, and market farming instead increased in importance to provide fresh foodstuffs to expanding urban centers in Washington, DC, and Baltimore. Smaller farming operations required a leaner physical footprint, resulting in fewer buildings and structures than the typical prewar plantation. Farm owners often destroyed or converted existing ancillary buildings and built smaller new buildings. Building materials (namely wood and brick) that characterized prewar buildings continued in use in postwar construction. The economic depression following the Panic of 1873 also further stagnated the local farming economy. In many cases, however, the prewar house was retained, with newer or existing barns and other outbuildings scattered in clusters and tenant houses filling out the rest of the properties.[36]

The second map, Griffith Morgan Hopkins's 1878 *Atlas of fifteen miles around Washington, including the County of Prince George, Maryland,* shows modest change in the study area since 1861 (Figure 2-3). The unnamed east–west road from the 1861 map, curiously, does not appear in the atlas. Most importantly, the atlas captures four buildings, none of which were included in the 1861 map, in the

parkway's right-of-way. A house belonging to "Mrs. King" sat .2 miles east of the present-day intersection of the Suitland Parkway and Branch Avenue. The 1870 census placed Sylvester (1812–71) and Sabrina King (b. 1814) as residents of this house. The census identified Sylvester as a farmer.[37] Sylvester died in 1871, and the house was left to Sabrina, likely the Mrs. King from the 1878 atlas. The 1870 federal agriculture census does not, however, include a record of King's property. George Cator, listed in the 1870 census as a farm laborer, owned a house that sat immediately west of the future parkway's westbound ramp to Silver Hill Road. A house owned by Frank Ridgeway was .2 miles south of the future parkway's crossing at Silver Hill Road. Ridgeway purchased the 109.5-acre property in 1871.[38] The 1880 federal agricultural census describes Ridgeway's farm property as including eight acres of tilled farmland, eight acres of meadow/pastures/vineyards/orchards, and ninety-one acres of woodland. The records of his farm note that he relied on hired labor. Ridgeway's farm included livestock such as cows and chickens and produced ten bushels of corn in 1879, twelve bushels of "Irish" potatoes, and forty bushels of sweet potatoes. His farm also included an orchard on which he grew apples and peaches.[39]

The 1877 *Directory of Maryland by Post Office Address* identified many residents of these houses as farmers.[40] The 1877 *Directory* identifies Ridgeway as a gardener.[41] Dashed lines leading to both the Cator and Ridgeway houses suggest they were accessed by unnamed roads from Silver Hill Road. Ridgeway's family maintained ownership of the house and the property until they were acquired for the parkway.[42] A house or building labeled "Collinsworth" was located at 0.6 miles east of the parkway's intersection with Suitland Road. As both the Collinsworth

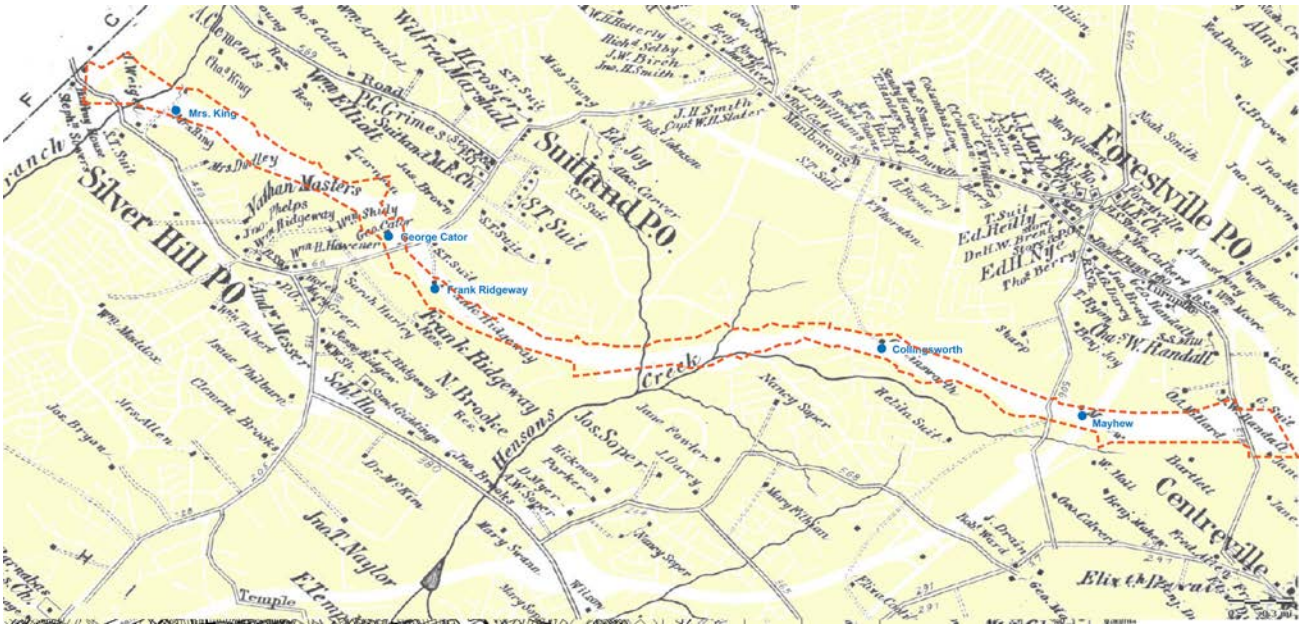



**Figure 2-3. Baist real estate map, 1878, with overlay of current conditions. The map shows the locations of properties (noted in blue text) identified by the names of their owners. The orange dashed line denotes the study area (map and overlay courtesy of M-NCPPC).**

properties were identified with single names, it is not clear whether they correspond to residences belonging to a particular person.[43]

Roughly 400 feet west of the present-day Capital Beltway (Interstate 95/495) was a building or house labeled "Mayhew." This property likely belonged to William Mayhew, who the 1870 census identifies as a farmer. The 1870 federal agricultural census describes Mayhew's farm as consisting of thirty-three improved acres and twenty-two acres of woodland. His crop production that year comprised 630 bushels of corn.[44]

The 1904 Baist real estate map illustrates continued development within the future parkway's right-of-way by the turn of the twentieth century (Figure 2-4). The map shows approximately seven houses and an unknown number of farm-related buildings in the study area at this time. Frank Ridgeway had acquired more land by 1904 and constructed an additional house at the southwestern intersection of the unnamed road to his house and Silver Hill Road. Robert H. Keys owned the Cator house from the 1878 atlas. The 1900 census reveals that Keys was a farmer, but agriculture census records were not available for 1900. New roads in the study area extended the network of routes stemming from primary roads including Silver Hill Road and Branch Avenue. A new house associated with an individual named "Bepetti" was constructed northeast of the Ridgeway house shown on the 1878 map. A house and farm owned by "Mrs. Coleman Ha." was situated directly at the present-day intersection of Suitland Parkway and Suitland Road; these farm buildings may have existed as early as 1904. A house and farm on a 16-acre lot owned by William A. Harrison occupied what is now the location of the northern ramp from Branch Avenue to the parkway. Three structures belonging

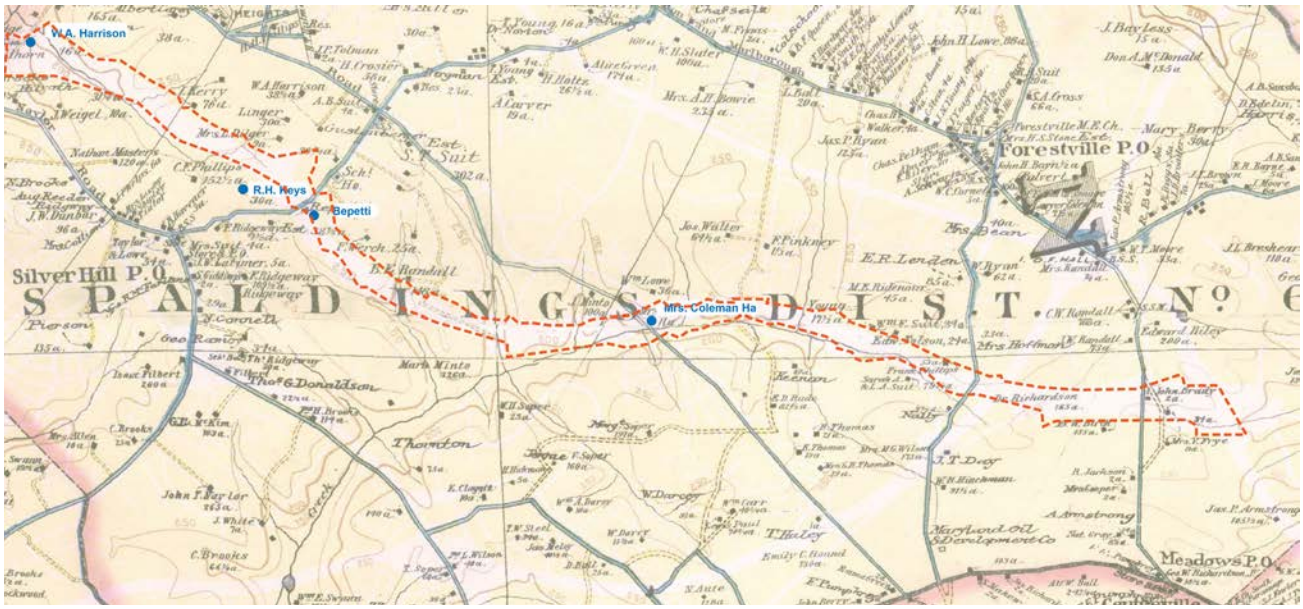



**Figure 2-4. Baist real estate map, 1904. The orange dashed line denotes the study area (map and overlay courtesy of M-NCPPC).**

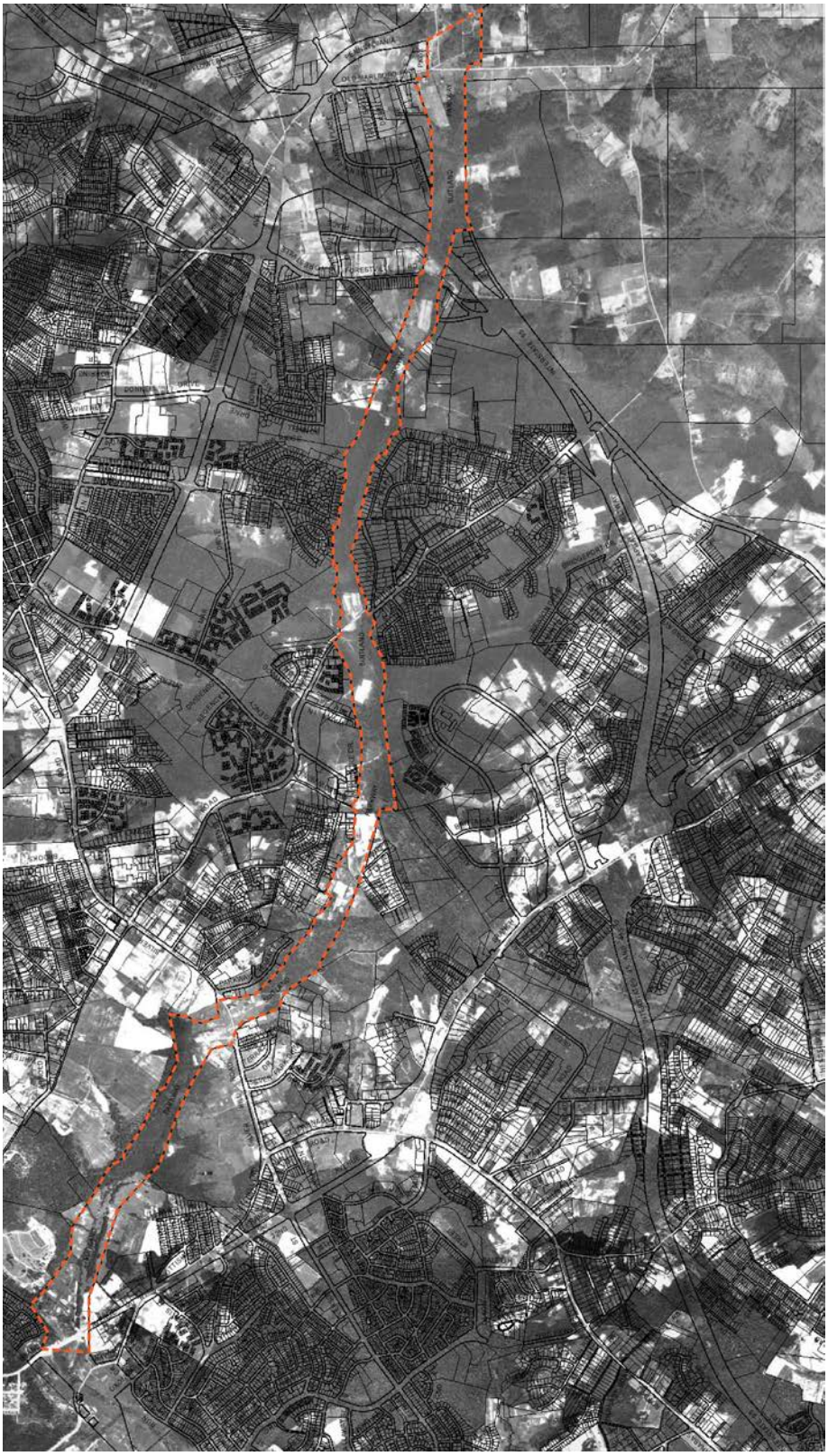


**Figure 2-5.** Aerial photograph of wooded area in the wooded area south of Washington National Cemetery's eastern edge to Silver Hill Road, 1938. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC).




**Figure 2-6.** Aerial view of house (highlighted in blue) built by 1938 at the present-day location of the ramp from Suitland Parkway to Old Marlboro Pike. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC).

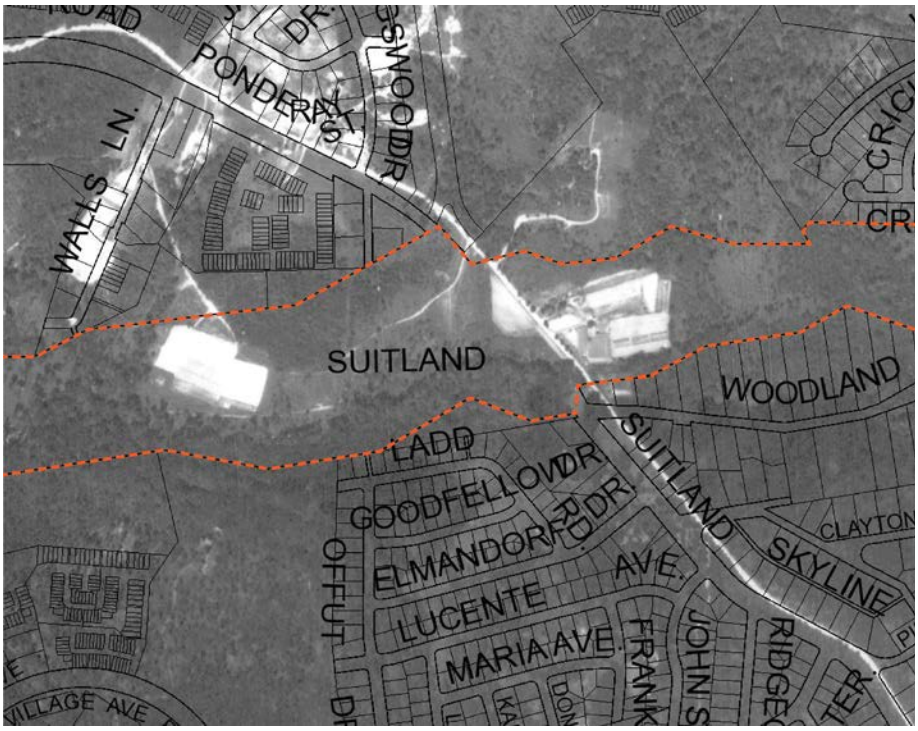



**Figure 2-7.** Aerial photograph of what appears to be farm buildings on Suitland Road (the present-day intersection of Suitland Road and the Suitland Parkway), 1938. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC).

to L. Shellhorn, perhaps a house and two farm buildings, were located near the current parkway's intersection with Naylor Road.

The study area remained largely unchanged in the first few decades of the twentieth century. In addition to farms and structures documented on the 1904 Baist map, a 1938 aerial illustrates several new homes and farms within the study area, such as near the present-day intersection of Silver Hill Road and the Suitland Parkway (Figure 2-8). A 4.17-acre tract owned by John Herath appears to include

the Bepetti house from the 1904 map located at the present-day intersection of Silver Hill Road and Suitland Parkway. Another house was constructed at the current location of the ramp from Suitland Parkway to Old Marlboro Pike (Figure 2-6).[45] Despite the development of several farms within the study area, the area remained largely forested as late as 1938 (Figure 2-8).

Two cemeteries were established north of the study area during this period. The Lincoln Memorial Cemetery was founded in 1927 and Washington National Cemetery, immediately southeast, opened in 1932. James Easley of Lynchburg, Virginia, established the former on part of the Landon dairy farm. The Lincoln Memorial Cemetery was intended to be a final resting place for African American residents of the Washington area during a period in which cemeteries were segregated; in the 1920s and 1930s, the Lincoln Memorial Cemetery was one of only two Black cemeteries in the region. Landscape architect John H. Small designed the grounds.[46] A large, continuous wooded area remained between the eastern edge of Washington National Cemetery and Silver Hill Road (Figure 2-5), segments of forests interrupted by periodic farms were present between Silver Hill Road and Mayhew (Suitland) Road, and two substantial forested areas broken by what appear to be a few farms were extant between Mayhew (Suitland) Road and Old Marlboro Pike.[47]

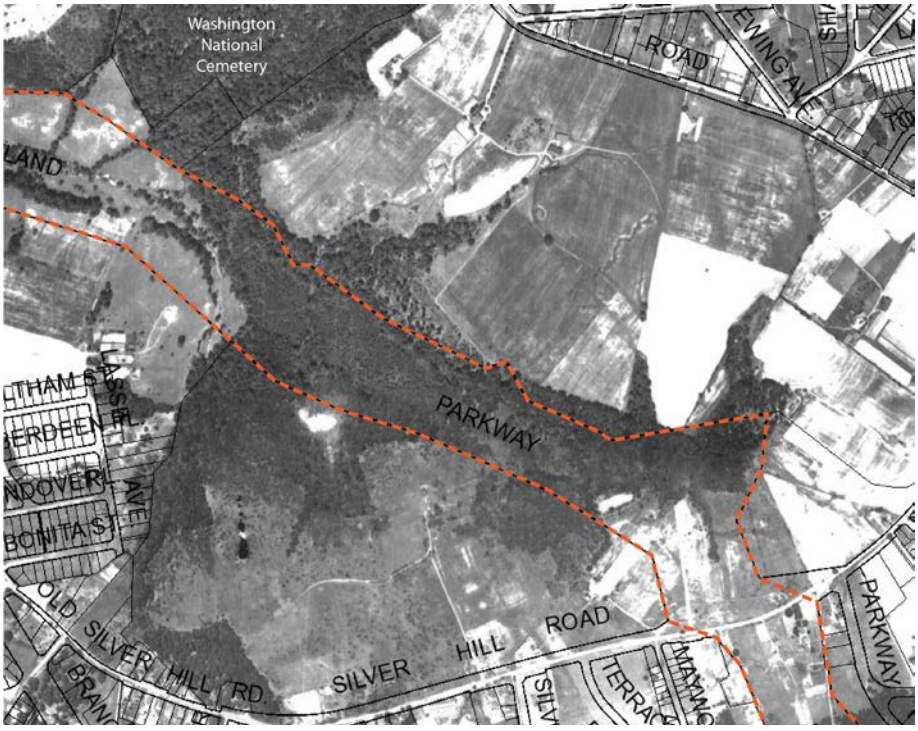



**Figure 2-8.** **This aerial photograph shows study area conditions in 1938. An overlay of present-day conditions is provided for reference. The study area is indicated with the orange dashed line (photograph and overlay courtesy of M-NCPPC).**

### The US Parkway Movement

Rapid industrialization in the United States in the nineteenth century inspired a park movement that attempted to reengage urban populations with nature. The park movement derived from the romantic English landscape architecture style that developed in the early nineteenth century. This approach emphasized irregular, curvilinear forms meant to imitate nature; English landscape architect Sir Humphrey Repton famously proclaimed that "nature abhors a straight line." In the United States, landscape gardener Andrew Jackson Downing (1815–52), credited as the first American landscape architect, championed this romantic style in his writings on architecture and landscape design in the 1830s and 1840s. Privately owned cemeteries became the first test cases for this new romantic style in the United States. Designers like Downing conceived of cemeteries as parks that offered a respite from the demands of urban life. The approach emphasized vistas from rolling hills and curving drives that provided both circulation to grave sites and picturesque views.[48]

Wealthy carriage owners enthusiastically embraced these new parks and the drives within them as opportunities to showcase their vehicles and promenade their new outfits. They began lobbying cities to build parks with similar pleasure drives, without the somber feeling and membership restrictions of cemeteries. New York City's Central Park, designed by Frederick Law Olmsted and Calvert Vaux (a student of Downing), became the prototype for this new park when it debuted in 1857. The park included a system of winding carriage drives, and Olmsted coined the term "parkway" to describe this new street form.[49] In perhaps the earliest reference to parkways, Olmsted and Vaux proposed a series of paved routes in 1868 to connect their new park project, Prospect Park, to other areas in Brooklyn.[50] Olmsted argued that parkways should be restricted to private carriages and should ban wagons and common carriers. The visual language Olmsted developed to support the character of the parkway included rows of trees planted along the roadway to establish a narrow, elongated park space; limited interruptions of the parkway by street railways; limitation of abutting property owners' access; grade separation; access ramps; and restriction to one traffic class.[51] Olmsted wrote that parkways were "for rest, recreation, refreshment and social intercourse…designed with express reference to the pleasure with which they may be used for walking, riding, and the driving of carriages."[52]

By the late 1880s, the parkway concept was a well-established aspect of US park design and city planning.[53] Other cities began adopting Olmsted and Vaux's planning style and constructed limited-access parkways that connected large suburban parks or permitted an exclusive route for suburban carriages owners to their downtowns. As such, early parkways served a single municipal area. Olmsted

was a forceful advocate for the low-density suburbs outside of the high-density urban core and developed ways in which cities could establish parks that created class-segregated suburban residential areas. Parkways became a tool for real estate developers to lure wealthy people to suburban land.[54]

Parkways also became a favored urban upgrade for followers of the influential City Beautiful movement. The City Beautiful movement was a US urban planning movement prevalent in the 1890s through the 1920s. Inspired by the temporary White City of the World's Columbian Exposition in Chicago in 1893, the architects, landscape architects, and planners who shaped the movement sought to improve cities' appearance through comprehensive planning. The movement applied the balance and harmony of European classical architecture and planning to American cities. Advocates of the movement emphasized building civic centers, grand boulevards, parks, and parkways. The City Beautiful movement's influence is reflected in cities like Boston and New York, where parkways are critical elements of their urban park systems.[55]

The Bronx River Parkway set in place a standard parkway design template for automobiles (Figure 2-9). The parkway was principally shaped by Jay Downer (chief engineer), Herman W. Merkel (consulting landscape architect), and Gilmore Clarke (landscape architect). The parkway's path would extend along the Bronx River and connect New York City to Kensico Dam. Although the parkway was originally planned in the 1900s and early 1910s as a pleasant recreational drive for carriages, delays pushed the construction date to 1919. In the years since planning started, Americans had begun enthusiastically purchasing automobiles. In response, Downer, Merkel, and Clarke designed the Bronx River Parkway, in contrast to its predecessors, not for carriages but for automobiles travelling at speeds of twenty-five to thirty-five miles per hour. As in traditional park design of the time, the designers preserved existing landscape features while also eliminating garbage dumps and other unsightly features, controlling flooding, and installing plantings.[56]

Subsequent parkway designs largely followed the Bronx River Parkway precedent. Like the Bronx River Parkway, these parkways included a single roadway 40' wide with four travel lanes, two in each direction. Vertical gradients featured a maximum steepness of 8%. Reinforced concrete bridges were fitted with low-slung segmental-arched openings and clad with stone to add a rustic quality to otherwise contemporary construction. Plantings of mostly indigenous species created a park-like feeling and framed views.[57]

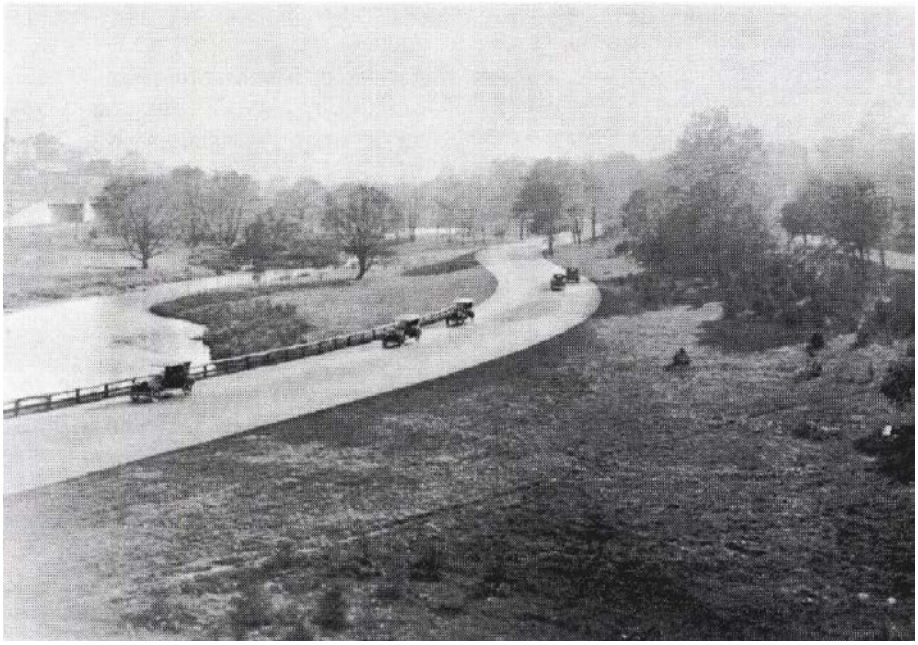


**Figure 2-9. Photograph of the Bronx River Parkway, a prototype for parkway design, 1922 (Published in Newton, *Design on the Land*).**

Among the parkways that followed in this model were those in New York's Westchester County system **(Figure 2-10)**. The system was an attempt to replicate the success of the Bronx River Parkway across the entire county. From 1923 to 1933, the Westchester County Park Commission constructed 17,000 acres of parks and parkways, including 160 miles of parkway. Many of the same designers involved in the Bronx River Parkway, such as landscape architect Gilmore Clarke and engineer Jay Downer, were tasked with designing the parkway system. Although it largely followed the successful template, the parkway system included a few variations. The 40' width was increased to 44', and 3" curbs were installed to prevent motors from driving on marginal lands. The minimum right-of-way for the county system was set to 250' to provide a buffer between the road and private property and allow room for screen plantings.[58]

Increased automobile use resulted in more crowded conditions on parkways and ever-increasing speeds. By the 1930s, such issues seemed to illuminate the deficiencies in the classic parkway design. The 40' width of the Bronx River Parkway, for instance, was determined to be too narrow, and it had no shoulders on which disabled cars could park, leading to backed-up traffic for miles. Its short radius curves (at 750') were too sharp for fast-moving cars. In addition, automobiles heading in opposite directions on the same highway were a common source of accidents. Although parkway planners and designers installed guardrails in an attempt to minimize accidents, the adjacency of lanes still caused problems at night when the headlights of oncoming traffic could blind drivers traveling in the opposite direction.[59]

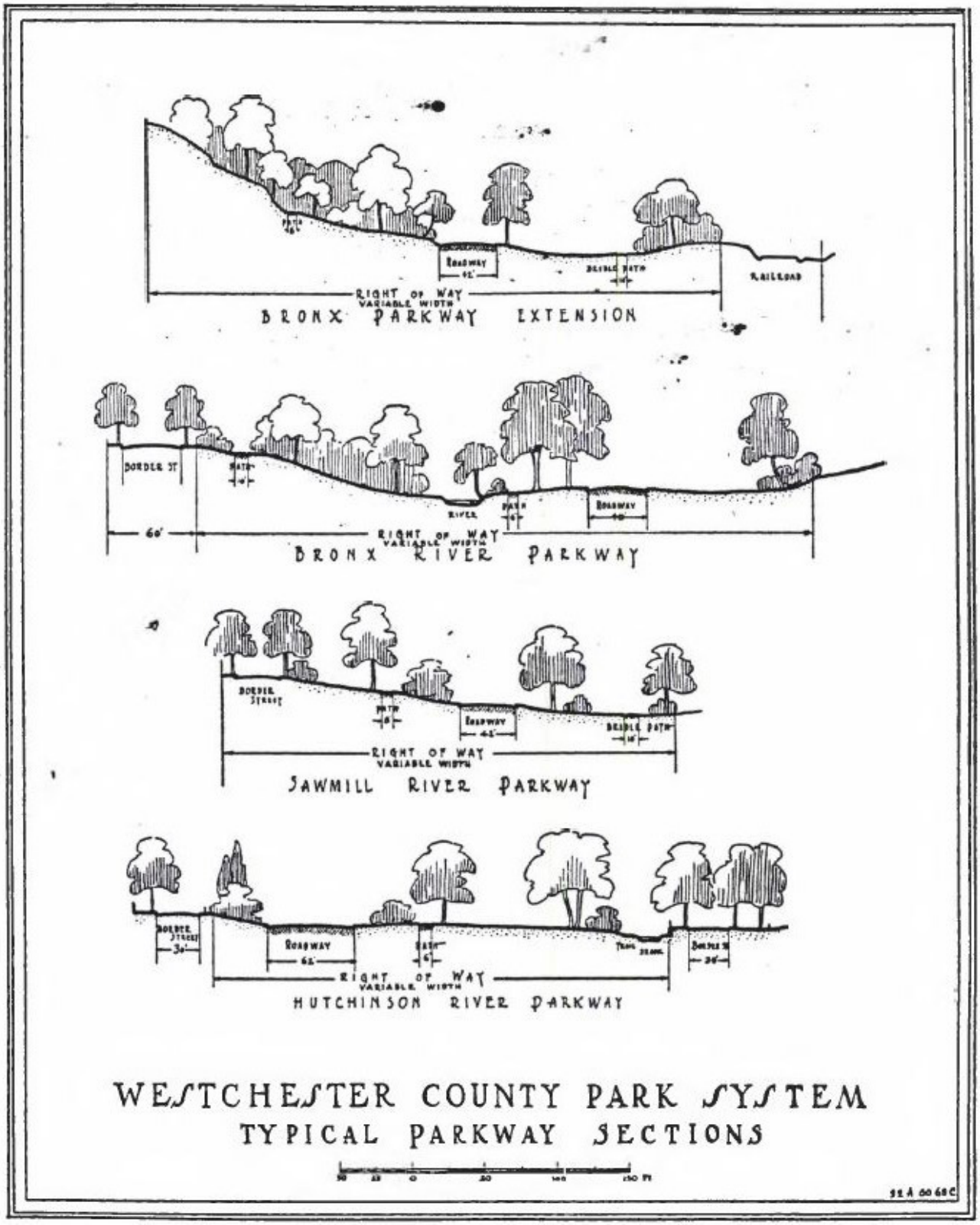



**Figure 2-10.** Typical section drawings of the Westchester County Parkway System (Nolen and Hubbard, *Parkways and Land Values*).

From 1930 through 1944, planners and designers responded to these challenges with a variety of new roadbuilding techniques. Parkway planners and designers also embraced new technological innovations like stereoscopic aerial photographs to preview topography as part of the design process. To accommodate higher speeds, parkway alignments began featuring longer and wider curves connected by shorter tangents. Vertical gradients were reduced and the roadways flattened to aid in decreasing speeds. The flatter grades marked a clear departure from earlier parkway planning that embraced existing grades as much as possible. Such flatter grades required supplemental cutting and filling, made possible by advancements in roadbuilding technology. To ensure cars stayed in their lanes when rounding curves, planners and designers employed spiral and super-elevated curves that made for a smoother transition between tangents and curves. In order to reduce issues related to oncoming traffic and headlight glare, planners and designers divided what had typically been a four-lane scheme into a pair of two-lane roadways running in opposite directions on distinct alignments within the right-of-way and separated by medians of variable width. Park commissioners, however, often found this last solution too expensive and at first it was rarely adopted. Eventually, as automobile speeds increased even further, separating opposing traffic became standard practice in parkway design.[60] As historian Clay McShane writes, the parkway movement in the automobile era "idealized both a rural past and the speed and power of the new industrial age."[61]

Also during the period of 1930 to 1944, planners and designers increasingly conceived of longer parkways that connected cities to recreational areas farther away (e.g., the Blue Ridge Parkway that travels from southwestern North Carolina to central Virginia). Such projects took longer to build and cost more, thus requiring construction to occur in sections. The substantial increase in federal highway funding under New Deal and World War II-related programs spurred the development of more parkways in the 1930s and 1940s. More available labor from New Deal work programs such as the Works Progress Administration (WPA) also facilitated more parkway construction. Indeed, more miles of parkway were planned during this period than in the years before or after. With increased construction and design refinements, the 1930s through World War II was the "heyday" of parkway design, notes a 1998 historic context on parkways.[62]

During and after the war, a new road type emerged in response to increased traffic and speeds. The new highways of the postwar era combined features of the classic parkway, such as limited access and divided roadways, with the need for quick and efficient transportation. These new roads were given fitting new names like freeway, expressway, and thruway. Parkways had historically emphasized recreation and pleasure driving on curving, scenic routes. New alignments used

even longer and flatter curves to accommodate higher vehicle speeds. Tangents were substituted for continuously curving alignments that blended one curve into another. Highway designers feared that long tangents allowed drivers to lose attention on the road. The new highways also featured flatter vertical alignments for trucks to maintain velocity when climbing hills and wider medians and shoulders for future lane expansion. Roadside plantings, while still important, increasingly emphasized utility (e.g., preventing erosion) and safety (e.g., preventing accidents) instead of scenic concerns such as framing views or visual separation from adjacent development.[63]

The new highway design influenced parkway design. The parkways of this era accommodated higher speeds and featured flatter curves and grades accomplished by additional cutting and filling. Examples of this distinct period of parkway design include the Garden State Parkway (completed in 1955) in New Jersey and the Palisades Parkway (completed in 1958) in New York and New Jersey. "In some ways, parkways of the post-World War II era," Multiple Property Documentation Form author Sara Leach writes, "were nearly indistinguishable from their contemporary freeway brethren."[64] Parkway designers, however, still devoted attention to scenic qualities and the design of bridges, plantings, and other features. According to a context study of influential parkways, the Suitland Parkway (along with the Baltimore-Washington Parkway) epitomized wartime and postwar parkway design in the Washington region.[65]

### Parkways in the Washington, DC, Metropolitan Region

As US cities embraced the parkway in the early twentieth century, planning bodies and civic-minded officials in Washington, DC, were also eager to implement this new roadway type. The Senate Park Commission of 1901–02 incorporated parkways into its planning vision for the national capital region. The commission, formed in 1901, was chaired by Senator James McMillan and included architects Daniel Burnham and Charles McKim, landscape architect Frederick Law Olmsted, Jr., sculptor Augustus Saint-Gaudens, and, acting as its secretary, Charles Moore. Its mission was to improve the design and appearance of Washington, DC, especially its historic core, to enhance and build upon original city planner Pierre Charles L'Enfant's vision for the city. The commission's recommendations were compiled into a 1902 report that became known as the McMillan plan.[66] The McMillan plan established a design framework for the greater National Mall area and sought to recapture the design essence of the L'Enfant plan by removing discordant elements and allowing development of new buildings and parks based on City Beautiful principles.[67]

In addition to proposals for the historic core, the McMillan plan endorsed a series of drives and park connections throughout the city. One proposed parkway would travel along the Potomac River from Arlington National Cemetery to Mount Vernon. A second would extend from West Potomac Park through the newly established Rock Creek Park to end at the National Zoological Park. A third parkway (known as Fort Drive) would connect newly established parks to preserve the historic Civil War forts around the District of Columbia.[68] In subsequent decades, the Commission of Fine Arts (CFA), the lead design review agency in Washington established in 1910, oversaw the McMillan plan's implementation and championed its goals. In 1918, CFA called for a permanent system of both local and grand entrance parkways inspired by the McMillan plan. The National Capital Park and Planning Commission (NCPPC), a federal agency established to provide planning guidance for Washington, DC, and the surrounding national capital region, assumed responsibility for implementing these goals following its creation in 1924.[69] Congress also endorsed the creation of a parkway system with passage of the Capper–Crampton Act in 1930. The legislation was specifically passed to provide federal funding to acquire and protect land on both sides of the Potomac River for the creation of the Mount Vernon Memorial Highway, as proposed by the Senate Park Commission. However, the legislation also laid the groundwork for a design system of regional parks and parkways. NCPPC staff developed long-range plans for radial highways, sewage and drainage, water supply projects, and airports. The long-range plans of the National Capital Park and Planning Commission included designs for highways, cross-connecting highways, airports, sewerage and drainage, and water supply projects.[70]

The Rock Creek and Potomac Parkway, the parkway the Senate Park Commission imagined would connect West Potomac Park and the National Zoological Park, was authorized in 1913 as a two-and-a-half-mile roadway through Rock Creek Park, a nature reserve established in 1890 (Figure 2-11). The Rock Creek and Potomac Parkway was principally the vision of Frederick Law Olmsted, Jr. (1870–1957), but was designed by a combination of various landscape architects. The parkway expresses the signature design elements of the American parkway movement—a winding path shielded from views of the nearby city for a feeling of seclusion, separate northbound and southbound drives that blend the roadway into the scenery, wooded areas, glens, pedestrian and bridle paths, varied views, and bridges embellished with architectural ornament. Construction began in 1923 and ended in 1936.[71]

The second of the parkways the Senate Park Commission recommended became the George Washington Parkway. The parkway runs along the Virginia shore of the



**Figure 2-11.** View of Rock Creek and Potomac Parkway, 1943 (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-12.** Mount Vernon Memorial Highway (now the George Washington Memorial Parkway) (Library of Congress, Prints and Photographs Division).

Potomac, from Mount Vernon (approximately twelve miles south of Washington) to Great Falls (approximately fifteen miles north of Washington). The earliest segment of the parkway was known as the Mount Vernon Memorial Highway and extended from Washington's estate to the Memorial Bridge into Washington, DC (Figure 2-12). Mount Vernon Memorial Highway was constructed from 1928 to 1932, and the northern parkway leg, built as the George Washington Memorial Parkway, was constructed from the 1930s through 1965. While the parkway was under construction in 1930, Congress granted approval to expand the parkway north to Great Falls. In 1932, all existing and future segments were renamed the George Washington Memorial Parkway.

Gilmore Clarke, whose vision shaped the Bronx River Parkway, was a consulting landscape architect for the Mount Vernon Memorial Highway. He argued that his earlier New York project was a precedent for the Virginia parkway. Clarke

designed rigid-frame concrete bridges faced with rustic, segmental-arched stone that were nearly identical to those he designed for the Westchester County parkway system bridges. The segment running from Mount Vernon to Alexandria features a four-lane undivided road leading along the shoreline and flanked by thick woods, grassy embankments, and marsh, incorporating occasional overlooks and park/parking areas for picnicking. The route from Alexandria to the bridge, meanwhile, is divided by a mown median.[72]

An example of the wartime/postwar parkway, the Baltimore and Washington Parkway was built between 1942 and 1954 to connect the two cities. Not part of the McMillan plan's original parkway proposals, it stretches twenty-nine miles northeast of the capital to Baltimore. The state of Maryland built and maintained the northernmost ten miles. The southernmost nineteen miles were built by the Bureau of Public Roads and maintained by the National Park Service. Landscape architect Thomas C. Jeffers of the NCPPC designed wooded margins and a route that demonstrated careful attention to topography. A comprehensive planting plan was not prepared, and it is not clear whether this more austere background was intentional or economical. The bridge designs were also more economical than those on the Mount Vernon Memorial Highway or Rock Creek and Potomac Parkway; although the crossings over and visible from the parkway are faced with stone characteristic of parkway bridge design of the 1920–30s, the bridges under the parkway are unadorned concrete arches.[73]

## PLANNING, DESIGNING, AND CONSTRUCTING THE SUITLAND PARKWAY, 1937–1949

### Planning and Designing the Parkway, 1937–42

Throughout the 1930s, the NCPPC worked to fulfill the Senate Park Commission's vision of a future network of prominent roadways. The origin of the Suitland Parkway was closely connected with a proposed airport project. In 1937, the District Airport Commission, established by Congress to study potential airport locations for the capital city, recommended Camp Springs, Maryland, as the site of a commercial airport for the Washington region. As part of this effort, the NCPPC developed a potential route to a new airport. The NCPPC named this road the Suitland Parkway, as the bulk of its intended path led through Suitland, Maryland.[74] Building the airport became a vital concern of President Franklin Roosevelt. Congressional leaders, however, criticized the project for its high cost and the potential for airplanes to interfere with the radio signals to the US Navy's radio research facility three miles away in Cheltenham, Maryland.[75] A member of Congress also accused three US representatives from Maryland of colluding with Suitland landowners in exchange for a monetary "kickback" if the Camp Springs site was chosen. Although the Senate approved a bill to build the Camp Springs

airport in 1938, the House defeated the measure largely due to the graft charge.[76] The District Airport Commission instead shifted its attention to a site in northern Virginia (now the location of Washington National Airport, opened in 1941). The end of the Camp Springs airport project temporarily removed the rationale for building a connecting parkway.

In the years after the airport project was terminated and parkway project abandoned, the Suitland area only grew in relevance for the federal government. As the United States inched closer to formally entering World War II, federal officials realized that the government required more space to house the bureaucracy needed to support the war effort. In 1941, the federal government acquired 437 acres, comprising farm and dairy land and twelve residences, in Suitland, Maryland. The results of this effort were several federal buildings constructed in the early 1940s just north of the study area. Completed in 1942, Federal Building No. 3 was a comb-shaped building of long masses extending from an end spine. The US Census Bureau was the first agency to occupy the site and move its headquarters into Federal Office Building No. 3.[77] West of the federal building was a 315-unit housing development known as Carry Homes, a collection of demountable houses for white war workers.[78] In 1942, barracks were built north of the current intersection of Silver Hill Road and Suitland Parkway. In 1942, the US Navy constructed the Naval Hydrographic Building, also known as the Naval Intelligence Command Building or NIC-1 (no longer extant), immediately south of Federal Building No. 3. This growing complex of federal offices was called the Suitland Federal Center. In order to build the federal center and adjacent federal housing, the US government acquired a large land tract that included the Cator house shown on the 1878 atlas (Figure 2-2). Research to date has not determined whether the house was demolished at this time or earlier. By 1943, the Suitland Federal Center employed several thousand federal workers.[79]

The emerging suburbanization of Prince George's County and the influx of federal workers necessitated building more residential enclaves in the Suitland area. In 1937, developer Nathaniel H. Engle platted a new community called Morningside southeast of the current intersection of Suitland Parkway and Suitland Road. The original Morningside plat comprised 79 irregularly shaped lots. In 1938, Engle platted an annex to Morningside known as the Addition that featured 72 lots varying in size. A public auction to sell the unimproved Morningside lots was held the following year. By October 1940, over one hundred houses in Morningside had been sold and between thirty and forty families were already in residence. Over one hundred families resided in Morningside, then called Morningside Village, by 1941. The village featured modest four-room houses available through Federal Housing Authority (FHA) loans.[80] In 1942,

barracks were constructed near Silver Hill Road and Suitland Parkway (the site of the current Metro parking garage).[81]

As new suburban offices and residential enclaves transformed the formerly rural areas surrounding Washington, DC, planning agencies such as the NCPPC undertook efforts to construct parkways that moved cars more efficiently. Planning officials at the NCPPC found the road system in and near Suitland "inadequate and indirect."[82] By the 1930s, planners and city officials across the country argued express roadways would improve the lives of suburban commuters and foster economic development during the Great Depression. As urban historian Mark Rose writes, "Highway building [in the 1930s] was a form of social and economic therapy."[83]

The Washington, DC, metropolitan area grew exponentially during and after the war. By January 1942, the NCPPC and Public Buildings Administration revived efforts to build a parkway in the region without a commercial airport as an anchor. NCPPC hired Jay Downer and Gilmore Clarke of the Public Buildings Administration (formerly of Westchester County) as consultants to develop a preliminary study for developing more adequate highways between Suitland and downtown Washington.[84] The preliminary study and drawings prepared in-house at NCPPC suggest that the purpose of the parkway had largely shifted from the 1937 effort. Frederic A. Delano, NCPPC chair, described the parkway's new path as extending "from the public buildings at Suitland down through Stickfoot Stream Valley to the South Capitol Street Bridge."[85] The Federal Works Agency similarly expressed support for the project, as it would "afford quick access to the Federal structures now being planned and constructed at Suitland, Maryland."[86] The January meeting minutes of the NCPPC similarly describe the route as extending "from the Suitland, Maryland, government building site across Naylor Road, along the edge of Barry Farms to the proposed Capitol Street Bridge."[87] Landscape architect Thomas C. Jeffers (1889–1952) of the NCPPC design staff stated that the large concentration of federal workers near Suitland necessitated an adequate roadway to connect to Washington.[88] Delano indicated that the commission's ambition went beyond providing better access for federal workers at Suitland. He wrote that the parkway under consideration would "provide an entirely new approach to the central area of Washington not only from the Suitland area but from a large undeveloped section of Maryland adjacent to the District [L]ine."[89] NCPPC approved the preliminary study and submitted it to the Public Buildings Administration in late February for consideration. Approval from the Public Buildings Administration was necessary to acquire the land for the parkway.[90]

Writing in late February, NCPPC chair Delano observed that the land selected for the parkway was "ideally suited for a grade-separated parkway of high design standards."[91] Delano estimated the cost of land acquisition between $400,000 to $500,000.[92] Public Buildings Commissioner William E. Reynolds weighed in on the project in March 1942. Reynolds maintained that the Camp Springs site previously identified for a commercial airport could still serve as an auxiliary airport for the Washington region after the opening of Washington National Airport in 1941. He did not indicate that any such plans were underway. However, Reynolds reported that the US Army Air Corps had also expressed interest in constructing a new air base at the Camp Springs site. Enthusiastically endorsing the parkway, Reynolds stressed the access it would offer to both the Suitland area and the Camp Springs site.[93] In March, the NCPPC added the Suitland Parkway to their comprehensive park, parkway, and playground plan for the National Capital area.[94]

In February 1942, landscape architect Thomas Jeffers submitted two preliminary studies for the parkway to the NCPPC that reflected this new intended use while also suggesting uncertainty about the Camp Springs site's development. Jeffers, a protégé of Frederick Law Olmsted, Jr., had served as chief of design at the NCPPC since 1930. The Rock Creek and Potomac Parkway in Washington, DC, was one of Jeffers's first major projects.[95] Both drawings showed the parkway leading from South Capitol Street in the District east to the concentration of federal workers at the Suitland Federal Center, with possible extension east to the air base site (the site use varies from one drawing to the next). The emphasis of Jeffers's February 1942 drawings shows the clear shift in focus from a connection to the airport/ air base to a connection to the Suitland Federal Center. Both drawings show two four-lane roads, close to one another as they lead across the District line and their distance from one another widening east of Branch Avenue.

Completed February 9, Jeffers's first drawing, titled *Project Plan, Suitland Parkway*, shows the parkway extending east from the DC line and then curving in a dramatic turn near Silver Hill Road north to the Suitland Federal Center, heading west to a roundabout, and then south along a housing development for federal workers to complete the full circle back at the parkway (Figure 2-13). East of the parkway's intersection with Silver Hill Road, a connection is shown to the then-unbuilt "Camp Springs-Meadows Air Base."

The second drawing, titled *Study for Development, Proposed Parkway*, was submitted on February 13 and showed slight variations from the February 9 drawing (Figure 2-14). Jeffers made more significant revisions to the parkway path through the District than to its path through Maryland. This was the result of interventions from Jay Downer of the Public Buildings Administration, who

recommended that the proposed parkway extend westward from Naylor Road at the DC line. Downer argued that utilities could be more easily provided to this area, creating the opportunity to develop more office space. The parkway (in this instance unnamed) still led from the DC line to the Suitland Federal Center, with a roundabout just west of Silver Hill Road and its extension to the airport/air base site. Jeffers labeled the airport/air base "proposed Camp Springs airport" and used dashed lines for the parkway extension to the site, perhaps suggesting uncertainty as to whether the Camp Springs project would come to fruition. The second drawing also depicted a wider gap between the two-lane roads west of Branch Avenue. The gap widens and then slightly recedes.[96]

As Jeffers and the NCPPC continued working on the parkway project in spring and summer 1942, the US War Department initiated planning for the air base at the Camp Springs site. Commission director of planning John Nolen, Jr., speculated that the most efficient way to build the parkway would be to link its construction with the "war necessity" of building an air base, although some NCPPC commissioners expressed skepticism that rationale was justified. Reynolds, for instance, had previously testified before Congress that only $100,000 was needed to widen roads to the Suitland Federal Center. Commissioners feared that Reynolds's statement "places the Commission in the position of asking for supplemental land purchase funds which are apparently unnecessary." Meanwhile, the commission recorded in their June 1942 meeting minutes that "there is some feeling that a decrease in the use of automobiles has decreased the necessity for this road."[97] To correct any doubt about his position based on his earlier testimony, however, Reynolds wrote publicly to provide unequivocal support to the parkway.[98]

Building a parkway out of "war necessity" fit well within the stated priorities of the Roosevelt administration. Political and military leaders argued that US entry into World War II justified new roadways that combined parkway principles with freeway efficiency. Building direct and high-speed highways similar to the German *autobahn*, the argument went, would facilitate optimal troop movement. Reflective of these priorities, Roosevelt restricted the New Deal-era Federal Works Agency, which oversaw large-scale public construction projects, to approve only road projects deemed essential to national defense.[99] These purposes included access roads to military installations, defense plants, ports, and airports. The Defense Highway Act of 1941 appropriated $10 million in federal funding for this effort.





**Figure 2-13.** (left) February 9, 1942, drawing by landscape architect Thomas C. Jeffers showing the proposed parkway's path from the Washington, DC, line to the new Suitland Federal Center (NARA, Record Group 79, Cartographic and Architectural Records).

**Figure 2-14.** (right) The second drawing Jeffers prepared, dated February 13, 1942, included slight changes from the February 9th drawing: dashed lines to the proposed airport/air base and a wider gap between the parkway's two roads west of Branch Avenue (NARA, Record Group 79, Cartographic and Architectural Records).

To expedite construction of the air base and parkway at Suitland, President Roosevelt granted the secretary of war approval on August 25, 1942, to acquire the necessary land. The president wrote, "This road upon completion of the South Capitol Street Bridge will afford quick access to the city of Washington, not only from the Camp Springs site but also from the Federal buildings and the Suitland area."[100] Roosevelt's directive put the weight of the president's office behind the parkway project. Following Roosevelt's death in April 1945, Ulysses S. Grant III, NCPPC chair, stressed the late president's importance in making the parkway a reality.[101]

The route changed by September, with the new emphasis on connection to Camp Springs. By September 1942, T. S. Settle, secretary of the NCPPC, wrote that the path of the parkway was now to "Camp Springs via Suitland."[102] Revisions in summer 1942 slightly altered the eastern end of the parkway to permit its connection to Bolling Field in Washington.[103] When the NCPPC met that month, Nolen reported that commission staff members were drafting proposals to extend the parkway east beyond Jeffers's February studies, which terminated the road near Silver Hill Road, to provide an access road to the planned Camp Springs base.[104]

War necessity provided the impetus for building the parkway, but other government officials also showed enthusiasm for the project. Philip B. Fleming, administrator of the Federal Works Agency, wrote that the parkway would "afford a second quick access to the [F]ederal structures now being planned and constructed on the [G]overnment reservation at Suitland, Maryland."[105]

Beginning in autumn 1942, planning officials focused their attention on land acquisition. Fleming of the Federal Works Agency noted that rights-of-way needed to be acquired quickly as the rapid suburban growth in Prince George's County meant others could purchase the land for residential purposes. The US War Department, Real Estate Branch, undertook the effort to acquire the necessary land to construct the parkway.[106] The US Army Corps of Engineers assigned Col. J. J. O'Brien, chief of the Real Estate Branch, as land acquisition officer for the parkway. The parkway's right-of-way crossed 393 private tracts in Washington and 250 tracts in Maryland.[107] Ulysses S. Grant III, NCPPC chair, advised in September 1942 that the War Department not evict residents of "improved properties" until it was absolutely necessary due to housing shortages. He asked for particular sensitivity to "people of small incomes."[108]

The land acquisition process continued into 1943. Arthur E. Demaray, associate director of the National Park Service, wrote that "a number of" owners of

"improved" properties refused to sign leases and others resisted because no firm construction plans for the parkway were in place.[109] Neither Demaray's note nor other documentation of the land acquisition process provided specific names of those landowners resistant to the project. The Real Estate Branch developed an alpha-numeric system of cataloging tracts within particular segments of the planned parkway. The parkway's path in Prince George's County was divided into segments G (Figure 2-15), H (Figure 2-16), I (Figure 2-17), J, K (Figure 2-18), L (Figure 2-19), and M, and individual tracts were given sublabels such as G-387. In total, the Real Estate Branch acquired 431.325 acres in the county, requiring five separate district court decisions to obtain the land from resistant owners.[110] The federal government had already acquired Segment H years earlier for construction of the Suitland Federal Center.

The War Department described the CLR study area in 1943 as "largely undeveloped territory."[111] However, although large segments of the study area were still forested, the parkway would be built straight through several occupied properties in Prince George's County, Maryland. These included the William A. Harrison house and farm, the "Mrs. Coleman Ha." house and farm, and the Herath (formerly Bepetti) house and farm (Figure 2-17). William A. Harrison's son, Loran Harrison, had inherited his father's land (several tracts in Segment I) and gave his land fee simple without civil action.[112] The house from the 1938 aerial at the current location of the ramp from Suitland Parkway to Old Marlboro Pike was demolished (Figure 2-8). The parkway would also cut through a large segment of Joseph Fleichman's 42-acre tract (tract G-387), which extended east from Branch Avenue along the southern border of Lincoln Memorial Park Cemetery. The Fleichman tract, located just south of the Harrison house from the 1904 map, included a dairy farm known as Providence Farm.[113] Fleichman was among those landowners reluctant to sell his property to the federal government.[114] The Real Estate Branch acquired the Fleichman tract and those of other resistant landowners through civil case no. 1987.[115] Nolen noted that the parkway entrance to the air base would be within 25' of a house on the east side of Old Marlboro Pike he referred to as the Weismuller tract.[116] The house was not demolished for the project.

Land acquisition proved particularly disruptive in the District. In particular, the Real Estate Branch took ownership of a large section of a historically African American neighborhood known as Barry Farms in southeast DC. Over 100 families were displaced from the neighborhood to build the parkway. In addition, the parkway effectively bisected the neighborhood and proved a significant physical barrier to residents.[117] District land acquired for the parkway included

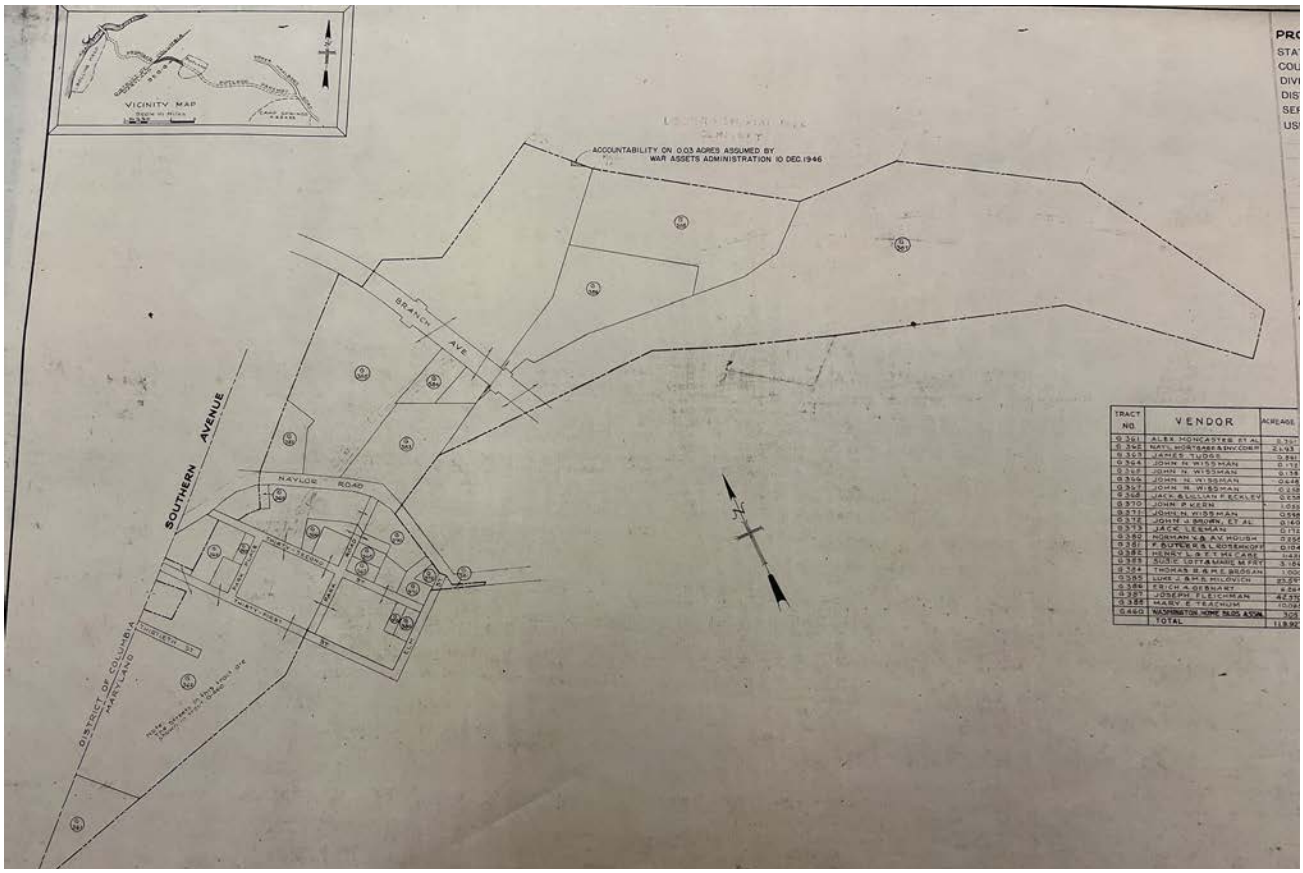



**Figure 2-15.** Suitland Parkway, Segment G, extending from the DC border to western edge of federally owned parcel that now comprises Suitland Federal Center (NARA, Record Group 79, Cartographic and Architectural Records).

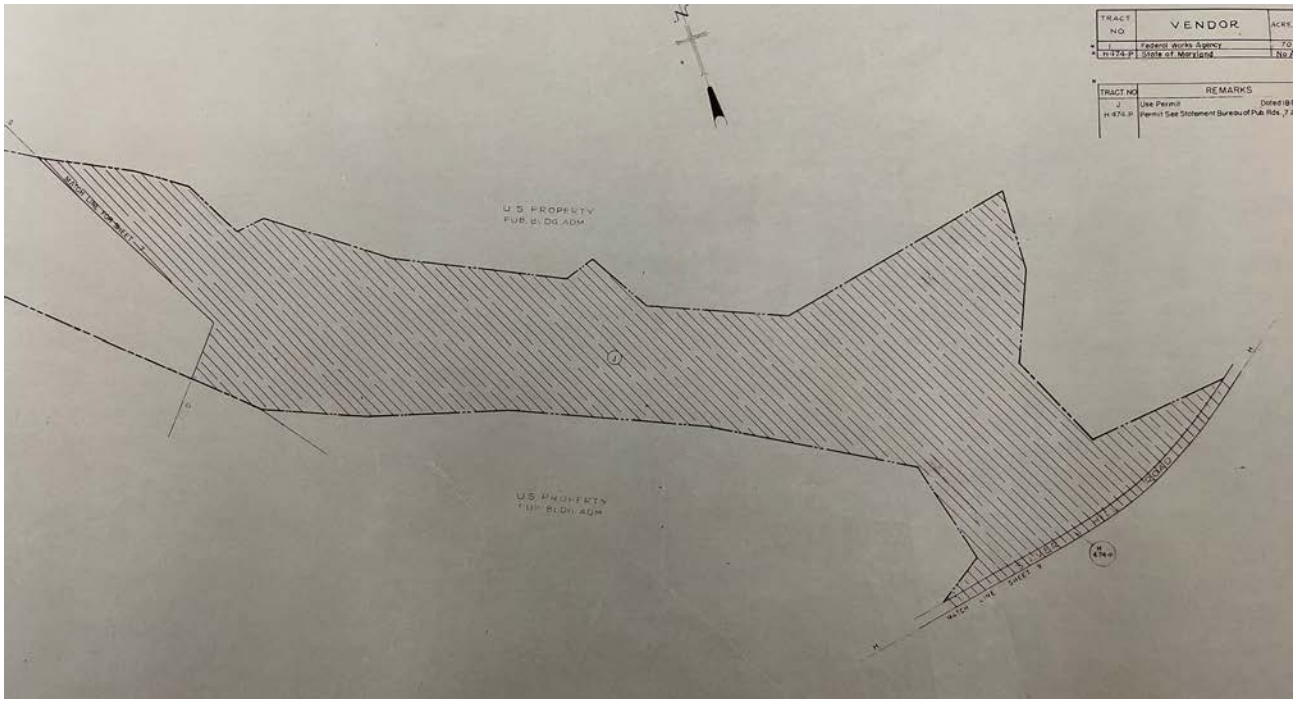



**Figure 2-16.** Suitland Parkway, Segment H, representing federally owned parcel that extended from the Washington National Cemetery's eastern boundary east to Silver Hill Road (NARA, Record Group 79, Cartographic and Architectural Records).

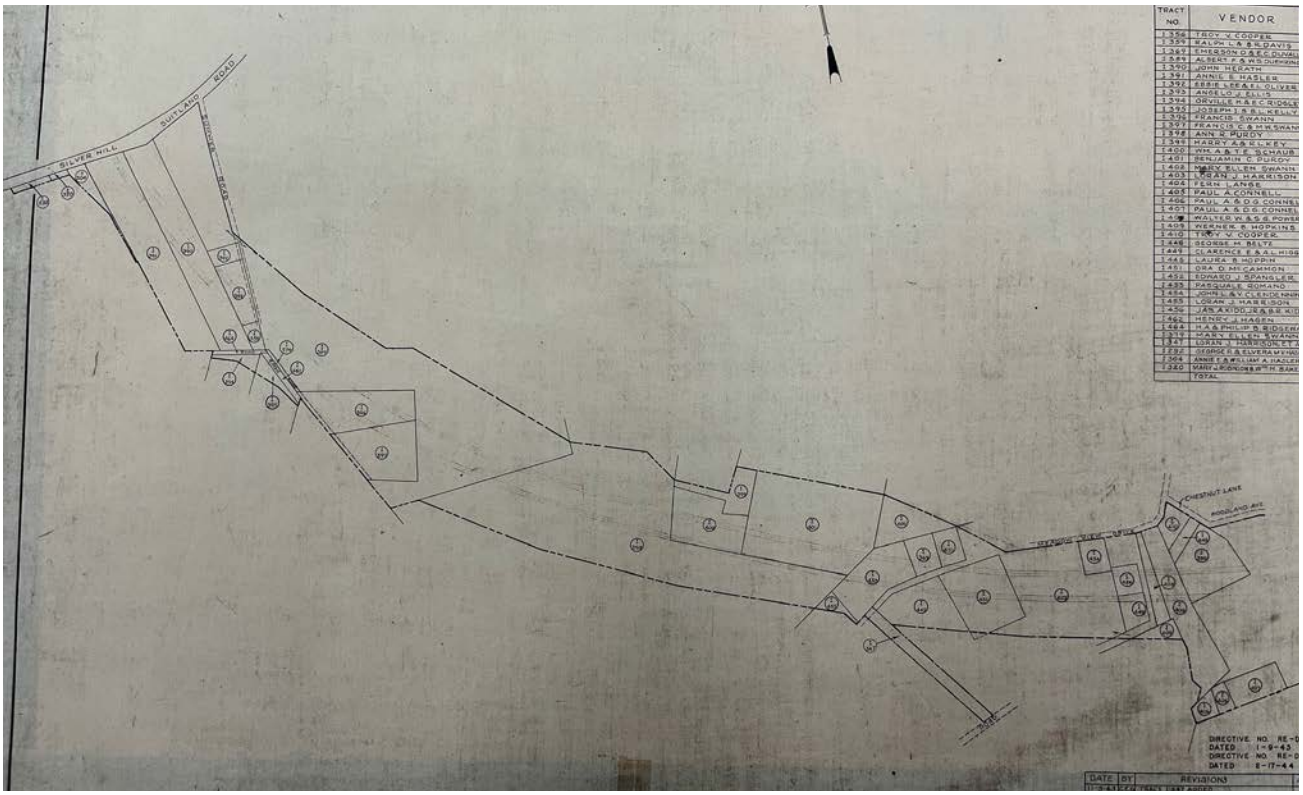



**Figure 2-17.** Suitland Parkway, Segment I, leading from Silver Hill Road southeast to just west of Mayhew (Suitland) Road (NARA, Record Group 79, Cartographic and Architectural Records).

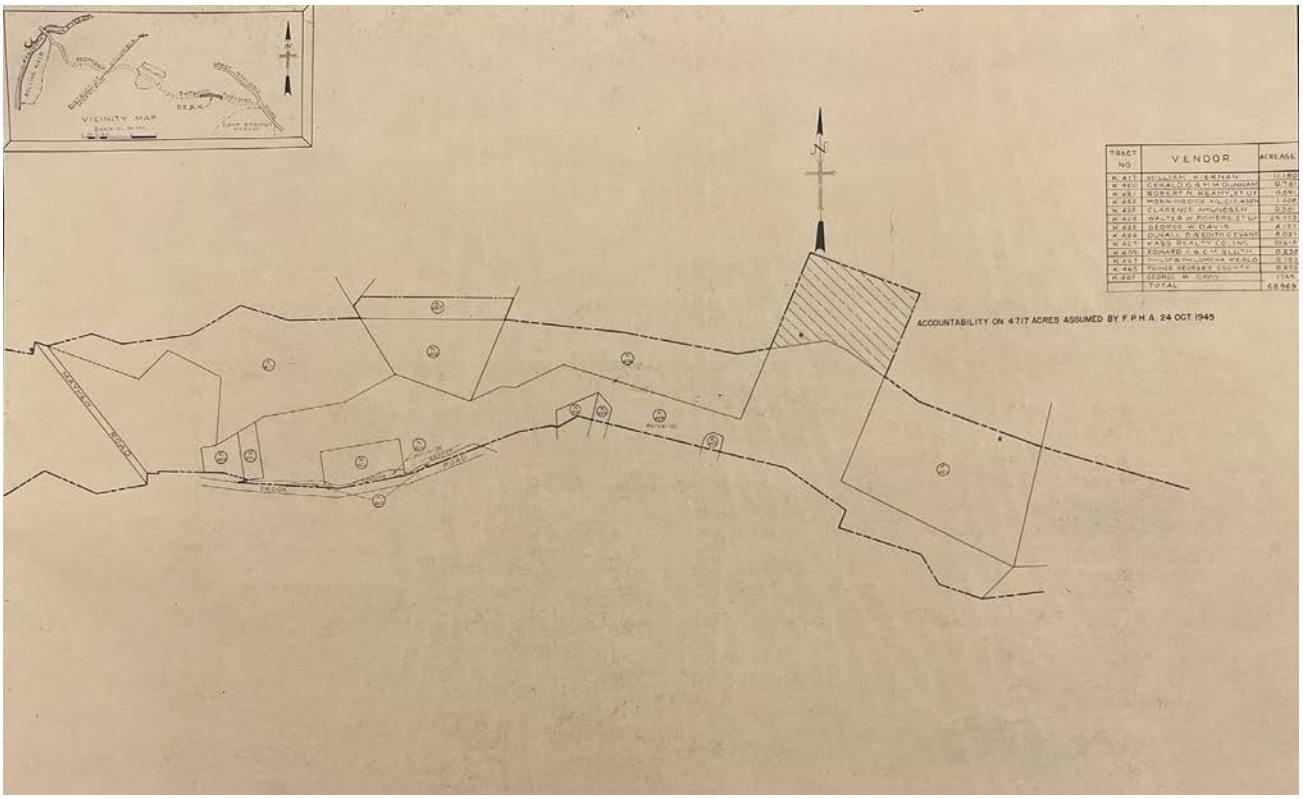



**Figure 2-18.** Suitland Parkway, Segment K, extending from just west of Mayhew (Suitland) Road east approximately 0.85 miles (NARA, Record Group 79, Cartographic and Architectural Records).

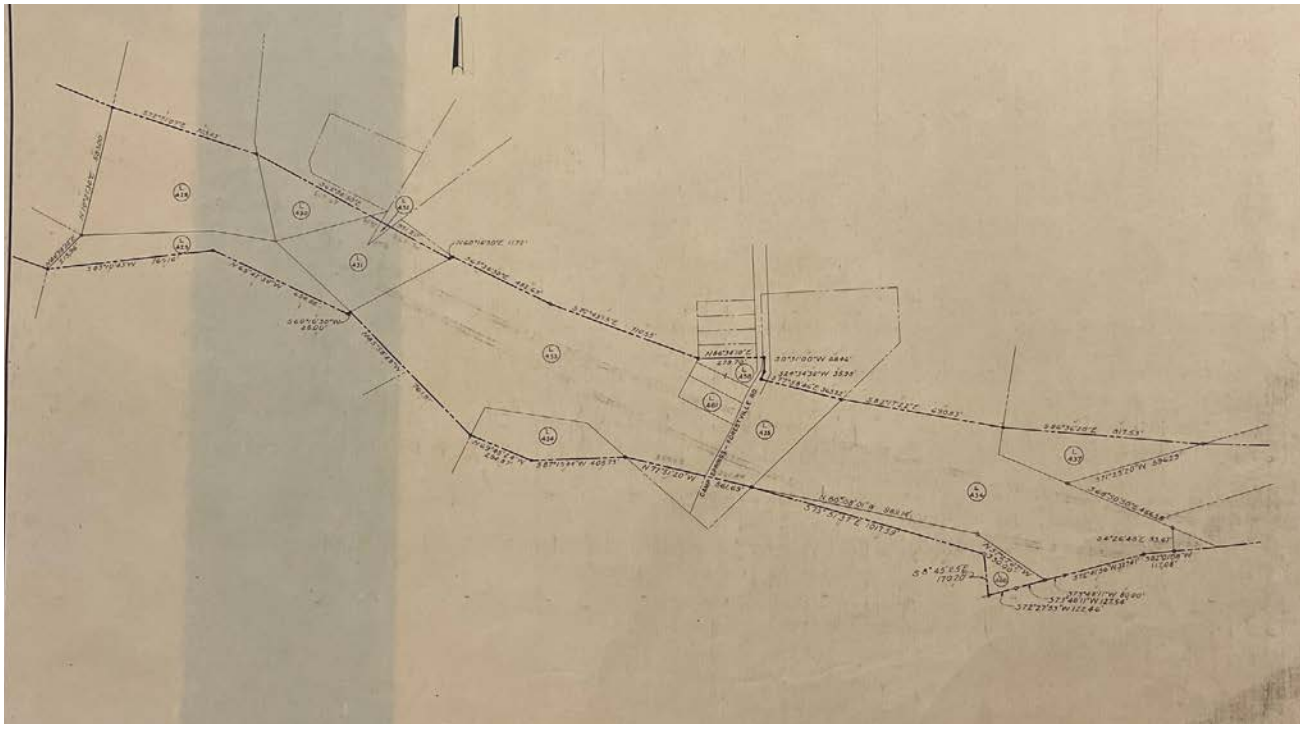


**Figure 2-19. Suitland Parkway, Segment L, leading from the western boundary of Segment K southeast to approximately 0.01 miles east of the present-day Capital Beltway bridge over the Suitland Parkway (NARA, Record Group 79, Cartographic and Architectural Records).**

87.79 acres, consisting of 425 lots, 7 parcels, and 93 improvements with an assessed valuation of $205,817.[118]

In the meantime, NCPPC planners continued the design process through autumn and winter 1942 and into spring 1943. The design was largely a collaboration between NCPPC and the Public Roads Administration (forerunner to the Federal Highway Administration), Commission of Fine Arts, US Engineer Office in the War Department, relevant Maryland authorities, and the National Park Service. The Public Roads Administration was charged with building the parkway. The commission proceeded with a conceptual layout for a multilane divided road that drew heavily from Jeffers's February 1942 drawings. The Public Roads Administration, meanwhile, developed drawings to outline land acquisition requirements.[119]

An NCPPC map dating to September 1942 captures the character of the parkway's new purpose—connecting Washington to Camp Springs Air Base (Figure 2-20). The parkway is shown extending from South Capitol Street through southeast DC and ending at Upper Marlboro Road. In the CLR study area, the parkway's path extended northeast from the DC border to lead under Naylor Road, ran south of the Washington National Cemetery and Suitland Federal Center, crossed under Silver Hill Road, followed the path of Henson Creek west, and traveled east to terminate at Upper Marlboro Road. The parkway's two roadways widened and narrowed along its path but to a lesser degree than Jeffers's drawings had delineated. Indeed, the map showed only slight variations in median

width. The map's author followed Jeffers's recommendation for limited access points along the parkway's route. The September map did not provide details about suggested plantings.

Also reflecting the roadway's new purpose, the circular path serving the Suitland Federal Center as Jeffers imagined in February was maintained, but the line weights used in the drawing treat the circle as a separate road not part of the parkway. The September 1942 drawing proposed a narrower gap between the pair of two-lane roads south of the cemeteries that was more similar to the first of Jeffers's February 1942 drawings, *Project Plan, Suitland Parkway*, than his second.[120]

By early 1943, planners and other federal officials began referring to the parkway as Military Highway. Alternative names for the parkway during this time included Camp Springs-Meadows Air Base Access Parkway, Parkway to Fighter Command Station, and Camp Springs Parkway.[121] Military Highway was to be a dual highway with separate eastbound and westbound two-lane roads. The September 1942 drawing shows the contours of the parkway demonstrating careful attention to natural and built features in its path. Evocative of the shift in parkway design to accommodate higher speeds, the design of the Suitland Parkway featured flat curves and grades. In the drawing, the parkway runs along the southern edge of the two cemeteries and Carry Homes; bisects the federal building site that included the Suitland Federal Center; bends northeast to follow the path of Henson Creek for 1,200'; and extends just north of the Morningside development

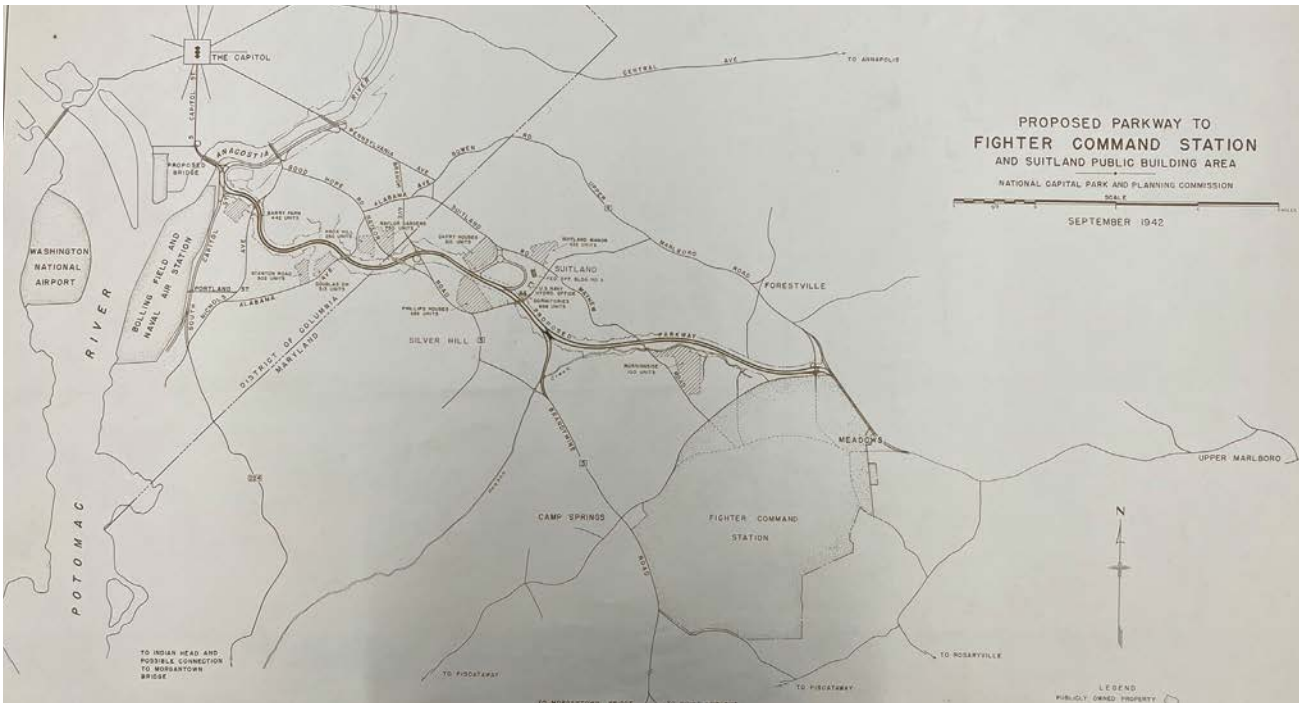



**Figure 2-20. September 1942 map shows the reconfigured parkway now linking Washington, DC, to Camp Springs Air Base (NARA, Record Group 79, Cartographic and Architectural Records).**

and the air base. Although the parkway was intended for military purposes, its accessibility to the new housing developments and federal center paved the way for its use as a commuter road.[122]

Still involved in the design process, landscape architect Jeffers completed another development plan for the new road on April 10, 1943, showing Segment I—Silver Hill Road to Mayhew (Suitland) Road (Figure 2-21). The drawing originally featured "Suitland Parkway" in the title block, but an unidentified person scratched out this title and replaced it with "Military Road to Camp Springs." The far left side of Jeffers's drawing shows the parkway running under an overpass at Silver Hill Road, accessible via ramps from both the eastbound and westbound roads. A cluster of trees along the ramps is the only indication of vegetation treatment in the drawing. The development plan shows direct, at-grade parkway access to Summer Road and Meadowview Drive to the north and south. The parkway is depicted briefly running over Henson Creek east of Mayhew (Suitland) Road, although dashed lines suggest rerouting the creek in this section. The drawing shows this parkway segment ending at Mayhew (Suitland) Road.[123]

While design for the parkway was underway, construction work began on the Camp Springs Air Base in September 1942. The air base was sited abutting the Suitland Parkway's planned path from the south and southwest of the parkway's terminus at Old Marlboro Road. Builders constructed the air base on a plateau, and a large forest was clear cut for the construction. The majority of the 4,300-acre air base consisted of two 5,500' runways. The air base opened on May 2, 1943.

### Constructing The Parkway, 1943–44

The War Department formally announced the construction of Military Highway in August 1943. The federal department would not disclose the route of the parkway due to its status as a military project but stated it would roughly follow the path of NCPPC's plans for the Suitland Parkway. The *Evening Star* reported that "it will run along valleys to avoid grade crossings which otherwise would interfere with the free movement of military vehicles."[124] The parkway was to follow "an attractive ravine" (i.e., Oxon Run and Henson Creek).[125] The War Department initially intended for the parkway to be reserved for military vehicles only but soon reversed this policy to allow public access.[126] The department, however, maintained that it could close the parkway at any time if necessary for military purposes.[127] NCPPC granted approval to Military Highway in September.[128]

Charged with building Military Highway, the Public Roads Administration contracted E. W. Grannis Company of Fayetteville, North Carolina, to execute

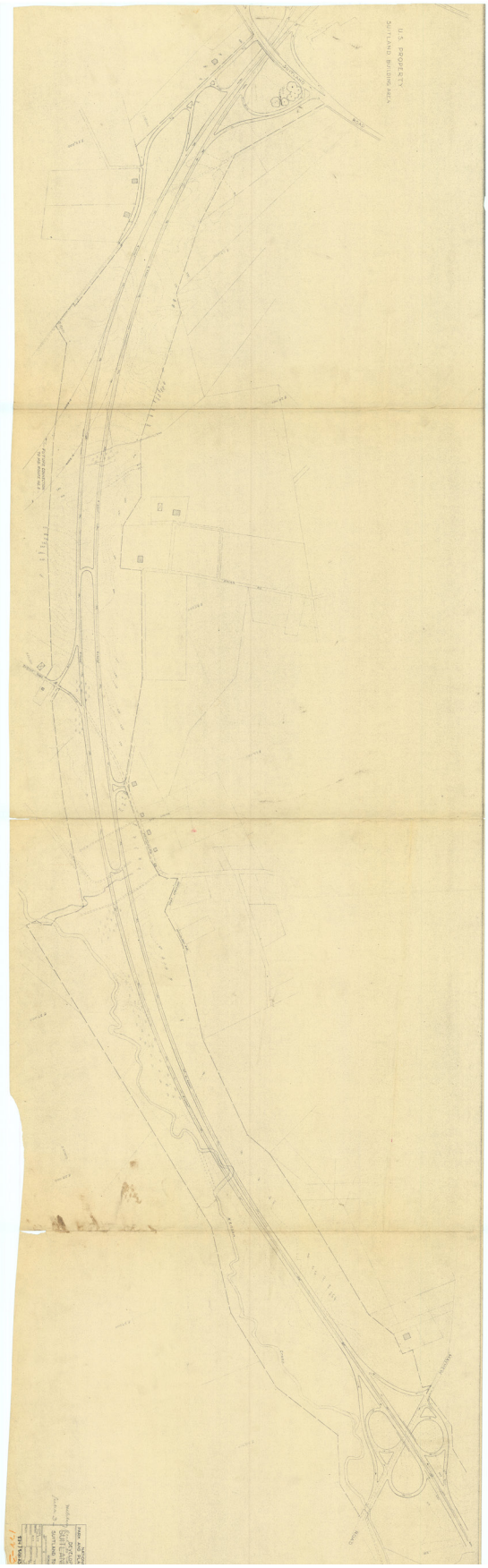


**Figure 2-21.** April 1943 plan capturing Segment I—Silver Hill Road to Mayhew (Suitland) Road (NARA, Record Group 79, Cartographic and Architectural Records).



**Figure 2-22.** View of Suitland Parkway, looking southeast from near Branch Avenue intersection, March 1952. In the foreground is the unpaved B Road (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-23.** View of A and B Roads of Suitland Parkway at Silver Hill Road, looking northwest, before 1952 (NARA, Record Group 30, Still Pictures Branch).

grading work on the parkway. Edward W. Grannis was president of the company. Grannis's crew commenced grading in mid-September 1943.[129] The varied topography of gently rolling hills required significant cutting and filling to achieve the flatter grades of post-1930s parkways. Silver Hill Road to Mayhew (Suitland Road), for instance, included some lower swampy areas that required mostly fill. The ground east of Mayhew (Suitland) Road was relatively high and required a cut of 10'–15'. Building overpass bridges required fill, while constructing underpass bridges necessitated cuts.[130] The War Department stated that although four lanes were ultimately planned for the parkway, only a two-lane strip would initially be paved and accessible.[131] The two distinct roads at some point became known as A Road and B Road, with the westbound B Road left unpaved east of the Silver Hill Underpass (Figure 2-22 and Figure 2-23). Each lane would be 24' wide.

F. M. Arthur of Rescue, Virginia, constructed the bridge over Branch Avenue.[132] Grading work included topsoiling and seeding of the banks where cuts and fill in the ground were implemented.[133] The contract stipulated that fall seeding consist of 45% Kentucky bluegrass, 40% red fescue, and 15% Italian rye and that spring speeding should be 25% Korean lespedeza and 75% Italian rye. The contract also called for drop inlets to be constructed of concrete or brick and provided with timber covers.[134] Guy H. Lewis of McLean, Virginia, was responsible for the underpass at Silver Hill Road and overpass at Mayhew (Suitland) Road.[135] The Segretti Brothers of Washington, DC, were contracted to build the bridge at Camp Springs. Concrete was poured for the Camp Springs bridge in May 1944.

As construction was underway, the National Capital Parks unit of the National Park Service led the design of four major bridges along the parkway in Maryland. The bridges consisted of an overpass at Branch Avenue (Figure 2-24), an underpass at Silver Hill Road (Figure 2-25), an overpass at Mayhew (Suitland) Road (Figure 2-26), and a bridge at the north entrance to Camp Springs Air Base (Figure 2-27). The Commission of Fine Arts, the leading federal design review agency in Washington, reviewed the bridge designs. All of the rigid-framed concrete bridges featured segmental arched openings with stone-faced wing walls and granite masonry embellishment that varied based on two design styles. The Silver Hill Road and Camp Springs Air Base bridges both featured granite masonry archivolts over the spandrels, granite masonry wall returns, granite coping, and granite masonry quoins along the sides of the openings. The overpasses were ornamented with decorative granite-masonry pilasters between the openings for the two parkway roads. The Branch Avenue and Mayhew (Suitland) Road bridges, the two overpasses, were decorated with granite masonry quoins and granite coping, but the spandrel was left as exposed concrete and steel pipe rails would run on either side of the parkway's path over the bridge. Thus, the more decorative bridges were intended for parkway users and those using the air base while the more austere bridges were reserved for the ancillary roads that traveled under the parkway. The stone was quarried locally in Bethesda, Maryland, and chosen for its similarity to stone used in the construction of the Mount Vernon Memorial Highway. The granite was taken from a quarry in Mt. Airy, North Carolina, where it was cut to specifications. The granite blocks were placed using a numbering system and held in place by steel anchors in poured concrete.[136] According to the National Register nomination for the parkway, the concrete-arch bridges with stone facing used on the parkway in Westchester County, New York, served as a design influence for the Suitland Parkway bridges.[137]

A small section of roadway between Firth Sterling Avenue SE and Nichols Avenue SE (now Martin Luther King, Jr., Avenue SE) was built of bituminous surfacing



**Figure 2-24.** Rendering of parkway overpass at Branch Avenue. Revised scheme, March 8, 1944 (NARA, Record Group 79, Cartographic and Architectural Records).

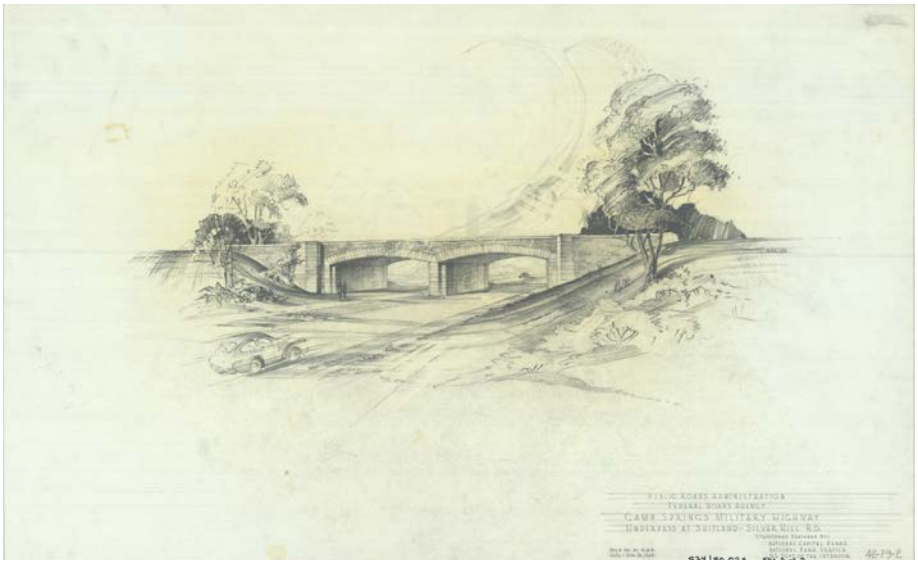


**Figure 2-25.** Rendering of parkway underpass at Silver Hill Road. August 28, 1945 (NARA, Record Group 79, Cartographic and Architectural Records).

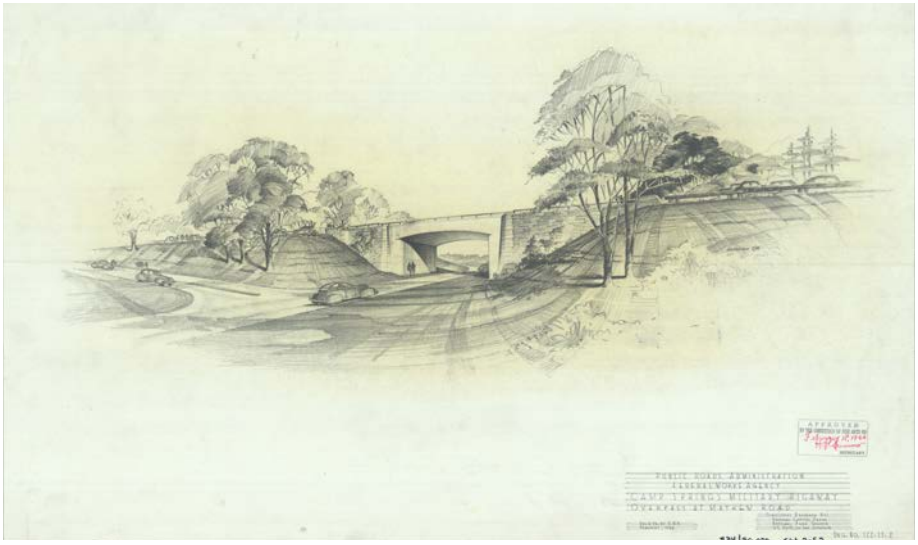


**Figure 2-26.** Rendering of parkway overpass at Mayhew (Suitland) Road. February 1944 (NARA, Record Group 79, Cartographic and Architectural Records).

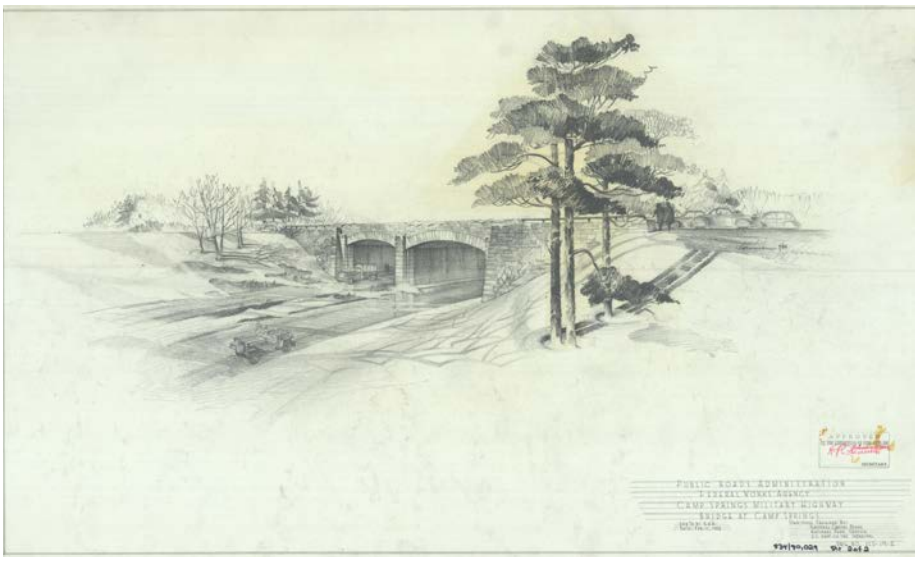


**Figure 2-27. Rendering of parkway overpass at the entrance to Camp Springs Air Base. February 17, 1944 (NARA, Record Group 79, Cartographic and Architectural Records).**

with no curbs and varied in width between 24' and 36'. These conditions were apparently intended to accommodate the construction of the South Capitol Street Bridge. For the rest of the parkway, from Nichols Avenue to Camp Springs Air Base, Road A was paved with reinforced concrete 25' wide and 9" thick. A concrete curb, measuring 3" high and 6" wide, was left uncolored to contrast with the darkened concrete road surface.[138] Road B was graded but left unpaved save for a one-mile eastern segment from the entrance to the air base to an access road to Maryland 337 (discussed below). The ramps at interchanges were paved with bituminous surfacing.[139]

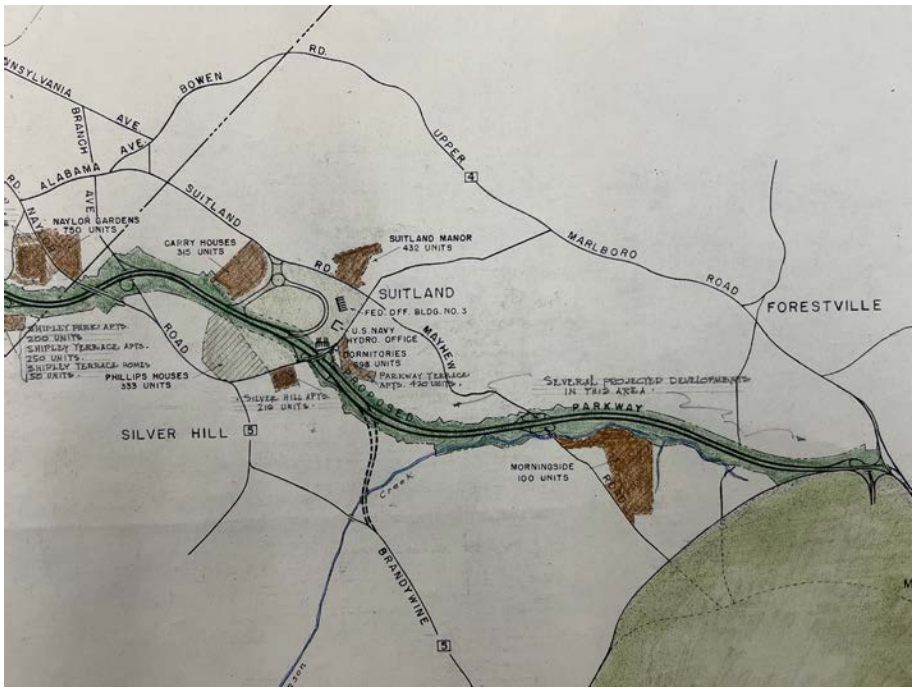



**Figure 2-28. Map showing as-built path of Suitland Parkway, 1942 (NARA, Record Group 79, Cartographic and Architectural Records). The parkway is identified in dark green, new housing developments are highlighted in brown, and the air base is identified in light green.**

### Landscape Condition, 1944

Historic period plans HP-1 through HP-5 illustrate landscape conditions present at the end of parkway construction in 1944. These plans are included on the following subsequent pages.

Since the parkway's completion in 1944, two sets of station numbers have been used to identify locations on the Suitland Parkway. One set begins at the Frederick Douglass/South Capitol Street bridge and runs to Station 185+, which is just west of Branch Avenue where it becomes Station 13+50 for the eastern section of the parkway. The stationing system along the entire parkway is outlined in grading and paving plans in the following sets: *Paving from Firth Sterling Ave. to Silver Hill Road*, A4-B4-C4, March 8, 1944, eTIC 12230, and P*aving Silver Hill Road to Camp Springs*, Project C5-D5, March 24, 1944, eTIC 41906. The original stationing used along the parkway was typically reused in 1990s rehabilitation project drawings. The exceptions are the culverts rebuilt in the vicinity of Naylor Road–Branch Avenue area: later culvert extension/replacement projects added 400,000' to established stations. Where applicable, this report uses the original stationing system except for in the vicinity of the Naylor Road and Branch Avenue intersections.

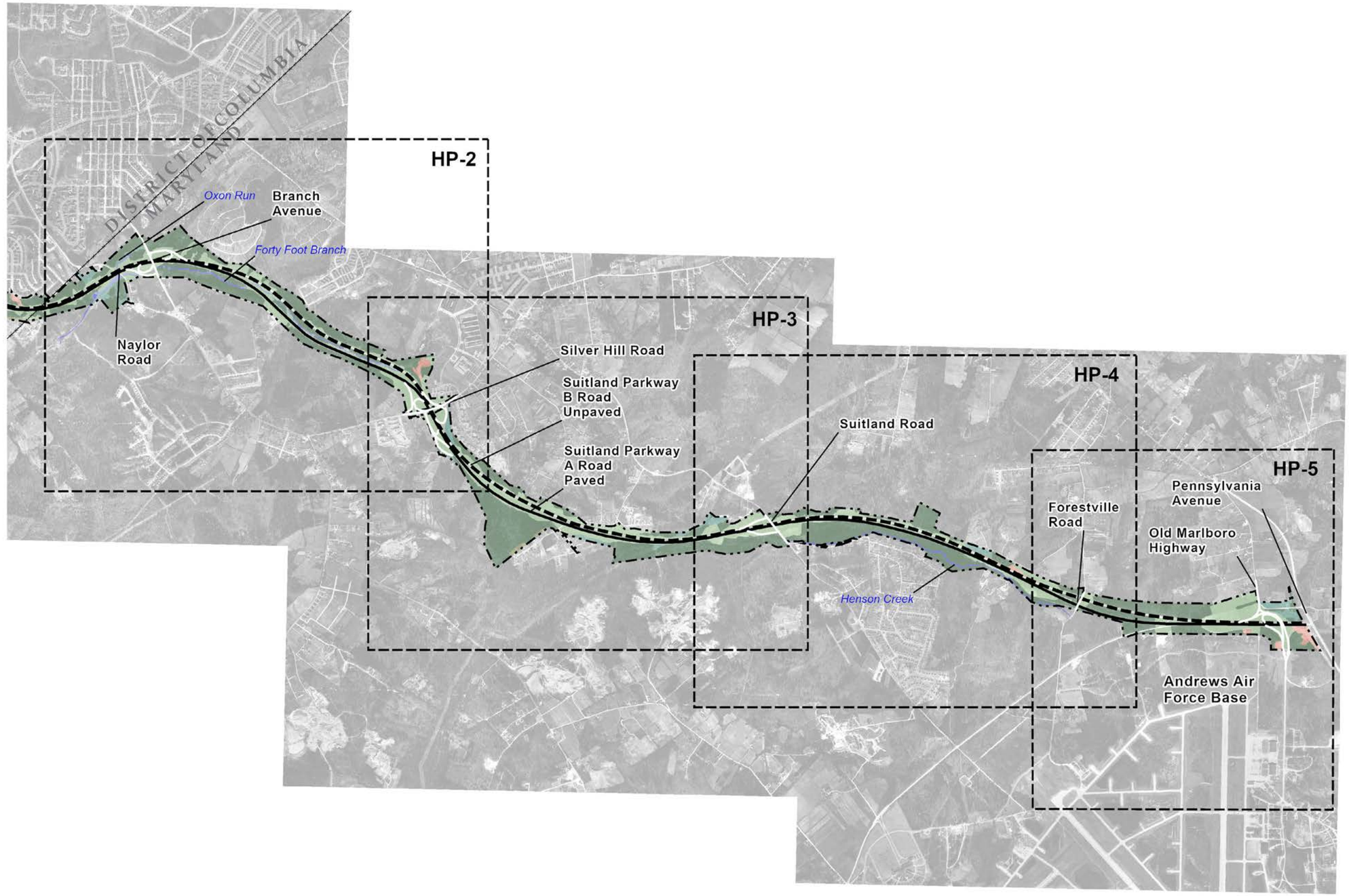
The parkway originally extended from Firth Sterling Avenue SE in the District to Camp Springs Air Base in Suitland. In Prince George's County, its path led south of the Lincoln Memorial Cemetery, Washington National Cemetery, and Suitland Federal Center and north of the Morningside housing development (Figure 2-28). The composition featured a clear pattern: the two roadways ran

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Overall Study Area**
1942-1944 Historic Condition

**National Park Service**
**National Capital Region**




## Sources
1. 1949 Aerial, historicaerials.com
2. Field investigation, QF, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

## Legend
- NPS Boundary
- Mixed Forest
- Mown Turf
- Stream
- Meadow
- Farmland/Residential
- Barren Land
- Enlarged Maps
- A Road - Parkway
- B Road - Parkway

## Notes
1. Projection: NAD 1983 UTM Zone 18N

N
0 1,000 2,000 4,000 6,000
Feet

**Drawing HP-1**

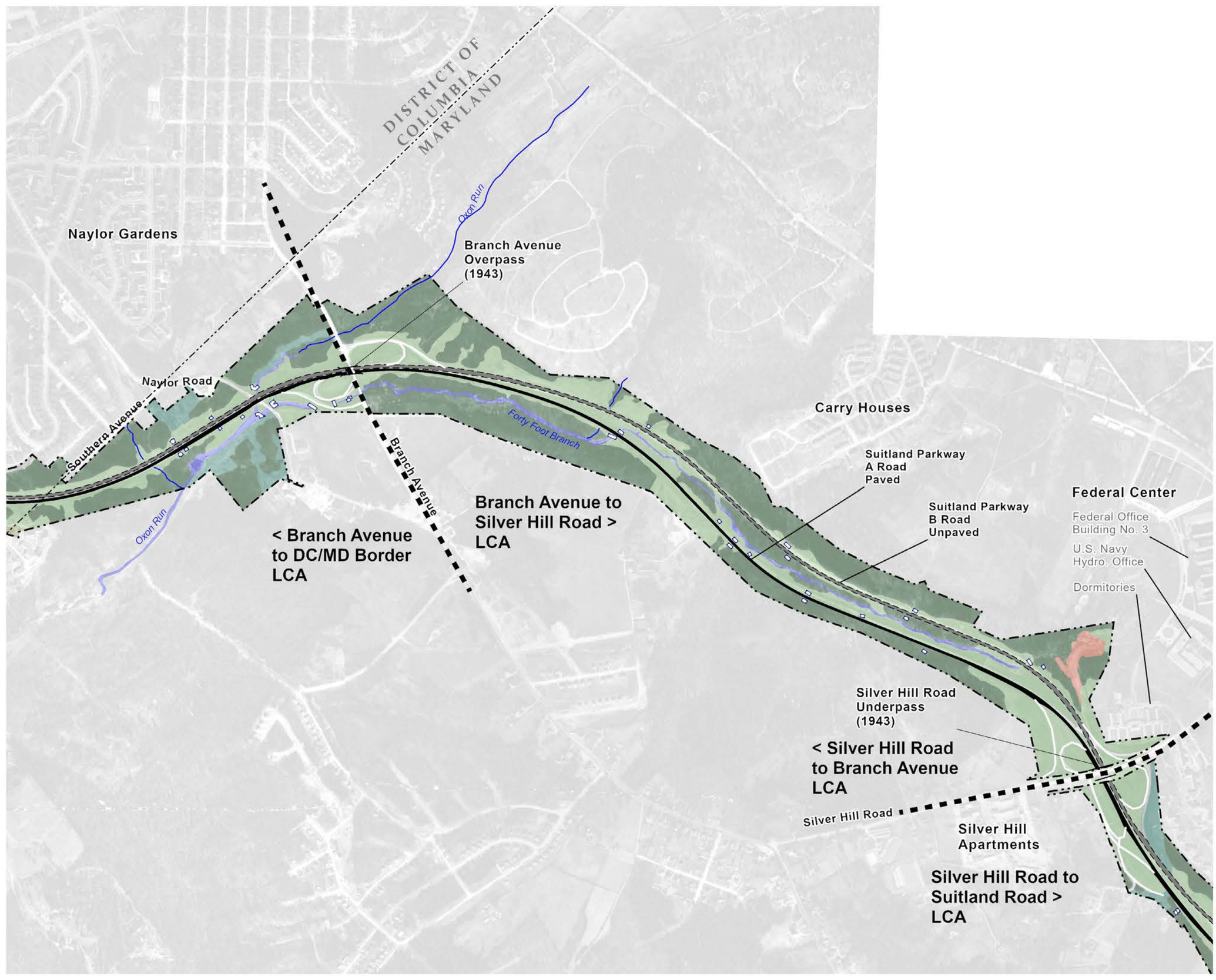
This page intentionally left blank.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**DC/MD Border to Silver Hill Road**
1942 - 1944 Historic Condition

**National Park Service**
**National Capital Region**




## Sources
1. 1949 Aerial, historicaerials.com
2. Field investigations, QE, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

## Legend
- NPS Boundary
- Mixed Forest
- Mown Turf
- Stream
- Unknown
- Farmland/Residential
- Barren Land
- Culvert
- Tributaries
- Walls
- LCA Boundary
- A Road - Parkway
- B Road - Parkway

## Notes
1. Projection: NAD 1983 UTM Zone 18N

N
0 310 620 1,240 1,860
Feet

Drawing HP-2

This page intentionally left blank.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Silver Hill Road to Suitland Road**
1942 - 1944 Historic Condition

**National Park Service**
**National Capital Region**

< Silver Hill Road to Branch Avenue LCA

Silver Hill Road to Suitland Road > LCA

Silver Hill Apartments

Silver Hill Road Underpass (1944)

Parkway Terrace Apartments

Suiltand Parkway A Road Paved

Suitland Parkway B Road Unpaved

< Suitland Road to Silver Hill Road LCA

Suitland Road to Forestville Road > LCA

Meadowview Drive

Henson Creek

Suitland Road

**Sources**
1. 1949 Aerial, historicaerials.com
2. Field investigation, QE, 2022

**Drawn By**
Quinn Evans, ArcGIS Pro 2.6, 2022

**Legend**
- NPS Boundary
- Mixed Forest
- Mown Turf
- Unknown
- Farmland/Residential
- Barren land
- Culvert
- Walls
- Streams
- LCA Boundary
- A Road - Parkway
- B Road - Parkway

**Notes**
1. Projection: NAD 1983 UTM Zone 18N

N
0 305 610 1,220 1,830
Feet

**Drawing HP-3**

This page intentionally left blank.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Suitland Road to Forestville Road**
1942 - 1944 Historic Condition

**National Park Service**
**National Capital Region**

< Suitland Road to Silver Hill Road LCA

Suitland Road to Forestville Road > LCA

Suitland Parkway B Road Unpaved

Suitland Parkway A Road Paved

< Forestville Road to Suitland Road LCA

Forestville Road to Andrews Air Force Base> LCA

Henson Creek

Suitland Road

Morningside

Forestville Road

## Sources
1. 1949 Aerial, historicaerials.com
2. Field Investigation, QE, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2022

## Legend
- NPS Boundary
- Mixed Forest
- Mown Turf
- Stream
- Unknown
- Farmland/Residential
- Barren Land
- Culvert
- Streams
- Walls
- LCA Boundary
- A Road - Parkway
- B Road - Parkway

## Notes
1. Projection: NAD 1983 UTM Zone 18N

N

0 305 610 1,220 1,830
Feet

Drawing HP-4

This page intentionally left blank.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Forestville Road to Joint Base Andrews**
1942 - 1944 Historic Condition

**National Park Service**
**National Capital Region**

< Forestville Road to Suitland Road

Forestville Road to Andrews Air Force Base >

Suitland Parkway A Road Paved

Suitland Parkway B Road Unpaved

Old Marlboro Highway

Pennsylvania Avenue

Henson Creek

Forestville Road

Allentown Road

North Gate Overpass

Andrews Air Force Base

## Sources
1. 1949 Aerial, historicaerials.com
2. Field investigation, QE, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

## Legend
- NPS Boundary
- Mixed Forest
- Mown Turf
- Stream
- Unknown
- Farmland/Residential
- Barren Land
- Culvert
- Streams
- Walls
- LCA Boundary
- A Road - Parkway
- B Road - Parkway

## Notes
1. Projection: NAD 1983 UTM Zone 18N

N

0 290 580 1,160 1,740
Feet

**Drawing HP-5**

This page intentionally left blank.



**Figure 2-29. View of access road across B Road to A Road and MD 337 (NARA, Record Group 30, Still Pictures Branch).**

close to one another near an interchange, then bowed, then retracted again as they approached the next interchange. The parkway was laid parallel to Henson Creek for 1200' (see HP-3 through HP-5). Included in the Henson Creek watershed was a complex of freshwater wetlands located approximately 0.8 miles west of Suitland Road. However, it would not extend over the creek at the point Jeffers proposed (east of Mayhew Road) in April 1943. Planners instead pulled the bend of the road slightly north at this location. The parkway would travel over the creek east of Forestville Road. The roadway featured four bridges: one each at Branch Avenue, Silver Hill Road, Mayhew (Suitland) Road, and the north entrance to Camp Springs Air Base. At-grade crossings along the parkway were at Naylor Road and Forestville Road. Although nearby developments were generally shielded and vehicular access to nearby streets was limited to those mentioned in this paragraph, the planners did provide direct north and south at-grade access to Meadowview Drive and at-grade access to Summer Road via the southwest ramp to Silver Hill Road. North of the air base, the parkway merged with Maryland Route 337 (Allentown Road). MD 337 east of Auth Road was moved during the construction of the air base, and the one-mile easternmost portion of the state highway was incorporated into the parkway. The Public Roads Administration constructed a trumpet-shaped interchange to provide access from the parkway to the military reservation's North Gate. The ramp from the air base led to a short, paved portion of the parkway's B Road that included a right-in/right-out interchange with Old Marlboro Pike; a brief access road cut across the parkway's A Road from the B Road to the rest of MD 337, which continued to the southwest (Figure 2-29).

The right-of-way was generally 400' wide, 200' wide on each side from the center line of the parkway. The Public Roads Administration set this standard for dual parkways. "Enough right-of-way has been condemned," the *Evening Star* reported, "to provide a parkway similar to that of the Mount Vernon highway."[140] In several instances, planners increased the right-of-way width near the parkway's path along Henson Creek so that the creek would be under public control where it ran near the road.[141]

Although the Public Roads Administration cleared some forested areas, wooded margins were utilized along the parkway to provide a scenic screen from adjacent housing and office developments.[142] The *Evening Star* observed, "The new highway's scenic effect has been heightened by leaving intact many of the larger trees in the park strip between the two lanes" (Figure 2-30).[143] "For virtually the entire length," the newspaper added, "the foliage screens adjacent builtup sections, giving the effect of a cross-country highway."[144] Indeed, photographs from the period show trees lining much of the parkway except at interchanges. Photographs from May 1945, just five months after the parkway's opening, depict large cleared areas immediately around the interchanges and ramps (Figure 2-31 and Figure 2-32). However, aerial photographs from 1938 suggest this condition mostly existed in these areas before parkway construction began. The areas around Silver Hill Road and Mayhew (Suitland) Road interchanges and the entrance to Camp Springs Air Base were largely clear by 1938 because residents made the logical choice to build houses and farms along roads (Figure 2-33). Illustrations of the proposed parkway bridges called for more vegetation, such as trees on the embankments abutting the bridge wing walls, but photographs indicate trees were not initially planted. Indeed, the condition of the grass and absence of trees at interchanges presented a stark landscape befitting a recently cleared construction site. Nevertheless, a 1948 *Evening Star* editorial describes the parkway as "attractively landscaped."[145] Concentrations of forest remained near the crossing at Mayhew Road.

The varying distance between the A Road and B Road left a median of varying width between the two road sections, ranging from 6' to 200' wide and occupied by mown turf and occasional clusters of trees. A 1949 aerial shows that the particularly wide median east of Branch Avenue, for instance, included clusters of trees (Figure 2-34). Photographs from 1945 show patchy regrowth of grass over the embankments (Figure 2-37 and Figure 2-38).

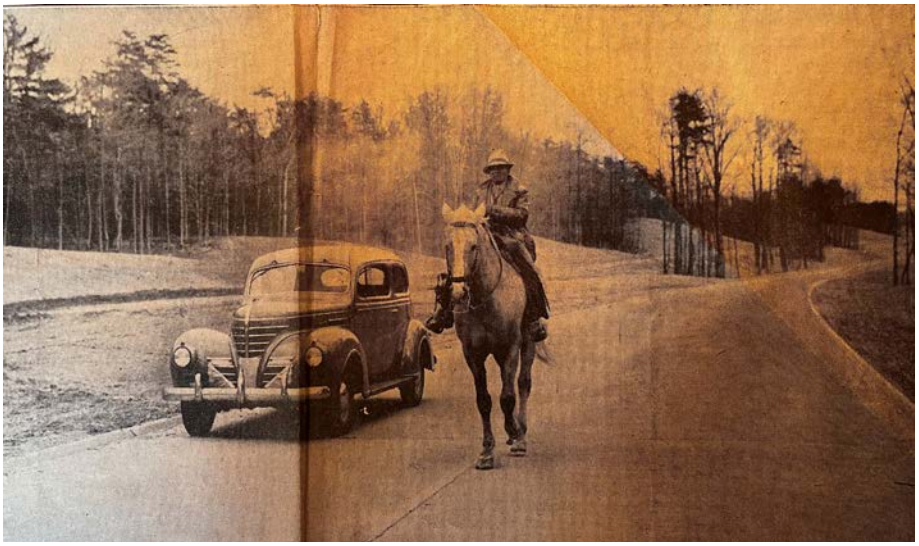


**Figure 2-30.** Photograph of the recently completed Suitland Parkway (*Evening Star*, October 19, 1944).



**Figure 2-31.** View of Suitland Parkway traveling over Mayhew (Suitland) Road, looking northwest, May 1945. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-32.** View of Suitland Parkway running under Silver Hill Road bridge, looking southwest, May 1945. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-33.** Detail of 1938 aerial photograph at present-day intersection of Suitland Parkway and Silver Hill Road with contemporary map overlay. The photograph shows that areas along roads like Silver Hill Road were already cleared before construction on parkway began (Photograph and overlay courtesy of M-NCPPC).



**Figure 2-34.** Aerial view parkway, from DC line to Silver Hill Road, 1949 (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-35.** Aerial view of parkway, from west of Silver Hill Road to slightly east of Mayhew (Suitland) Road, 1949 (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-36.** Aerial view of parkway, from west of Mayhew (Suitland) Road to eastern terminus, 1949 (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-37.** View of access road to Camp Springs Air Base running under Suitland Parkway, May 1945, looking south toward air base. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-38.** View along Silver Hill Road toward Suitland Parkway interchange, looking southwest, May 1945. Photograph by T. W. Kines (NARA, Record Group 30, Still Pictures Branch).

Four culvert types were designed for the parkway and included in the parkway's original construction.[146] Although drawings from the design and construction phase found in the preparation of this report do not provide details on the location of culverts, they were original features to the parkway's construction (Figure 2-39). Culvert Type I is a reinforced concrete box culvert with stone-faced walls and wing walls that features a segmental arched opening with staggered stone voussoirs and a central keystone (Figure 2-40). A culvert of this type was placed under the eastbound lanes of the parkway, carrying a tributary of Oxon Run (at Sta. 565) approximately 0.5 miles southwest of Branch Avenue, and another of this type was installed southwest of the Branch Avenue interchange (Figure 2-41).[147] Culvert Type II is similar to the first culvert type but with a small span of the segmental arched opening. A Culvert Type II was installed under the eastbound lanes approximately 0.8 miles east of Branch Avenue.[148] Culvert Type III, the most common found on the parkway, is a small concrete pipe culvert. An

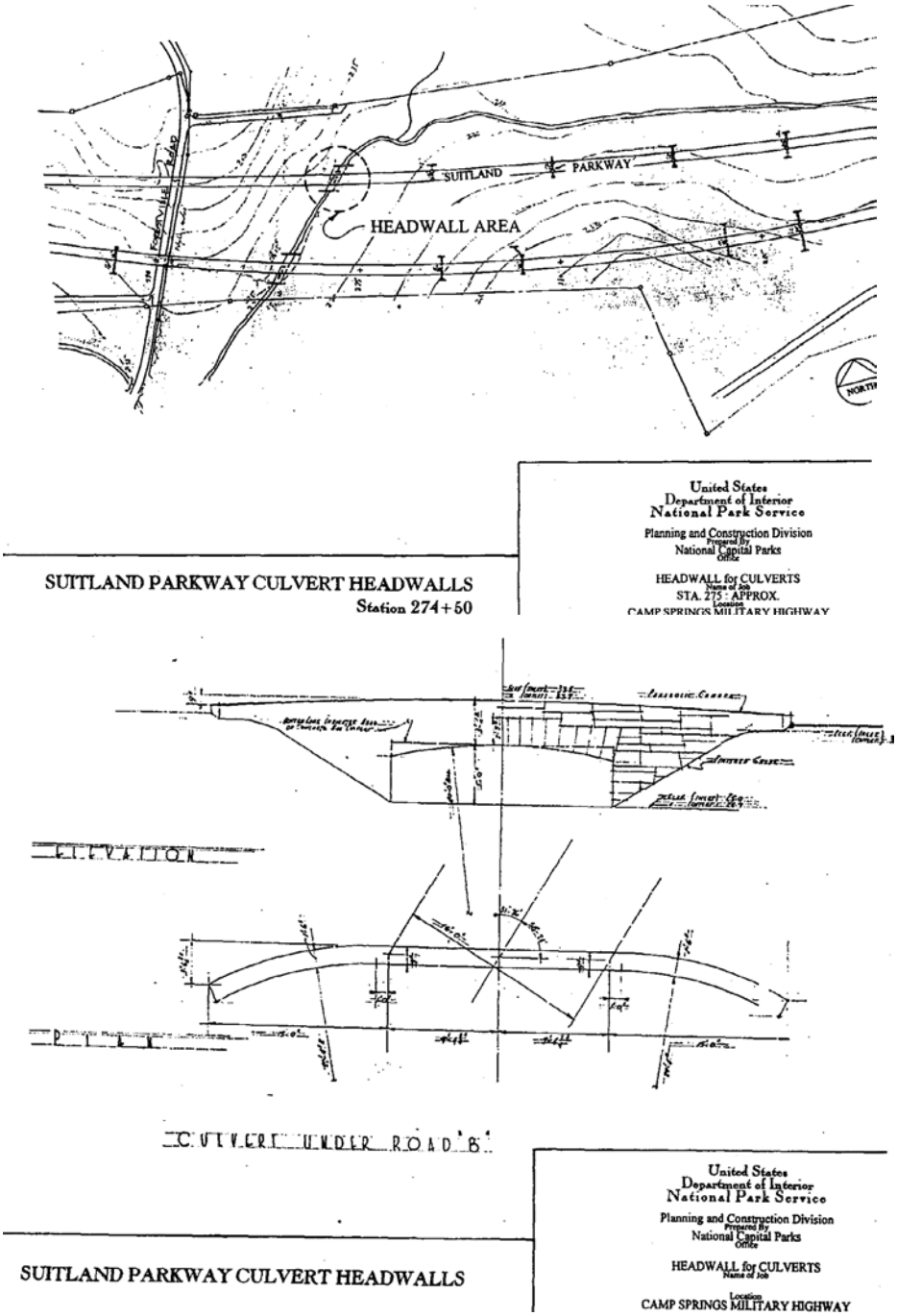



**Figure 2-39.** Site plan showing location of culvert headwalls east of Forestville Road. This culvert was replaced by a four-barrel culvert in 1996 ("Suitland Parkway, Henson Creek Culvert Headwall at Station 274 Plus 50," Historic American Engineering Record, No. MD-100-B).




**Figure 2-40.** Elevation drawings of Type I culverts under Suitland Parkway B Road ("Suitland Parkway, Henson Creek Culvert Headwall at Station 274 Plus 50," Historic American Engineering Record, No. MD-100-B).

example of this culvert type was built under the eastbound lanes in the grassy median 0.5 miles east of Silver Hill Road.[149] For another Type III culvert, see also HAER MD-100-21. Culvert Type IV features both double and triple 4' concrete pipe culverts finished with rustic stone or stone-faced walls. Some examples of this culvert type feature sloping wing walls while others do not. A Culvert Type IV was installed under the southeast corner of the Naylor Road and Suitland Parkway intersection.[150]



**Figure 2-41.** View of Forty Foot Branch culvert at southwest ramp of Branch Avenue interchange (NARA, Record Group 30, Still Pictures Branch).

The largest culvert along Suitland Parkway was constructed beneath the eastbound and westbound lanes of the parkway east of Forestville Road to allow Henson Creek to run under the parkway. It was built as a 16'-wide single arch faced in native stone and fitted with voussoirs and central keystones.[151] Henson Creek Culvert at Sta. 274+50 was documented for HAER MD-100-B and replaced in 1996 by a four-barrel culvert.

Original signage included an arrow on the brief access road for MD 337. Small wood bollards blocked entrance to the unpaved B Road at this connection to MD 337. Other signs included stop signs at interchanges.

### Opening and Using The Parkway, 1944–49

Newspapers indicate that segments of the parkway opened to the public briefly in October 1944 but do not specify which sections were open. Head engineer E. A. Schmidt ended public use in November 1944 due to ongoing construction and maintenance issues caused by heavy rains.[152] Military Highway was officially opened and its entire length traversable by the public in mid-December 1944.[153] The War Department contracted with the National Capital Parks to maintain the parkway.[154] During the planning stages, NCPPC planners discussed extending the parkway to Greenbelt and, eventually, to the Chesapeake Bay at Herring Bay.[155] Neither extension was executed. Instead, the commission approved extending the Baltimore-Washington Parkway through Greenbelt.

The end of World War II in 1945 provoked a reassessment of military property throughout the country. The War Department considered Military Highway/ Suitland Parkway foremost a military highway, but commuters began using the road more than military personnel. In the years immediately after the parkway's

completion, the roadway became of increasing importance to the residents of the Suitland area. With the end of the war, the Army transferred the parkway to the War Assets Administration (WAA) as "surplus property."[156] The federal government established the War Assets Administration to dispose of government-owned surplus material and property from the war. War Department officials were eager to transfer the parkway to another government agency.[157] As "surplus," the parkway right-of-way could have been transferred back to its pre-parkway owners, a prospect that alarmed federal officials and members of Congress eager to ensure the parkway stayed under government control.[158] NCPPC commissioners lobbied for its transfer to the National Park Service.[159] Although the war provided the impetus for building the parkway, those involved in its design and construction stressed in the postwar era that it was not a temporary war-time measure but a designed landscape and a permanent part of the Washington metropolitan region system of roadways.[160] The Defense Department (the successor department to the War Department, established in 1948) transferred the Suitland Parkway to the National Park Service in October 1949.[161]

In March 1945, the Silver Hill Citizens' Association adopted a resolution to rename the parkway the Prince George's Memorial Highway to honor the county's soldiers killed in the war.[162] The name change was not adopted.

Any physical changes to the parkway during this period appear to have been minor. A small sign reading "Andrews Air Force Base" was placed near the entrance from the parkway to the air base to reflect its name changes (Figure 2-42). Camp Springs Air Base became Andrews Field in 1945 and Andrews Air Force Base in 1948.

Construction of the parkway significantly improved connectivity between the Suitland area, the air base, and the city center. Office and residential construction continued in areas bordering the study area. The Suitland Federal Center continued to expand as more buildings were constructed. Federal Office Building No. 4 was built west of Federal Office Building No. 3 in 1947. By 1949, Suitland, Maryland, housed the largest collection of federal buildings outside of Washington.[163] A community of townhouses known as Parkway Terrace was completed southeast of Suitland Federal Center in 1948–49 and consisted of forty-nine three-story apartment buildings on a twenty-acre site.[164]




**Figure 2-42.** By the late 1940s, a small sign was placed at the parkway's entrance to Andrews Air Force Base following its name change (NARA, Record Group 30, Still Pictures Branch).

## NATIONAL PARK STEWARDSHIP, 1950–2023

### 1950s

Under National Park Service stewardship, the Suitland Parkway in the 1950s fulfilled planners' original goals of creating a convenient commuter road into Washington, DC. The parkway's increased importance as commuter route met the demand of an expanding federal workforce during and after World War II. By the end of the 1950s, the growing importance of Andrews Air Force Base added a new functional layer to the Suitland Parkway as it became the default ceremonial route into Washington for foreign dignitaries, US presidents, nationally prominent figures, and fallen US soldiers visited by the president.

The decades that followed World War II witnessed a transformation in American life brought by suburbanization. Americans returning from the war in large numbers left crowded, dense cities for detached houses with generous lawns. A strong economy, low inflation, and federal subsidies made conditions ripe for Americans to own their own homes. Following the national trend, Washington, DC, suburbs in Maryland and Virginia grew exponentially after World War II. In 1953, for the first time, less than half of the Washington metropolitan region's population lived in the city proper. Suburban growth continued unabated in Prince George's County, as both federal offices and residential enclaves for a federal workforce who commuted in the city center expanded.[165] The *Washington Post* called for even more highway construction to accommodate the ever-growing population.[166]

Washington suburbs extended to areas that had been considered remote in the nineteenth and early twentieth centuries; by the early 1950s, newly established

suburban communities had emerged as the "bedroom[s] of Washington."[167] The population of Prince George's County grew by 50% from 1930 to 1940, and its population was also notably more economically and racially diverse than other nearby counties.[168] By 1948, it was the fastest-growing section of the Washington metropolitan region. In 1930, the population of Prince George's County was 60,000; by 1970, it was 660,000, increasing by an average of 150,000 per decade. [169] In the 1960s, Prince George's County was the fastest-growing county in the United States.[170]

In 1953, NPS realized the original Suitland Parkway planners' goals of a four-lane highway when the B Road was paved and opened to public use as far east as Silver Hill Road. Photographs from October 1952 show work crews paving the road (Figure 2-43, Figure 2-44, Figure 2-45, and Figure 2-47). The rest of the eastern leg of the parkway remained unpaved. Although NPS regularly proposed paving the remainder of the road in subsequent decades, Congress did not appropriate funding for the work.[171] Recreational activity on the B Road near Silver Hill Road mostly consisted of occasional picnicking.[172] In the District, the 1950 completion of the South Capitol Street Bridge (renamed the Frederick Douglass Memorial Bridge in 1965) finally fulfilled the goal of carrying the Suitland Parkway across the Anacostia River.

In 1955, the secretary of the interior reported that NPS had installed a chain-link fence for approximately 1700' on the parkway median. It is not clear, however, where the fence was placed and how long it was in place. The fence was installed to discourage pedestrian crossings.[173] At some point, wooden post-and-rail guardrails were placed along the parkway edges. Since the parkway's 1944 opening, trees had grown in shorter increments between Mayhew (Suitland) Road and Forestville Road and in elongated clusters concentrated between Branch Avenue and Silver Hill Road (Figure 2-46 and Figure 2-48, repectively).

In 1958, the Navy built what was initially known as Suitland Federal Center 2 immediately west of the original Suitland Federal Center to house the Naval Photographic Interpretation Center. The Navy renamed the building the Naval Reconnaissance and Technical Support Center and, later, renamed it to the Naval Intelligence Command Building 2 (NIC-2).[174] The demountable houses at Carry Homes, intended as a temporary wartime measure, were removed in 1954 and the site was left unused until the mid-1960s (Figure 2-49).[175] Structures built along the parkway but outside the study area in the 1950s included a microwave tower known as Suitland Tower. Located at the northeast intersection of Suitland Parkway and Silver Hill Road, the 300'-tall tower was only reached from the parkway via an unnamed access road. The US Army constructed the tower in 1953



**Figure 2-43.** Paving of B Road, west end of wooded margin between Branch Avenue and Silver Hill Road, looking southeast, October 1952. Compare with Figure 2-25 (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-44.** Paving of B Road, view looking northwest from Silver Hill Road bridge, October 1952. Compare this view with the earlier view captured in Figure 2-28 (NARA, Record Group 30, Still Pictures Branch).



**Figure 2-45.** Paving of B Road, view looking southeast from Silver Hill Road bridge, October 1952 (NARA, Record Group 30, Still Pictures Branch).




**Figure 2-46.** Trees in elongated clusters between Mayhew (Suitland) Road and Forestville Road, 1952 (Johns Hopkins Library).



**Figure 2-47.** View of completed B Road paving, looking southeast from Branch Avenue, September 1953. Compare with view in Figures 2-25 and 2-42 (NARA, Record Group 30, Still Pictures Branch).

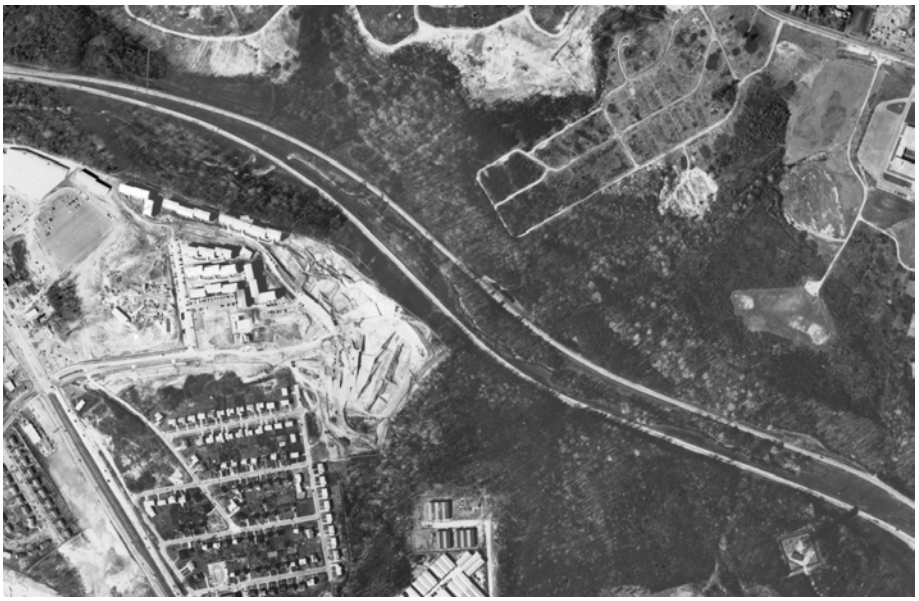


**Figure 2-48.** Trees in elongated clusters between Branch Avenue and Silver Hill Road, 1965 (M-NCPPC).



**Figure 2-49. Aerial photograph showing site conditions near Silver Hill Road. The Carry Homes were demolished by this time and more buildings were constructed for the Suitland Federal Center, 1965 (M-NCPPC).**

as a telecommunications relay for the military and other federal agencies in the national capital region.[176]

Although it was initially designed as a commuter route and built as a military highway, the parkway was assigned an additional function, one of national importance, by decade's end. In 1959, Andrews Air Force Base became the official port of entry and departure for foreign dignitaries traveling to the United States, and the Suitland Parkway offered the most convenient route into Washington, DC, from the base.[177] In September 1959, Soviet Union Premier Nikita Khrushchev arrived at the base and traveled on the Suitland Parkway with US President Dwight Eisenhower. The premier, president, and Mrs. Khrushchev rode in Eisenhower's open-topped limousine into Washington. Khrushchev saw his twelve-day trip as an opportunity to discuss diplomacy with President Eisenhower and see how Americans lived and worked under capitalism.[178] Historians have identified the Soviet premier's visit as a significant development in Cold War relations between the United States and the Soviet Union.[179] Remarking on Khrushchev's trip on the Suitland Parkway, the *New York Times* reported that the "grass on the center strip of this four-line highway has been neatly clipped. . .On both sides the trees, just beginning to turn to autumn hues, crowded the highway."[180]

### 1960s–70s

By the 1960s, the Suitland Parkway achieved national significance that far exceeded its planners' ambitions. As the primary connection between Andrews Air Force Base and downtown Washington, the parkway's value was directly

connected to the value of the base. Although an important air force base since its inception in 1942, Andrews assumed greater significance to the nation in 1961 when it was selected as the home for Air Force One, the call sign given to the airplane that carries the president of the United States. Before 1961, the presidential airplane was stored at Washington National Airport in Arlington, Virginia, or Bolling Air Force Base in Washington. In November 1963, the Suitland Parkway had the somber distinction of being the route on which President John F. Kennedy's body was returned from Texas. On the evening of November 22, 1963, a naval ambulance carried the body of the slain president from Andrews Air Force Base to the Bethesda Naval Hospital (now Walter Reed National Military Medical Center) via the Suitland Parkway. A Secret Service agent riding in a car in the motorcade that accompanied the ambulance recalled seeing people lining the bridges of the parkway holding white handkerchiefs to their eyes.[181] The president's body was taken to the Bethesda hospital so that an autopsy could be conducted.[182]

After Khrushchev's 1959 visit, Andrews Air Force Base became the landing place for foreigner dignitaries and heads of state when they arrived in the US capital. It was in the 1960s that Suitland Parkway became not just a commuter route but a principal ceremonial access point into the capital city. From Andrews, the dignitaries, heads of state, and US presidents would travel by motorcade on the Suitland Parkway into the city.[183]

Upon return from his historic trip to China in 1972, President Richard Nixon traveled on the Suitland Parkway from Andrews Air Force Base back to the White House. Nixon was the first US president to visit mainland China and ended twenty-five years of diplomatic isolation between the two nations.[184] In the late 1970s, the parkway also played a diplomatic role in the Camp David Accords between Egypt and Israel. The parkway served as a route into Washington for both Egyptian President Anwar Sadat and Israeli Prime Minister Menachem Begin. The two leaders met for twelve days of secret negotiations with President Jimmy Carter that resulted in a peace agreement known as the Camp David Accords.[185]

In January 1973, the funeral procession of President Lyndon Johnson, Kennedy's successor, brought his body from Andrews Air Force Base to the Capitol. The *Washington Post* states that "crowds lined" the parkway. After the funeral services the following day, the parkway then served as the route for his body's return to Texas.[186]

Throughout the 1960s, internal discussions at the US Interior Department explored transferring authority of the District portion of the parkway to the DC government and the Prince George's County portion to the state of Maryland.[187] Acting Deputy Assistant Secretary of the Interior C. F. Layton wrote in 1969 that no plans were underway to pave the remainder of the B Road. Layton said that any road work was paused until DC and Maryland decided on a potential transfer of the parkway.[188] Research to date has not determined why the transfer did not occur.

Despite its increased national importance, however, the parkway's physical condition became a source of complaints. In spring 1965, Stewart Udall, the secretary of the interior, responded to a commuter complaining about parkway conditions. Road crews regularly patched holes in the aging concrete roadway with asphalt. The commuter, Kenneth Rombough, described the condition of the parkway as "criminal," particularly near the air force base. He explained:

> The condition of the scenery is magnificent; the lawn, trees, and shrubs are beautiful, but one must have his front wheels aligned and balanced each time it is driven. The problem is not so much the very inferior quality of the original concrete, but the incompetent patch work that has been done. Rather than patch the broken concrete properly, the practice is to throw asphalt in the hole in lumps without any smoothing or care."[189]

The secretary responded, "We agree that the parkway contains numerous patches which are not conducive to the creation of a smooth riding surface."[190] Udall blamed this condition on a few causes. The first cause was the quantity of military vehicle traffic on the parkway in the 1940s. The tonnage of these vehicles, he wrote, exceeded the weight the parkway was built to withstand. The second cause was the high volume of contemporary traffic, which also surpassed what the parkway planners intended. The third cause was abrasives used for snow and ice removal. The abrasives were a combination of sand as an anti-skid material and chlorides for ice control. Udall wrote, "Chlorides cause a chemical breakdown in concrete as evidenced by the spalled areas around and under the asphalt patches. Once the surface of concrete has been broken, and a solution of chloride has entered, disintegration is rapid."[191] Two years later, Udall reported "bumpy" conditions when a staff member drove on the parkway. He stated that the parkway would be repaved that summer, but it is not clear whether this occurred.[192]

Perhaps in response to this criticism, NPS requested $16,600 for repaving the parkway. The agency's 1967 budget request states, "The [P]arkway has not been resurfaced since it was constructed during World War II. The concrete wearing surface is spalling off and asphalt patches are only temporary at best. Resurfacing will correct the poor surface of the [P]arkway."[193] It is not certain that the

resurfacing project was undertaken at this time, but aerial photographs indicate the parkway had been repaved by 1977.

Perhaps the most significant physical change to the parkway in the 1960s was the building of the Capital Beltway (Interstate 95/495) (Figure 2-51). Completed in 1963, a bridge carried the beltway over Suitland Parkway. The bridge consisted of two roads separating northeast-bound and southwest-bound traffic. Concrete abutments faced with stone supported the bridge. Aerial photographs from 1965 show that, by this time, two one-story buildings were constructed on the site of NPS's present-day Suitland Parkway maintenance yard and park police headquarters southeast of the Suitland Tower off of Silver Hill Road. It is not clear, however, whether the buildings served these functions at this time.

In 1965, the Maryland State Roads Commission widened the Silver Hill underpass 36', requiring removing the arch rings and stonework over the spandrels, taking off the tops of the existing wingwalls, and adding new reinforced concrete arch sections on either side. The widening provided two 36' (three-lane) roadways with a 4'- wide raised median. Stone masonry, according to original contract drawings, was "To be of the same type, color texture, and arrangement as used on Existing Portion of the Structure. Dimensioned Masonry shall include ringstones, corner quoins, coping. . ."[194]

Aerial photographs from 1965 also capture more trees adorning embankments at the parkway's interchange at Silver Hill Road (Figure 2-52). Tree locations in the median do not appear to have changed from the 1949 and 1952 aerials. Trees remained in elongated clusters concentrated between Branch Avenue and Silver Hill Road and in shorter increments between Mayhew (Suitland) Road and Forestville Road (Figure 2-52). The median section from Forestville Road to the crossover to the B Road where the parkway merged with MD 337 featured a particularly dense concentration of trees. Trees continued to shield much of Andrews Air Force base from parkway views (Figure 2-53).

One of the most pressing issues in maintenance of Suitland Parkway in the 1970s was persistent flooding from Henson Creek (Figure 2-54). As early as 1970, Morningside residents complained of flooding in their neighborhood, particularly near Woodland Road, which ran parallel to both the creek and Suitland Parkway.[195] NPS at some point implemented "corrective measures," according to a 1986 study, including new channelization projects along the Carey Branch of the creek to minimize the frequency of flooding in Morningside, but many homes in the neighborhood were still vulnerable during a major flood.[196]



**Figure 2-50.** By the 1960s, tree remained in elongated clusters between Branch Avenue and Silver Hill Road, 1965 (M-NCPPC).



**Figure 2-51.** Aerial view showing Capital Beltway soon after completion, 1965 (M-NCPPC).



**Figure 2-52.** Aerial photograph capturing additional trees on embankments at the parkway's interchange with Silver Hill Road, 1965 (M-NCPPC).

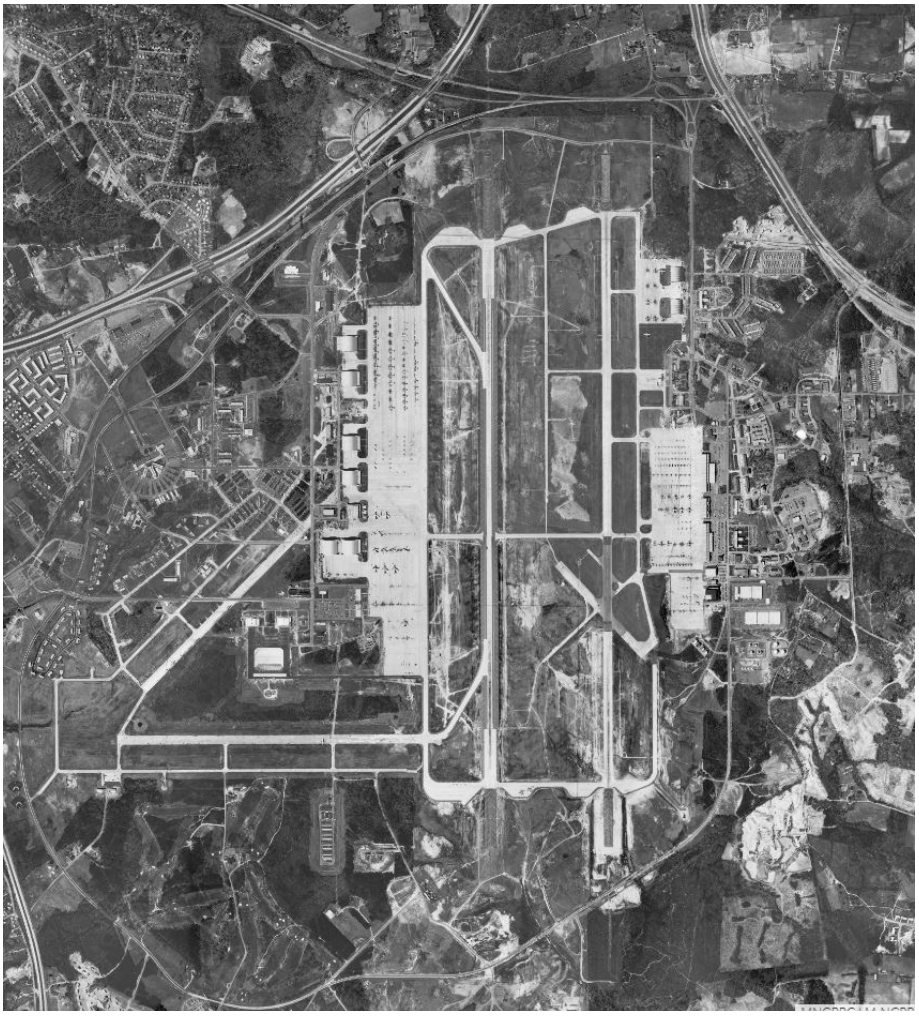


**Figure 2-53.** Aerial view of Andrews Air Force Base, 1965 (M-NCPPC).

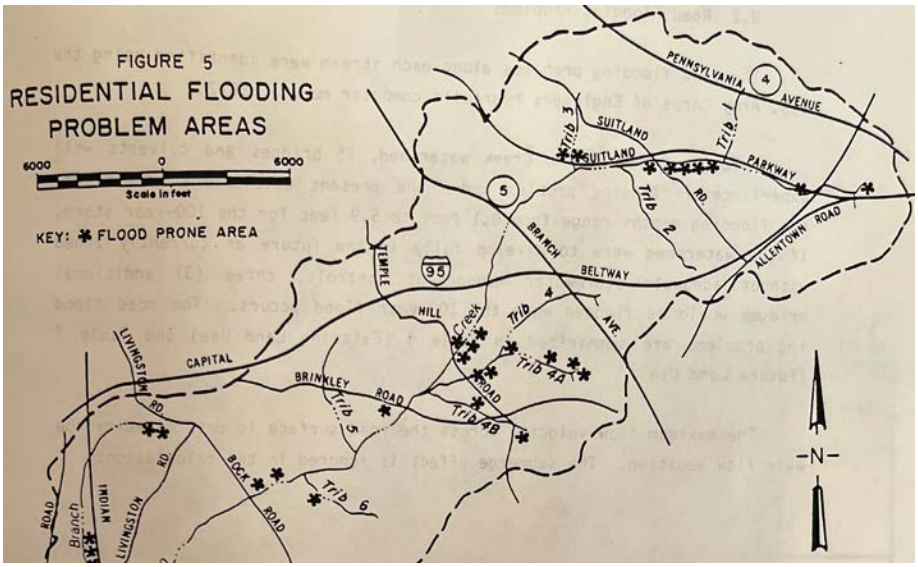



**Figure 2-54.** Map showing flood-prone areas along Henson Creek, ca. 1970s (National Capital Parks-East Archive).



**Figure 2-55.** Aerial view showing the addition of trees in the median east of Silver Hill Road, 1977 (M-NCPPC).

By 1977, NPS planted trees in the median east of Silver Hill Road—a median section characterized by mown turf as late as 1965 (Figure 2-55). The trees were concentrated in an elongated cluster north of the parkway's access to Meadowview Drive.

Areas bordering the study area during this period included the addition of more suburban residential development. The National Archives and Records Administration built the Washington Records Center on the site of the demolished Carry Homes in 1967.[197] By 1965, a suburban strip mall and a large apartment complex known as Carriage Hill Apartments were constructed southeast of the Branch Avenue interchange (Figure 2-49). As with much of the development adjacent to the parkway, a wooded margin shielded the parkway from most views of the strip mall and apartments.

### 1980s

A reflection of its enduring function as a primary route into Washington, the Suitland Parkway continued to serve as both a commuter highway and a ceremonial entrance for foreign dignitaries and US officials throughout the 1980s. NPS reported that residents of the Meadowview subdivision were primary users of the parkway.[198]

A socioeconomic study of the Suitland area prepared for the extension of the Washington Metro transit system acknowledged the important ceremonial use of the parkway, referring to it as the "Gateway to the Nation's Capital."[199] Summer 1980 included a visit by King Hussein and Queen Noor of Jordan, who met an official welcoming party at Andrews Air Force Base numbering approximately one hundred. An unofficial welcome party stood outside the air base's chain-link fences. A fourteen-limousine motorcade escorted the king and queen into Washington via Suitland Parkway for a six-day official state visit. In a reflection of the air base's important state function, First Lady Rosalyn Carter was, at the same time, boarding a plane to New York. The *Washington Post* stated in 1982 that the air base, and, by extension, Suitland Parkway, was the site of "history in the making" on a regular basis.[200]

In January 1981, recently freed American hostages returned to the United States after over a year of captivity in Iran. On January 27, the Suitland Parkway brought the freed hostages from Andrews Air Force Base into Washington.[201] Spectators gathered along the parkway's route in Maryland and DC. Following recommendations from the National Park Police, public viewers along the Maryland portion gathered on the unfinished B Road between Silver Hill and Suitland Road. Six National Park Service maintenance cleaned the parkway of trash in anticipation of the motorcade.[202] Soviet Union leader Mikhail Gorbachev also used the parkway during his December 1987 visit to the United States. On December 8, President Ronald Reagan greeted Gorbachev at Andrews Air Force Base with an arrival ceremony. Gorbachev and his entourage then climbed into limousines that had been imported from Russia a week prior and proceeded into Washington via the Suitland Parkway.[203] The visit, known as the Washington Summit, lasted from December 8th to the 10th, during which Reagan and Gorbachev met frequently to discuss a range of topics that included arms controls issues, human rights, and the status of Strategic Arms Reduction Treaty negotiations. The treaty, which was not formalized until 1991, would reduce and limit strategic offensive arms between the two nations. During the December 1987 visit, Gorbachev and Reagan signed the Intermediate-Range Nuclear Forces (INF) Treaty, which required the destruction of the two nations' ground-launched ballistic and cruise missiles with ranges of between 500 and 5,500 kilometers.[204]

Despite the parkway's busy suburban setting, NPS observed that the parkway setting still exhibited a "rural quality" during this decade.[205] The wooded margins along the parkway had matured to grant a "restful counterpoint" to nearby suburban development. Nevertheless, NPS reported that larger buildings and apartment complexes were increasingly obstructing the desired views from the parkway. NPS considered the single-family houses visible from the parkway more in keeping with the intended rural quality. A memorandum prepared in 1986 for a proposed conceptual landscape plan reported existing conditions along the parkway, noting that meadow edges were "relatively monotonous," a sense reinforced by the generally uniform woods edge along many of the parkway's curves. A lack of discernible landmarks along the parkway reinforced this monotony, the memorandum added. Drainage structures along the parkway were not properly maintained and were silted and contributing to erosion.[206]

The Federal Highway Administration prepared a study in 1985 to assess the condition of the parkway and provide recommendations for changes. The study noted the parkway's interchange at Silver Hill Road as a problem. The interchange had "a problem with short acceleration and deceleration lanes and substandard geometry on the inner loop ramps."[207] The intersection of Sumner Road with the ramps in the interchange's southeast quadrant was also an issue. The study further noted that the lack of a barrier between entrance and exit ramps in the southeast quadrant confused drivers. The study recommended, in the short term, adding acceleration lanes in the northwest and southeast quadrants and deceleration lanes in the southwest and northeast quadrants and widening the parkway under the Silver Hill bridge. In the long run, the study recommended realigning all of the ramps, eliminating the southwest quadrant entrance ramp, replacing the Silver Hill bridge to increase width for acceleration lanes, and eliminating access to Sumner Road from the parkway.[208] The National Park Service did not implement these recommendations.

As part of the ongoing effort to mitigate flood damage in Morningside, Prince George's County commissioned a watershed management plan. Morningside's northern boundary abuts the CLR study area's southern border for approximately 1.5 miles west from Andrews Air Force Base's (now Joint Base Andrews) western boundary. The watershed management plan, completed in 1986, proposed a 3'-high, 1500'-long levee at Morningside and water quality basins placed at intervals along the parkway.[209] Research to date has not determined whether either these measures were implemented. In 1989, the Prince George's County Department of Public Works and Transportation constructed a pilot channel along Henson Creek's border with Morningside.[210]

As part of a pavement restoration project undertaken in the late 1980s, NPS replaced the pipe railings on the Branch Avenue bridge with stone guardwalls.[211] Similar pipe railing on the Mayhew (Suitland) Road overpass was replaced at some point with a 42"-tall concrete parapet.[212]

In 1989, Department of the Navy cleared and graded .1 acre of forest along the Suitland Parkway during construction of the new Naval Intelligence Center. Part of the Suitland Federal Center, the new building was planned to replace the 1942 Naval Intelligence Command Building or NIC-1. The project resulted in encroachment onto Suitland Parkway lands managed by NPS (Figure 2-58). As part of the project, the Department of the Navy removed around 186 trees, including sweetgum, chestnut oak, white oak, red oak, American beech, tulip poplar, Virginia pine, and sassafras. Understory species including mountain laurel, American holly, sweetbay magnolia, greenbriar, wintergreen, and cranefly orchids were also removed (**Figure 2-56).**[213] To resolve the issue, the Department of the Navy agreed to survey Suitland Parkway boundaries and plant trees in the area of the trespass. The General Services Administration, the federal agency responsible for managing federal buildings, agreed to transfer two parcels of land along Suitland Parkway to NPS, and NPS transferred a small parcel of land on which the trespass occurred to the Department of the Navy for security reasons.[214] The NIC-1 building was demolished as part of the project.

The section of B Road east of Silver Hill Road remained unpaved despite decades of NPS efforts to acquire the necessary funding. Area residents used the B Road for jogging and walking dogs and the grassy knolls for sunbathing.[215] Aerial photographs from 1984 capture the unpaved B Road (Figure 2-57).

Although residential development adjacent to the study area continued to occur through the 1980s, a 1984 aerial shows that the degree of development did not increase significantly (Figure 2-57). The largest construction project undertaken during this period was construction of a Smithsonian Institution campus on the federally owned land south of the parkway opposite the Suitland Federal Center. In 1983, the Smithsonian completed construction of the Museum Support Center (MSC) to serve as the principal off-site conservation and collections storage facility for the National Museum of Natural History's collections.[216] It comprised a series of connected masses arranged with stepped front and rear profiles.



**Figure 2-56.** Aerial view of area cleared by the Department of the Navy, 1989 (National Capital Parks-East Archive).



**Figure 2-57.** Aerial view of parkway east of Silver Hill Road, 1984 (National Capital Parks-East Archive).

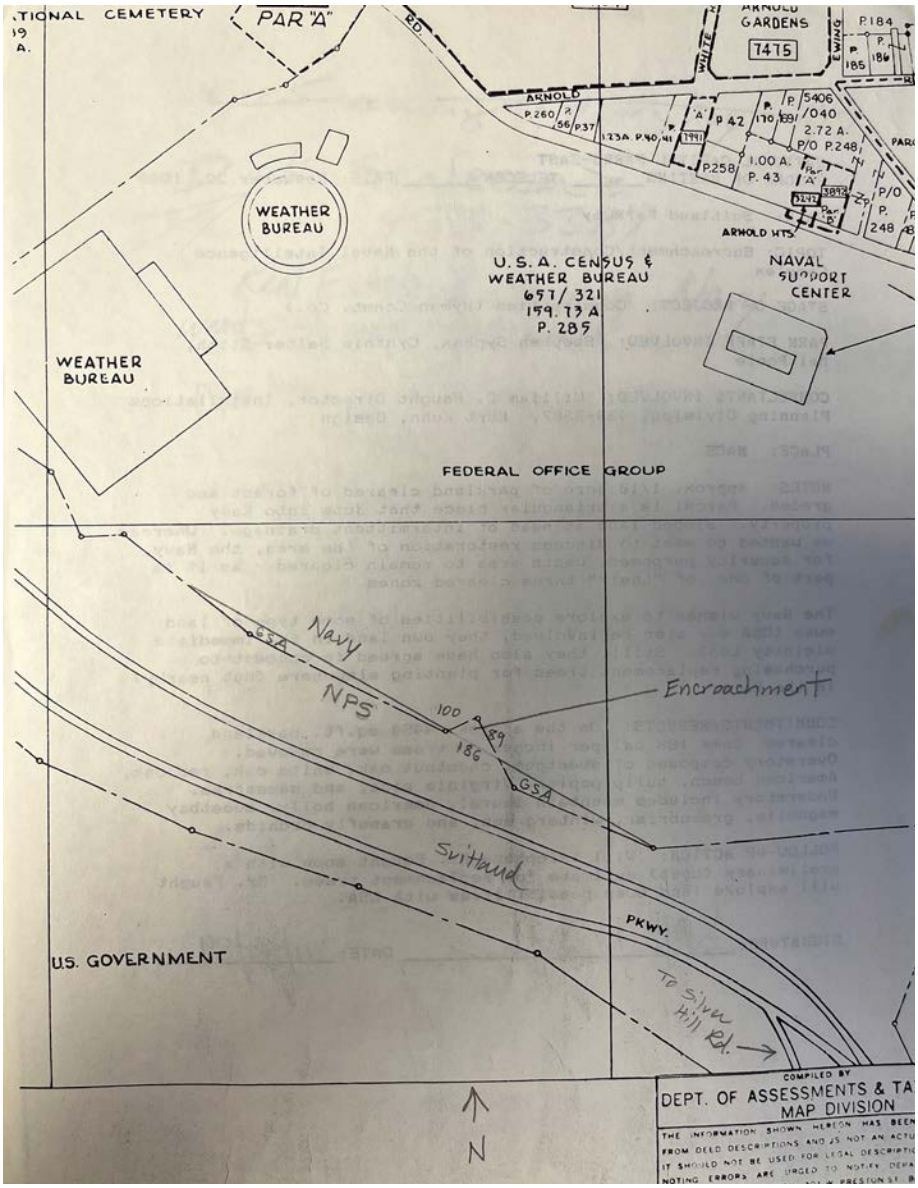



**Figure 2-58.** Map showing Department of the Navy encroachment onto NPS land along the parkway, 1989 (National Capital Parks-East Archive).

### 1990s

In the 1990s, the Suitland Parkway retained its commuter and ceremonial functions, became further connected to the region's transportation system, and was recognized for its historical and architectural significance.[217]

In the early 1990s, NPS achieved its forty-year goal of paving the remainder of the B Road east of Silver Hill Road. The southeast ramp was reconfigured to merge with the B Road. The crossover road from the A Road to the southeast ramp was removed. Aerial photographs from 1993 show the paved B Road but the reordering of the ramp still underway (Figure 2-59). The completed project is captured in aerial photographs from 1998 (Figure 2-60).

Paving the rest of the B Road was part of a broader improvement project NPS undertook for the Suitland Parkway in the early to mid 1990s. The work was executed over three stages by dividing the parkway into three sections from west to east. As part of the project, NPS installed new culverts, rebuilt original culverts, installed an identifier sign, and added new ornamental plantings along the parkway. The new culverts were two additional types beyond the four types that were part of the parkway's original construction. Culvert Type V is a precast concrete pipe flume with flared ends, built to drain portions of the road surface. Culvert Type VI, installed more sparingly, is a type of concrete pipe culverts with concrete headwalls. Low stone walls were also installed extending from the center and end walls of the Silver Hill Road and Andrews Air Force Base bridges at this time.[218] In conjunction with the B Road paving, NPS replaced the Henson Creek Culvert's original 16'-wide single arch with a four-barrel, stone-faced culvert. Its north and south headwalls were reconstructed.[219] The Suitland Bog Culvert (located 835' east of Suitland Road and Suitland Parkway) was lengthened on the south end by 26'6" and on the north end by 11'0" and the stone headwalls were reconstructed. NPS undertook the change in order to build a diamond-shape interchange at Suitland Road.[220] NPS placed new a identifier sign, consisting of a wood sign on a stone base, on the parkway's south side immediately east of the DC/MD border.[221] NPS added new stone-clad concrete dividers and approach walls and new ramps to the Silver Hill underpass in the 1990s.[222]

NPS also placed new ornamental plantings along the roadside and on embankments at interchange ramps. The plantings included October Glory red maple, serviceberry, eastern redbud, kousa dogwood, tulip poplar, Indian Magic crabapple, Professor Sprenger crabapple, black gum, loblolly pine, pin oak, Marshall's seedless ash, American holly, sweet gum, eastern white pine, arrowwood viburnum, and blackhaw viburnum. NPS also extended the 42"-tall



**Figure 2-59.** Aerial view of area east of Silver Hill Road before paving of B Road, 1993 (M-NCPPC).



**Figure 2-60.** Aerial view of area east of Silver Hill Road after paving of B Road, 1998 (M-NCPPC).

concrete parapets above the Mayhew (Suitland) Road overpass with stone guard rails emanating from either side of both parapets.[223]

According to aerial photographs, NPS reconfigured the site of the Suitland Parkway maintenance yard and park police headquarters between 1984 and 1993. NPS demolished the two buildings that had been on the site since at least 1965 and replaced them with three new one-story buildings. Aerial photographs from 1993 also show that the north direct at-grade access road to Meadowview Road was closed when the B Road was completed. At some point in the early 1990s, most culverts along the parkway right-of-way were either replaced, restored and tuck pointed, or extended with stone facing over new concrete headwalls on rehabilitated portions of the parkway.[224] NPS maintained that any wing walls and culvert faces visible from the parkway or ramps should be faced in stone.[225]

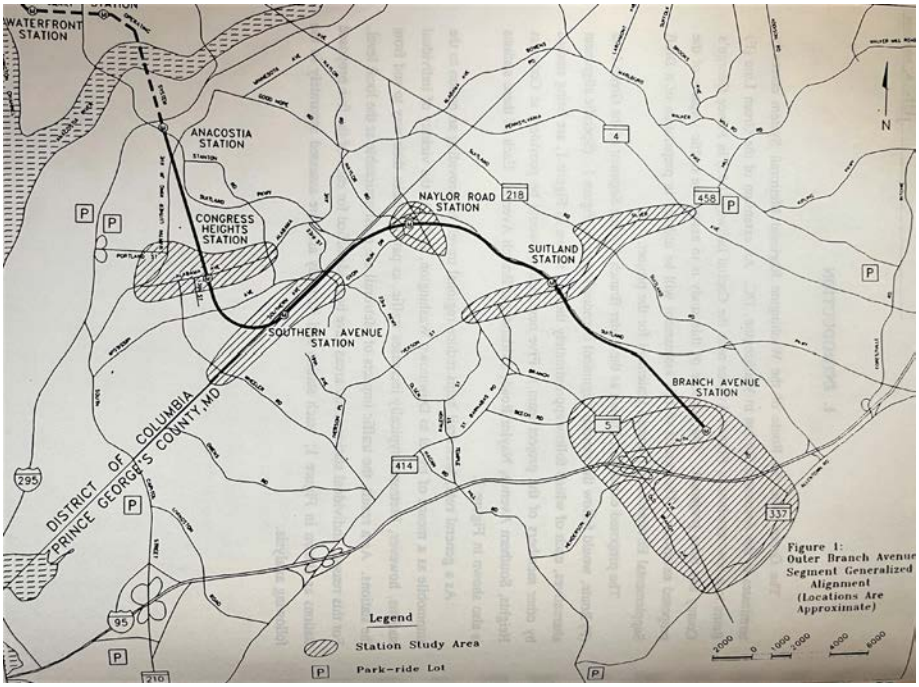



**Figure 2-61. Map of proposed new Metro stations along Suitland Parkway (National Capital Parks-East Archive).**

Another longtime goal was realized when the Washington region's Metro system was extended into Prince George's County along the Suitland Parkway. The original Metro line, the Red Line, opened in 1976 and served only downtown DC from the Farragut North station at Farragut Square to the Rhode Island Avenue station in the Brentwood neighborhood. From the beginning of the Metro planning process, transit planners and officials in DC, Maryland, and Virginia imagined a system that would also provide commuter service to suburban residents. In 1968, while Metro was still in the planning phases, Prince George's County voters approved a potential route along the Suitland Parkway. The Prince George's County Council affirmed the route but, in 1978, shifted to a different alignment that would have followed Indian Head Highway to the Rosecroft Raceway in Fort Washington. The decision, according to the *Washington Post*, was the result of intense lobbying from citizen groups and developers.[226] Metro adopted the new route as planning began in earnest on the proposed Green Line. The battle over the location of the Metro station was not resolved in the 1970s, and, in 1982, a group of citizens sued the county for choosing a route voters had not approved. A judge ruled in favor of the citizens, and the county and Metro were forced to revert to the Suitland Parkway alignment.[227]

In 1992, the Washington Metro Transit Authority (WMATA), the principal transportation planning agency in the region, commissioned a study for the proposed Branch Avenue line along the Suitland Parkway. The study planned for three stations along the parkway as part of Metro's Green Line—Naylor Road station, Suitland station, and Branch Avenue station (Figure 2-61). The alignment followed the parkway from roughly the DC line to the first two stations. The




**Figure 2-62.** View of cleared site for Branch Avenue Metro station, looking west, December 13, 1993 (National Capital Parks-East Archive).

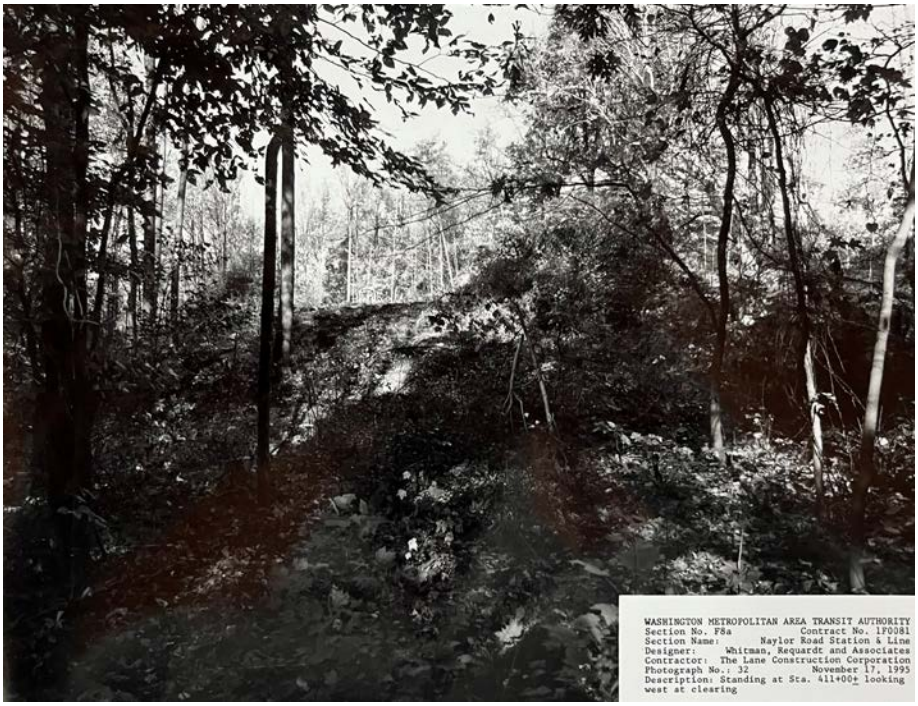



**Figure 2-63.** Photograph of wooded area cleared for Naylor Road Metro station, looking west, November 17, 1995 (National Capital Parks-East Archive).




**Figure 2-64.** Industrial building and parking lot demolished for construction of Naylor Road Metro station, looking east from Naylor Road, October 6, 1995 (National Capital Parks-East Archive).




**Figure 2-65.** Area along parkway cleared for Naylor Road metro station, November 17, 1995 (National Capital Parks-East Archive).

Naylor Road station site was bounded by Suitland Parkway, Branch Avenue, and Naylor Road. The Suitland station site was at the northeast quadrant of the Suitland Parkway/Silver Hill Road interchange, just south of the Suitland Federal Center. The alignment left the parkway right-of-way near the intersection with Meadowview Drive and crossed Henson Creek to end at the proposed Branch Avenue station. The stations, which were above ground, were connected by



**Figure 2-66. Photograph of piles driven for Naylor Road Metro station, looking west, December 15, 1995 (National Capital Parks-East Archive).**




**Figure 2-67. Graded median on parkway fronting Naylor Road Metro station, looking east, March 13, 1996 (National Capital Parks-East Archive).**

elevated tracks. Carrying the elevated tracks required the construction of two new bridges across the parkway (Figure 2-69 and Figure 2-75).

The ground breaking ceremony for the new stations and the final leg of the Green Line occurred on September 23, 1995.[228] The project involved the construction of approximately 6.5 miles of rail southeast of the Anacostia station. In addition to the three stations near the parkway, the extension also included the new Congress Heights and Southern Avenue stations.[229]




**Figure 2-68.** View of excavation for Suitland Metro station, looking west, September 19, 1996 (National Capital Parks-East Archive).

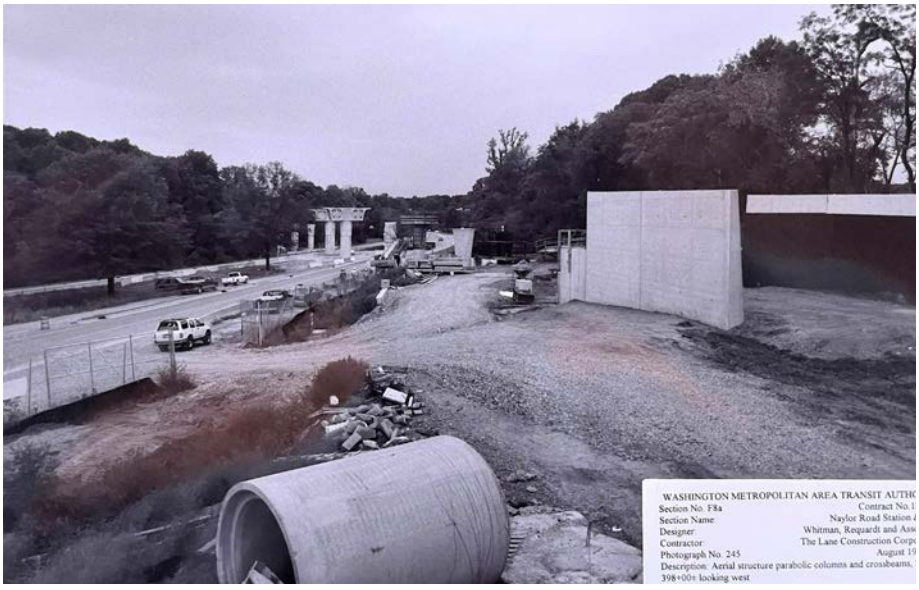



**Figure 2-69.** Photograph showing construction of Metro bridge over parkway at Naylor Road Station, looking west, August 1997 (National Capital Parks-East Archive).

Pre-construction photographs of the Naylor Road station site taken in October 1995 capture a mostly wooded site with a clearing occupied by an industrial building and accompanying parking lot accessed from Naylor Road (Figure 2-63 and Figure 2-64). Construction on the station began in November 1995 (Figure 2-65). A chain-link fence was installed along the boundary abutting the parkway. The industrial building was demolished and the wooded margin that separated it from the parkway was removed. By December, piles had been driven for the new station (Figure 2-66). A photograph from March 1996 shows a graded parkway



**Figure 2-70.** Aerial view of Branch Avenue Metro station under construction, 1998. The station is located near the bottom-center of the image (M-NCPPC).




**Figure 2-71.** Photograph of Suitland Metro station under construction, looking south at pedestrian bridge and station, September 17, 1999 (National Capital Parks-East Archive).

median fronting the station construction site (Figure 2-67). With construction still underway by 1998, aerial photographs show that parkway users would have had unobstructed views of the under-construction station (without the wooded margin that had been removed). The station and a large parking lot immediately south opened to the public in 2001 (Figure 2-72).

Construction of the Suitland station also commenced in autumn 1995. The site was the former location of the barracks south of the Suitland Federal Center



**Figure 2-72.** Aerial view showing Naylor Road Metro station, 2000 (M-NCPPC).



**Figure 2-73.** Aerial view completed Suitland Metro station, 2000. The station is located near the center of the image (M-NCPPC).



**Figure 2-74.** Aerial view showing Metro bridge to Branch Avenue station, 2000 (M-NCPPC).



**Figure 2-75. Aerial view showing Metro bridge to Branch Avenue station, 2000. The station is located near the bottom-center of the image (M-NCPPC).**

and occupied a prominent location at the Suitland Parkway/Silver Hill Road interchange. The barracks had been demolished in 1975 and remains of the housing complex, such as roads and a roundabout, were still intact by the time construction began. The *Master Plan for Suitland-District Heights and Vicinity*, prepared in 1985, argued that a Metro station in this location was essential for retaining the Suitland Federal Center as a federal employment location.[230] The Metro station would also be convenient for workers at the growing Smithsonian campus on the other side of the parkway. The site was cleared and graded by December 1995 (Figure 2-62). Excavation was underway by September 1996 (Figure 2-68). Construction photographs from September 1999 show the framing of the station structure in progress (Figure 2-71). The station and its accompanying parking lot opened in 2001 (Figure 2-73).

Branch Avenue station construction also began in autumn 1995. Aerial photographs dating to 1998 capture the station under construction and the grading of the surrounding site (Figure 2-70). The station and its accompanying parking lot opened in 2001 (Figure 2-75).

Throughout the 1990s, NPS and the Air Force engaged in behind-the-scenes discussions over the trees bordering the parkway's stretch north of the base. From the 1940s to the late 1980s, the Air Force regularly trimmed the trees to provide required clearance beginning at the northern thresholds of the runway; its approach involved topping all trees to an even height to comply with required clearance. Federal Aviation Administration (FAA) required that vegetation be below the height of the approach lights for a distance of 200' in front of the runway approach lights and 200' to each side of the lights. By 1989, the existing trees had grown above this line—some had grown up to 75' tall.[231]

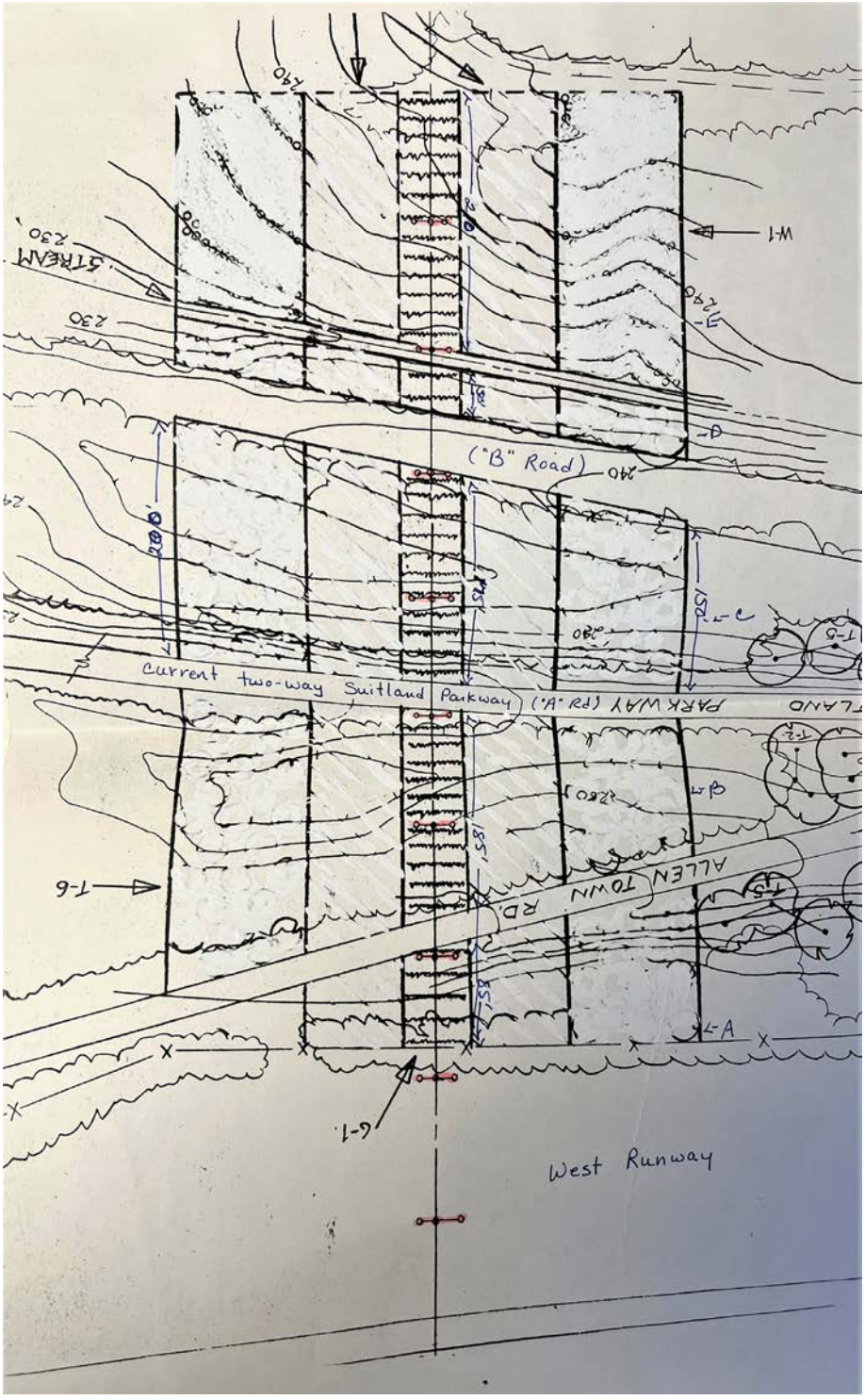



**Figure 2-76. Map of the US Air Force's proposed tree clearing project, 1989 (National Capital Parks-East).**

Beginning in 1989, the Air Force planned to install new west runway lights at the northern approach and sought NPS approval to pour concrete footers and remove trees in the vicinity of the lights. Air Force and NPS officials met in September 1989 to discuss the need to top trees on NPS lands that obstructed runway lights and the proposed light replacement (Figure 2-76).[232] NPS officials noted the importance of aircraft safety and their willingness to address light obstructions

while also seeking solutions that would not require tree pruning or removal.[233] By summer 1990, the Air Force instead submitted a proposal to completely clear and grub the entire area in the path of the runway lights and reestablish vegetation by sodding and hydroseeding. NPS objected to the proposal on the grounds that it would result in adverse visual effects, a stark discontinuity to those driving on the parkway. The NPS Horticultural Advisory and Review Committee (HARC) countered with an alternative plan that maintained the trees below the 200' line and that pruning should be undertaken at different levels to achieve a more natural look. HARC also recommended selectively removing taller-growing species to create a curvilinear edge of vegetation along the road and planting small trees and shrubs in the foreground area.[234]

The Air Force's pruning and removal work that ensued, however, did not abide by these standards (Figure 2-77, Figure 2-78, and Figure 2-79). A 1991 NPS memorandum referred to a then-recent tree pruning effort as "nothing short of butchery," according to the *Washington Post*.[235] NPS staff argued the Air Force did not carry out the work to the agreed-upon standards of the National Arborist Association. A research biologist with NPS's National Capital Region visited the site in March 1991 and found small forests adjacent to the northern edge of each runway that were large enough to be self-perpetuating. The biologist identified hardwood along the west flight path and Virginia pine along the east flight path. He also observed multiple trunks on the same root system at both sites, which he said indicated that it was not the first time the trees had been cut to the ground.[236] The NPS Horticultural Advisory and Review Committee (HARC) met in March 1991 to discuss the result of the Air Force's efforts. The committee notes state:

> [T]ops were not removed with a slanting cut above a vigorous bud or shoot; branch removals left protruding stubs…no consideration was given to symmetrical appearance to maintain a tree-like form typical of their species… Trees removed consisted mostly of sweetgum, maple[,] and yellow poplar. Not all stumps were cut close to the ground and felled trees were not removed from the site…It is indefensible under any circumstances to leave large stubs throughout the tops of trees for the sake of having all branches cut back to a uniform height."[237]

Air Force leadership, however, remained committed to their larger goal of clearing larger swaths of trees. Meeting in March 1992, the HARC called for the Air Force to maintain existing vegetation to "manipulate the succession towards a low growing tree-shrub stable community that will: minimize adverse visual impacts; comply with FAA standards; promote the edaphic, physiographic and biotic conditions of the site; and create a cover that is resistant to tree invasion."[238] NPS suggested a willingness to permit limited tree clearing for the lights as long as the Air Force involved the agency in identifying trees that would be felled or pruned.[239] NPS staffers suggested removing the "butch" trees in favor of a meadow



**Figure 2-77.** Photograph showing aftermath of US Air Force's tree pruning effort, looking south, ca. 1991 (National Capital Parks-East Archive).



**Figure 2-78.** Photograph showing aftermath of US Air Force's tree pruning effort, looking north, ca. 1991 (National Capital Parks-East Archive).



**Figure 2-79.** Photograph showing aftermath of US Air Force's tree pruning effort, looking north, ca. 1991 (National Capital Parks-East Archive).

that could be bush-hogged.[240] It is not clear how Air Force officials responded to this concession. In 1997, the Air Force commissioned an environmental assessment that favored the tree removal effort, but NPS countered that the document did not provide sufficient evidence to support the work.[241]

Adjacent to the study area, the Smithsonian Institution expanded its footprint in Suitland with the construction of the Cultural Resources Center for the National Museum of the American Indian. Completed in 1998, the building provided resources and facilities for the conservation, cataloging, research, and study of the museum's collections and archives. The building was defined by an abstract, radial steel-and-copper roof.

### 2000–23

In the twenty-first century, NPS navigated the issues of maintaining a resource that was both a heavily used road and a National Register-listed designed cultural landscape. Although foreign dignitaries and US presidents regularly used the Suitland Parkway as a ceremonial entrance to Washington from Andrews Air Force Base, it remained primarily a commuter route.[242]

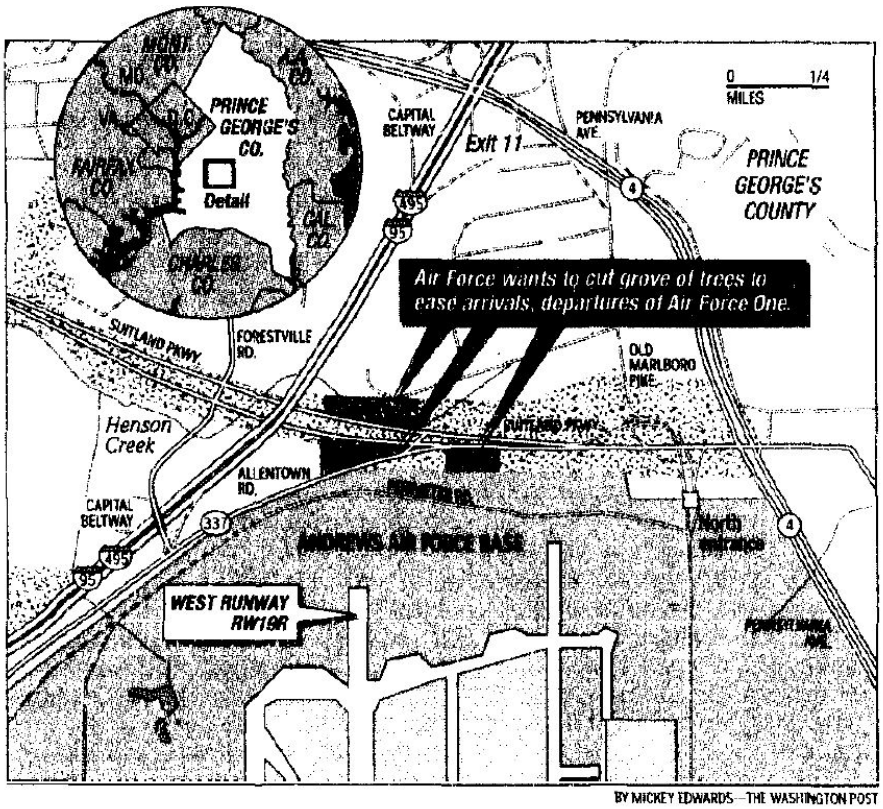



**Figure 2-80. Map accompanying *Washington Post* article detailing the contentious debate over wooded margin north of Andrews Air Force Base (Published in Eugene L. Meyer, "In the Runway's Way," February 25, 2001, *Washington Post*).**

In the twenty-first century, the parkway carried important dignitaries on historic visits and the funeral processions of former US presidents, in addition to serving its regular use escorting the sitting president in Washington from Air Force One. In June 2004, the Suitland Parkway was again used as a funeral processional route into Washington. The parkway carried former president Ronald Reagan's body from the air base to the Capitol. The route led from Suitland Road to Suitland Parkway, onto Interstate 295 north to the 11th Street bridge, then onto Interstate 395 south into Virginia to the George Washington Memorial Parkway and returning to Washington at Memorial Bridge, and, finally, down Henry Bacon Drive and Constitution Avenue NW to the Capitol.[243] The Suitland Parkway brought former president George H. W. Bush's body home to Houston, Texas, following his funeral service at the National Cathedral in December 2018. The procession route led from Washington via I-695 to Suitland Parkway, then to Forestville Road, and crossed Allentown Road to Joint Base Andrews.[244] The parkway also served as an official route into the capital city for monarchs. In 2007, a motorcade brought Queen Elizabeth II of the United Kingdom from Andrews Air Force Base into Washington. During her official visit, the queen met with President George W. Bush and attended a state dinner at the White House.[245] Pope Francis rode the parkway in his Fiat for his 2015 US visit. From Joint Base Andrews, the papal motorcade traveled the Suitland Parkway, Southwest Freeway, and Rock Creek and Potomac Parkway to his arrival point at the Vatican embassy on Massachusetts Avenue NW.[246]

In February 2001, NPS and the Air Force's decade-long discussion over the wooded margin north of Andrews Air Force Base spilled onto the pages of the *Washington Post* (Figure 2-80).[247] The article stated that the Air Force sought to remove 4,800 trees—oaks, tulip poplars, and pines—covering eighty acres to provide a clearer path for Air Force One takeoffs and landings on the west runway. NPS countered that the trees provided an essential purpose in screening parkway users from the runaway and were important components of a National Register-listed landscape. NPS environmental specialist Susan Rudy stated, "Though people drive to the city through it [Suitland Parkway], we think of it as a park, and we treat it like a park, due the same protection as any other national park. . .as a Yosemite or a Grand Canyon."[248]

An environmental assessment prepared by Tetra Tech, a consulting and engineering firm, stated that the Air Force's excessive trimming left trees that "no longer display a natural and aesthetically pleasing branching structure."[249] Nevertheless, Tetra Tech found that the forests bordering the section of the parkway north of the air force base generally concealed views to the developed areas of the base.[250] The condition of trees on this stretch of the parkway, Tetra

Tech stated, also strongly contrasted with the mature forest and large trees flanking the rest of the parkway.[251]

In 2003, NPS, the Maryland Historical Trust (which operates as the Maryland State Historic Preservation Office), and Andrews Air Force Base signed a Memorandum of Agreement (MOA) regarding removal or alteration of trees on the parkway. The parties agreed that "the undertaking has the potential to have an adverse effect on characteristics contributing to Suitland Parkway's listing on the National Register of Historic Places." As part of the agreement, Andrews Air Force Base agreed to prepare and implement a Vegetation Management Plan (VMP) to guide work involving vegetation both within the air base's boundaries and along the parkway. In addition, Andrews Air Force Base and NPS, in consultation with the MHT and Maryland Department of Natural Resources, agreed to jointly develop a Supplemental Implementation Plan that would provide specific details on work that would be conducted on the Suitland Parkway.[252]

In other areas of the parkway, however, the wooded margin had grown more fully by the 2000s. This is evident in the boundary between the Carriage Hill Apartments (southeast of Branch Avenue interchange) and the parkway. A new wooded margin was planted on the northern edge of the Naylor Road station site sometime between 2000 and 2005. It did not shield the station from the parkway, however, as it rested at-grade with Metro's elevated tracks. The station was visible just above the tree line.

NPS continued improvements to the parkway in the 2010s. In 2013, A. Morton Thomas & Associates prepared a feasibility study for NPS for constructing a multi-use trail from Old Marlboro Pike west to Forestville Road. The proposed 8'-wide trail would run adjacent to the parkway curb, travel over two box culverts, and split around the existing Capital Beltway (Interstate 95/495) bridge abutments.[253] The project has not been implemented. Responding to persistently high pedestrian fatalities at the Naylor Road intersection, in 2014 NPS attempted to improve the pedestrian crosswalk by restriping the stop bars and crosswalk with white diagonal lines to improve visibility and installing a new pedestrian signal pole to re-establish pedestrian crossing signal phase.[254] In 2015, NPS replaced traffic signals to incorporate pedestrian crossings at the parkway's intersection with Forestville Road to provide a safe pedestrian route crossing the parkway.[255] NPS repaired two sinkholes on the parkway in 2018.[256]

ENDNOTES

1 Jere L. Krakow, National Register of Historic Places Nomination Form, "Suitland Parkway," 1995.

2 Nancy Scannell, "VIP's Gateway to the Capital: Ushering in the VIPs at Andrews Air Force Base," *Washington Post*, August 21, 1980.

3 Don Oberdorfer and Lou Cannon, "Gorbachev Arrives, Urging Progress on Broader Treaty Series: Summit in Washington," *Washington Post*, December 8, 1987.

4 Paul Duggan, "Queen Elizabeth Arrives at Andrews," *Washington Post*, May 7, 2007; Luz Lazo, "Pope Francis has arrived. Rolling and temporary road closures have begun," *Washington Post*, September 22, 2015.

5 Blaine Harden, Athelia Knight, and Sandra Boodman, "Gala Welcome on Agenda Here Today," *Washington Post*, January 27, 1981.

6 Nancy Scannell, "VIP's Gateway to the Capital: Ushering in the VIPs at Andrews Air Force Base," *Washington Post*, August 21, 1980; "Nixon's 1972 Visit to China at 50," Wilson Center, accessed July 5, 2023, available at https://www.wilsoncenter.org/blog-post/nixons-1972-visit-china-50.

7 Vincent Bugliosi, *Reclaiming History: The Assassination of President John F. Kennedy* (New York: W.W. Norton & Company, 2007), 144.

8 Haynes Johnson, "LBJ Return: A Moment of Healing: LBJ Returns to Capitol as Reconciliation He Sought Is Beginning," *Washington Post*, January 25, 1973.

Although this CLR retains the areas of significance and criteria found in the National Register nomination for the parkway (Jere L. Krakow, National Register of Historic Places Nomination Form, "Suitland Parkway," 1995), the information in the following significance summaries is based on new research conducted and conclusions reached in the preparation of this report.

9 David Ferriero, "The Importance of Acknowledging Our History: The Washington National Records Center, Suitland, Maryland," National Archives and Records Administration, accessed March 3, 2023, available at https://aotus.blogs.archives.gov/2021/08/02/the-importance-of-acknowledging-our-history-the-washington-national-records-center-suitland-maryland/.

10 National Museum of the American Indian, *We Have a Story to Tell: Native Peoples of the Chesapeake Region,* 2..

11 Louis Berger Group, *"Bold, Rocky, and Picturesque": Archeological Identification and Evaluation Study of Rock Creek Park,* Vol. 1 (National Park Service, August 2008), 3.

12 R. Christopher Goodwin & Associates, "Konschnik site," survey number 18PR359, Maryland Historical Trust Internal NR-Eligibility Review Form (1990).

13 Elizabeth Cole, "Smith Green," survey number 18PR427, Maryland Historical Trust Determination of Eligibility Form (2008).

14 Charles Lee Decker, "Naylor Road Site," survey number 18PR463, Maryland Historical Trust Internal NR-Eligibility Review Form (1996).

15 James Goodwin, "Kumbar Site 1," 18PR947, Maryland Historical Trust Archeological Site Survey: Basic Data Form (2008).

16 James Goodwin, "Kumbar Site 2," 18PR948, Maryland Historical Trust Archeological Site Survey: Basic Data Form (2008).

17 Robert L. Stephenson, *The Prehistoric People of Accokeek Creek* (Accokeek, MD: Alice Ferguson Foundation, 1959), 11.

18 National Museum of the American Indian, *We Have a Story to Tell: Native Peoples of the Chesapeake Region*, 2.

19 Virta, *Prince George's County: A Pictorial History*, 23.

20 Janet A. McDonnell, *Preservation and Partners: A History of Piscataway Park*

(National Park Service, 2020), 19.

21 Louis Berger Group, Inc., "*Bold, Rocky, and Picturesque" Archeological Overview and Assessment and Identification and Evaluation Study of Rock Creek Park District of Columbia*, Volume 1 (National Park Service, 2008), 14.

22 "Native Peoples of Washington, DC," National Park Service, accessed March 3, 2023, available at https://www.nps.gov/articles/native-peoples-of-washingtondc.htm.

23 Hannah Cameron, Francesca Evans, Devon Murtha, Dennis Pogue, and Paula Nasta, *PALS Cultural Landscape Study: Cedar Hill Cemetery, Suitland, Maryland* (University of Maryland-College Park, 2020), 5; Susan G. Pearl, "Three Hundred Years of County History," in *Landmarks of Prince George's County*, ed. Maryland-National Capital Park and Planning Commission (Baltimore: Johns Hopkins University Press, 1993), 14.

24 "Native Peoples of Washington, DC," National Park Service, accessed March 3, 2023, available at https://www.nps.gov/articles/native-peoples-of-washingtondc.htm.

25 Dennis C. Curry, "Research Notes & Maryland Miscellany: A Closer Look at the 'Last Appearance' of the Conoy Indians," *Maryland Historical Magazine* (Fall 2011), 345.

26 For examples, see Virta, *Prince George's County,* and Pearl, "Three Hundred Years of County History."

27 National Museum of the American Indian, *We Have a Story to Tell: Native Peoples of the Chesapeake Region*, 8; Dennis C. Curry, "Research Notes & Maryland Miscellany: A Closer Look at the 'Last Appearance' of the Conoy Indians," *Maryland Historical Magazine* (Fall 2011), 345.

28 Curry, "Research Notes & Maryland Miscellany: A Closer Look at the 'Last Appearance' of the Conoy Indians," 349.

29 Pearl, "Three Hundred Years of County History," 14.

30 Pearl, "Three Hundred Years of County History," 18; Virta, *Prince George's County*, 88.

31 Virta, *Prince George's County*, 18.

32 Virta, *Prince George's County*, 38.

33 Simon J. Martenet, cartographer, *Martenet's Map of Prince George's County, Maryland*, 1861, Library of Congress, Geography and Map Division.

34 Simon J. Martenet, cartographer, *Martenet's Map of Prince George's County, Maryland*, 1861, Library of Congress, Geography and Map Division.

35 Cameron, Evans, Murtha, Pogue, and Nasta, *PALS Cultural Landscape Study: Cedar Hill Cemetery, Suitland, Maryland*, 5.

36 Maryland National Capital Park and Planning Commission, *Postbellum Archeological Resources in Prince George's County, Maryland* (March 2010), 7, 17, 50.

37 US Census Office, *1870 United States Federal Census* (US Census Office, 1870).

38 Prince George's County Land Records, liber HB 5, page 338.

39 US Census Bureau, Census Record, MD, "Agriculture, KE-SM," Spauldings District, Prince George's County (1880), 10.

40 *Directory of Maryland by Post Office Address: with a list of the State officers & State judiciary* (York, PA: Geo W. Hubley, 1877).

41 *Directory of Maryland by Post Office Address, 1874*, 143.

42 "Tract No. I-464," Land Records Files, National Capital Parks-East Archive.

43 Griffith Morgan Hopkins, Jr., cartographer, *Atlas of fifteen miles around*

*Washington, including the County of Prince George, Maryland,* Philadelphia, 1878,

45 cm, Library of Congress, Geography and Map Division.

44 US Census Bureau, Census Record, MD, "Agriculture, CE-WO," Spauldings District, Prince George's County (1870), 1.

45 cm, Library of Congress, Geography and Map Division.

45 Project Ownership Seg.-1, Suitland Parkway Military Reservation (March 9, 1944), National Archives and Records Administration (NARA), Record Group (RG) 328, Cartographic and Architectural Records.

46 Maryland-National Capital Park & Planning Commission, *African-American Historic and Cultural Resources in Prince George's County, Maryland* (February 2012), 213.

47 Maryland-National Capital Park and Planning Commission, photograph and overlay.

48 Clay McShane, *Down the Asphalt Path: The Automobile and the American City* (New York: Columbia University Press, 1994), 31–32.

49 McShane, *Down the Asphalt Path*, 33.

50 LANDSCAPES, *Colonial Parkway Context: History of the American Parkway Movement*, National Park Service Design, and Historic Preservation Contexts (Prepared for the National Park Service, November 1998), 2.

51 McShane, *Down the Asphalt Path*, 33–34, 40.

52 Frederick Law Olmsted, *Observations on the Progress of Improvements in Street Plans, With Special References to the Park-way Proposed to Be Laid Out in Brooklyn* (Brooklyn, NY: I. Van Anden's Print, 1868), 18.

53 LANDSCAPES, *Colonial Parkway Context*, 5.

54 McShane, *Down the Asphalt Path*, 33–34.

55 Sara Amy Leach, National Register of Historic Places Multiple Property Documentation Form, "Parkways of the National Capital Region, 1913–1965," September 1990.

56 LANDSCAPES, *Colonial Parkway Context*, 13.

57 LANDSCAPES, *Colonial Parkway Context*, 15.

58 LANDSCAPES, *Colonial Parkway Context*, 16.

59 LANDSCAPES, *Colonial Parkway Context*, 23.

60 LANDSCAPES, *Colonial Parkway Context*, 23–24.

61 McShane, *Down the Asphalt Path*, 40.

62 LANDSCAPES, *Colonial Parkway Context*, 24.

63 LANDSCAPES, *Colonial Parkway Context*, 29.

64 LANDSCAPES, *Colonial Parkway Context*, 30.

65 LANDSCAPES, *Colonial Parkway Context*, 32

66 "McMillan Plan," Cultural Landscape Foundation, accessed February 25, 2022, available at https://www.tclf.org/landscapes/mcmillan-plan.

67 National Park Service, *Constitution Gardens: National Mall & Memorial Parks – West Potomac Park: Cultural Landscape Inventory* (National Park Service, 2008), 21.

68 Frederick A. Gutheim and Antoinette J. Lee, *Worthy of the Nation: Washington, D.C., from L'Enfant to the National Capital Planning Commission*, second edition (Baltimore, MD: Johns Hopkins University Press, 2006), 138.

69 Leach, National Register of Historic Places Multiple Property Documentation Form, "Parkways of the National Capital Region, 1913–1965."

70 National Park Service, "Chapter II: Parks of the National Capital, 1867-1933," *National Capital Parks: A History*, accessed April 10, 2023, available at https://www.nps.gov/parkhistory/online_books/nace/adhi2b.htm.

71 Eve L. Barsoum, National Register of Historic Places Nomination Form, "Rock Creek and Potomac Parkway," January 2005.

72 Leach, National Register of Historic Places Multiple Property Documentation Form, "Parkways of the National Capital Region, 1913–1965."

73 Leach, "Parkways of the National Capital Region."

74 Nelson Shepard, "Army to Build Road from Camp Springs to Bolling Field Base," *Evening Star*, August 1, 1943.

75 Joseph S. Edgerton, "House Units Fight D.C. Airport Site," *Evening Star*, July 23, 1937.

76 Edward T. Folliard, "Graft Charge Kills Airport Bill in House," *Washington Post* June 15, 1938.

77 US Census Bureau, "Suitland Federal Center – History," accessed March 27, 2023, available at https://www.census.gov/history/www/census_then_now/suitland_md/suitland_federal_center.html.

78 National Capital Housing Authority, *Report of the National Capital Housing Authority for the Ten-year Period 1934-1944* (Washington, DC: US Government Printing Office, 1944), 78.

79 Nelson Shepard, "Camp Springs Highway Work to Start Soon," *Evening Star*, September 17, 1943.

80 EHT Traceries, "Morningside (76A-039)," Historic Communities Survey, Maryland-National Capital Park and Planning Commission (January 2009), 2.

81 US Census Bureau, "Suitland Federal Center – History," accessed March 27, 2023, available at https://www.census.gov/history/www/census_then_now/suitland_md/suitland_federal_center.html. The barracks were demolished in 1975.

82 Ulysses S. Grant III to Lt. Gen. Brehon B. Somerwell, December 12, 1942, National Archives and Records Administration (NARA), Record Group (RG) 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

83 Mark H. Rose, *Interstate: Express Highway Politics, 1941–56* (Lawrence: Regents Press of Kansas, 1979), 5.

84 Frederic A. Delano to Harold D. Smith, May 22, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

85 Frederic A. Delano to Gen. Philip B. Fleming, June 9, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

86 Brig. Gen. Philip B. Fleming to Harold D. Smith, June 17, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

87 Meeting Minutes of the National Capital Park and Planning Commission, January 15–16, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

88 Meeting Minutes of the National Capital Park and Planning Commission, January 15–16, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

89 Frederic A. Delano to William E. Reynolds, February 27, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

90 Delano to Reynolds, February 27, 1942.

91 Delano to Reynolds, February 27, 1942.

92 Delano to Reynolds, February 27, 1942.

93 William E. Reynolds to Frederic A. Delano, March 18, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

94 Frederic A. Delano to Harold D. Smith, May 22, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

95 "Thomas C. Jeffers, Sr.," Cultural Landscape Foundation, accessed March 27, 2023, available at https://www.tclf.org/pioneer/thomas-c-jeffers-sr; Eve L. Barsoum, National Register of Historic Places Nomination Form, "Rock Creek and Potomac Parkway Historic District," January 2005.

96 Study for Development, Proposed Parkway, February 13, 1942, NARA, RG 328, Cartographic and Architectural Records.

97 John Nolen, Jr., to Frederic A. Delano, August 17, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137; Meeting Minutes of the National Capital Park and Planning Commission, June 18–19, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

98 Meeting Minutes of the National Capital Park and Planning Commission, June 18–19, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

99 Rose, *Interstate: Express Highway Politics, 1941–56*, 12.

100 President Franklin Roosevelt to secretary of war, August 25, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

101 Ulysses S. Grant III, "Capital Bloomed Under Roosevelt," *Evening Star*, April 22, 1945.

102 T. S. Settle to John Nolen, Jr., September 5, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

103 President Franklin Roosevelt to secretary of war, August 25, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

104 Meeting Minutes of the National Capital Park and Planning Commission, September 17–18, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

105 Philip B. Fleming to Harold D. Smith, June 17, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

106 Fleming to Smith, June 17, 1942.

107 Secretary of War to Harold D. Smith, Director, Bureau of the Budget, December 7, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

108 Meeting Minutes of the National Capital Park and Planning Commission, September 17–18, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

109 A. E. Demaray to Ulysses S. Grant III, July 21, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

110 *Findings of Boundary Survey Conducted for the United States Department of the Interior, Suitland Parkway, National Capital Parks-East* (undated), National Capital Parks-East Archive.

111 Nelson Shepard, "Army to Build Road from Camp Springs to Bolling Field Base," *Evening Star*, August 1, 1943.

112 *Findings of Boundary Survey Conducted for the United States Department of the Interior, Suitland Parkway*; US Census Office, *1880 United States Federal Census* (US Census Office, 1880).

113 "Milk Probe Told Producers' Group Applied Coercion," *Evening Star*, August 23, 1933.

114 7.898 acres of Fleichman's property was at some point deemed not necessary for the parkway construction and were returned to the landowner. (P. C. Dorr to Thomas C. Jeffers, January 4, 1945, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137).

115 The details of the land acquisition are included in Prince George's County Land Records, liber 127, pages 127–28.

116 John Nolen, Jr., to William S. Chapin, April 12, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

117 Portia James, "'The most pleasant and healthful place in all the country': The History of Settlement and Land Use along the Eastern Branch," Anacostia Community Museum (2011), accessed March 29, 2023, available at https://cdi.anacostia.si.edu/wp-content/uploads/2011/10/Portia-James-EOR-Article.pdf.

118 Thomas Jeffers to John Nolen, Jr., February 27, 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

119 "Suitland Parkway," Historic American Engineering Record, No. MD-100, Written Historical and Descriptive Data (undated), 4.

120 National Capital Park and Planning Commission, September 1942 map, NARA, Record Group 79, Cartographic and Architectural Records.

121 A. E. Demaray to A. W. Binns, March 24, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137; Proposed Parkway to Fighter Command Station, September 1942, NARA, RG 328, Cartographic and Architectural Records; Meeting Minutes of the National Capital Park and Planning Commission, February 18–19, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

122 Proposed Parkway to Fighter Command Station, September 1942, NARA, RG 328, Cartographic and Architectural Records.

123 Development Plan, Military Road to Camp Springs, April 10, 1943, NARA, RG 328, Cartographic and Architectural Records.

124 Nelson Shepard, "Army to Build Road from Camp Springs to Bolling Field Base," *Evening Star*, August 1, 1943.

125 Nelson Shepard, "Camp Springs Highway Work to Start Soon," *Evening Star*, September 17, 1943.

126 Shepard, "Camp Springs Highway Work."

127 "Opening of Highway at Camp Springs Due by End of Month," *Evening Star*, October 1, 1944.

128 Nelson Shepard, "Land to Provide 3 Playgrounds to be Acquired," *Evening Star*, September 16, 1943; Krakow, National Register of Historic Places Nomination Form, "Suitland Parkway."

129 Shepard, "Land to Provide 3 Playgrounds to be Acquired"; T. S. Settle to Ralph G. Snyder, September 27, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

130 "Memorandum to Mr. Nolen," August 2, 1943, NARA, RG 328, Records of the

National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137; "Memorandum to Mr. Nolen," August 3, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

131 Nelson Shepard, "Army to Build Road from Camp Springs to Bolling Field Base," *Evening Star*, August 1, 1943.

132 *Bridge Over Branch Avenue*, informational sheet accompanying drawing (1943), NARA, RG 79, Cartographic and Architectural Records.

133 Meeting Minutes of the National Capital Park and Planning Commission, May 18–19, 1944, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

134 Proposal and Contract, Project C-1, Military Highway, District of Columbia to Camp Springs, Maryland, Grading from Branch Avenue to Mayhew Road, D-22, D-27, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

135 *Bridge Under Suitland - Silver Hill Road*, informational sheet accompanying drawing (1943), NARA, RG 79, Cartographic and Architectural Records; Bridge Over Mayhew Road, informational sheet accompanying drawing (1943), NARA, RG 79, Cartographic and Architectural Records; Bridge At Camp Springs, informational sheet accompanying drawing (1944), NARA, RG 79, Cartographic and Architectural Records.

136 Jere L. Krakow, "Suitland Parkway."

137 Krakow, "Suitland Parkway."

138 Krakow, "Suitland Parkway."

139 *Suitland Parkway, Plans for Project IA7-B8-C7*, drawing no. 13 (1952), eTIC. Database, National Park Service.

140 Nelson M. Shepard, "Camp Springs Highway Work to Start Soon," *Evening Star*, September 17, 1943.

141 Meeting Minutes of the National Capital Park and Planning Commission, March 18–19, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

142 "Suitland Parkway Conceptual Landscape Plan-Design Analysis" (March 1986), 2, National Capital Parks-East Archive.

143 "New Military Highway from Bolling Field to Camp Springs Opened," *Evening Star*, October 19, 1944.

144 "New Military Highway from Bolling Field to Camp Springs Opened," *Evening Star*, October 19, 1944.

145 "For Sale–One Parkway," *Evening Star*, July 30, 1948.

146 "Suitland Parkway, Culvert Type I," CRIS-HS Single Record Report (2021); "Suitland Parkway, Culvert Type II," CRIS-HS Single Record Report (2021); "Suitland Parkway, Culvert Type III," CRIS-HS Single Record Report (2021); "Suitland Parkway, Culvert Type IV," CRIS-HS Single Record Report (2021).

147 "Suitland Parkway, Culvert Type I," CRIS-HS Single Record Report (2021).

148 "Suitland Parkway, Culvert Type II," CRIS-HS Single Record Report (2021).

149 "Suitland Parkway, Culvert Type III," CRIS-HS Single Record Report (2021).

150 "Suitland Parkway, Culvert Type IV," CRIS-HS Single Record Report (2021).

151 "Suitland Parkway, Henson Creek Culvert," CRIS-HS Single Record Report (2021).

152 "Bolling Field-Camp Springs Road Closed, Army Says," *Evening Star*, October 23, 1944.

153 Krakow, National Register of Historic Places Nomination Form, "Suitland

Parkway."

154 "For Sale–One Parkway," *Evening Star*, July 30, 1948.

155 Meeting Minutes of the National Capital Park and Planning Commission, January 14–15, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137; "For Sale–One Parkway," *Evening Star*, July 30, 1948.

156 "For Sale–One Parkway," *Evening Star*, July 30, 1948.

157 "For Sale–One Parkway," *Evening Star*, July 30, 1948.

158 "Suitland Parkway in Capital Parks System," *Evening Star*, June 21, 1949.

159 "Mellon Fountain Plans Approved by Fine Arts," *Evening Star*, December 11, 1948.

160 Ulysses S. Grant III to secretary of war, September 25, 1946, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100-70-20 to 545-100-80-6, Box 151.

161 "Parkway Transferred," *Evening Star*, October 20, 1949.

162 "Change in Parkway Name Urged as War Memorial," *Evening Star*, March 7, 1945.

163 "Our Expanding Capital," *Evening Star*, September 29, 1949.

164 Billie Schnabel, "Parkway Terraced Planned for Area Near Suitland," *Washington Post*, June 13, 1948.

165 Zachary Schrag, *The Great Society Subway: A History of the Washington Metro* (Baltimore: Johns Hopkins University Press, 2006), 17.

166 "Need of Express Highways Shown by Post's Area Survey," *Washington Post*, March 5, 1950.

167 Stella B. Werner testimony, U.S. House of Representatives, District of Columbia, Maryland, and Virginia Mass Transit Compact: Hearings before House Committee on the Judiciary, Subcommittee No. 3, on H.J. Res. 402, 86th Cong., 1st sess., 1959.

168 Virta, *Prince George's County*, 212.

169 Gutheim and Lee, *Worth of the Nation*, 253.

170 Virta, *Prince George's County*, 212.

171 Conrad L. Wirth to administrative assistant secretary, November 27, 1959, NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1959–1963, Box 336; "Conferees Knock Out Funds for Completion of Suitland Parkway," Evening Star, July 2, 1952.

172 Orme Lewis to Mr. Small, May 28, 1954, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1954–1958, Box 441.

173 Douglas McKay to Mr. Southall, March 14, 1955, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1954–1958, Box 441.

174 US Census Bureau, "Suitland Federal Center – History," accessed March 27, 2023, available at https://www.census.gov/history/www/census_then_now/suitland_md/suitland_federal_center.html.

175 "NCHA Will Dispose of All War Housing By End of Next Year," *Evening Star*, November 22, 1953.

176 Christopher Daniel, "Suitland Tower," Maryland Historical Trust Short Form for Ineligible Properties (June 2010), National Capital Parks-East Archive.

177 US Department of Defense, "Joint Base Andrews-Naval Air Facility Washington," Military Installations, accessed April 13, 2013, available at https://installations.militaryonesource.mil/in-depth-overview/joint-base-andrews-naval-air-facility-washington.

178 Raymond D. Baker, Historical Highlights of Andrews AFB, 1942-1989 (Andrews

AFB, MD: Office of History, 1776th Air Base Wing, 1990), 202.

179 John Lewis Gaddis, *Strategies of Containment* (New York: Oxford University Press, 1982), 192, 196.

180 Dana Adams Schmidt, "Khrushchev Sees Sights from Car and Helicopter: Khrushchev Sees Church and Slum," *New York Times*, September 16, 1959.

181 Vincent Bugliosi, *Reclaiming History: The Assassination of President John F. Kennedy* (New York: W.W. Norton & Company, 2007), 144.

182 "Bethesda Naval Hospital," Bethesda Historical Society, accessed September 7, 2023, available at https://bethesdahistoricalsociety.org/bethesda-naval-hospital/.

183 Mary Mel French, *United States Protocol: The Guide to Official Diplomatic Etiquette* (Lanham, MD: Rowman & Littlefield Publishers, Inc., 2010), 167.

184 Nancy Scannell, "VIP's Gateway to the Capital: Ushering in the VIPs at Andrews Air Force Base," *Washington Post*, August 21, 1980; "Nixon's 1972 Visit to China at 50," Wilson Center, accessed July 5, 2023, available at https://www.wilsoncenter.org/blog-post/nixons-1972-visit-china-50.

185 "Camp David Accords," *Encyclopedia Britannica*, accessed July 5, 2023, available at https://www.britannica.com/event/Camp-David-Accords.

186 Haynes Johnson, "LBJ Return: A Moment of Healing: LBJ Returns to Capitol as Reconciliation He Sought Is Beginning," *Washington Post*, January 25, 1973.

187 George W. Abbott to John B. Funk, October 6, 1960, NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1959–1963, Box 336.

188 C. F. Layton to Senator Joseph Tydings, February 13, 1969, NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1969–1972, Box 189.

189 Kenneth Rombough to Stewart Udall, March 3, 1965, NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1964–1968, Box 189.

190 Stewart Udall to Kenneth Rombough, April 71, 1965, NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1964–1968, Box 189.

191 Stewart Udall to Kenneth Rombough, April 71, 965, NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1964–1968, Box 189.

192 Stewart Udall to Solomon Goldenberg, June 17, 1967, NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1964–1968, Box 189.

193 Proposed Fiscal Year 1967 Construction Program, National Capital Region, National Park Service, NARA, RG 328, Records of the National Capital Planning Commission, Records Relating to Military and Other Federal Agency Project, 1965–87, Box 33.

194 State of Maryland, State Roads Commission, "Proposed Fascia, Widening Existing Two Span Reinforced Concrete Rigid Frame Bridge on Silver Hill Road (MD. Rte. 458) over Suitland Parkway," June 1964, sheet 1A of 7, (eTIC 80261).

195 Nathaniel P. Reed to Rep. Lawrence J. Hogan, June 7, 1972, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1969–1972, Box 189.

196 Prince George's County Storm Water Management Technical Group, *Henson Creek: Comprehensive Watershed Management Plan* (Prince George's County, 1986), 47–49, National Capital Parks-East Archive.

197 US Census Bureau, "Suitland Federal Center – History," accessed March 27, 2023, available at https://www.census.gov/history/www/census_then_now/suitland_md/suitland_federal_center.html.

198 Burnice T. Kearney to residents of Meadowview subdivision, January 21, 1986, National Capital Parks-East Archive.

199 S. Huffman Associates, *Socioeconomic and Development Impacts of the Outer Branch Avenue Segment of the Green Line F Route* (September 1992), included in *Washington Metropolitan Transit Authority, Pre-Final Technical Reports: Outer Branch Avenue Segment* (September 1992), 7.

200 Scannell, "VIP's Gateway to the Capital."

201 James Wieghart, "Freeing our doubt, along with our heroes," *New York Daily News*, January 28, 1981.

202 Blaine Harden, Athelia Knight, and Sandra Boodman, "Gala Welcome on Agenda Here Today," *Washington Post*, January 27, 1981.

203 Don Oberdorfer and Lou Cannon, "Gorbachev Arrives, Urging Progress on Broader Treaty Series: Summit in Washington," *Washington Post*, December 8, 1987.

204 Sventlana Savranskaya and Thomas Blanton, eds., "The INF Treaty and the Washington Summit: 20 Years Later," *National Security Archive Electronic Briefing Book No. 238* (Washington, DC: National Security Archive, George Washington University, 2007).

205 "Suitland Parkway Conceptual Landscape Plan-Design Analysis" (March 1986), 2, National Capital Parks-East Library.

206 "Suitland Parkway Conceptual Landscape Plan-Design Analysis" (March 1986), 2.

207 Federal Highway Administration, *Engineering Study Report for the Rehabilitation of the Suitland Parkway, Prince George's County Maryland* (1985), 92.

208 Federal Highway Administration, *Engineering Study Report*, 92.

209 Prince George's County Storm Water Management Technical Group, H*enson Creek: Comprehensive Watershed Management Plan* (Prince George's County, 1986), 143, National Capital Parks-East Archive.

210 Walter J. Dombroski to Terrie Savering, December 14, 1989, National Capital Parks-East Archive.

211 United States Department of the Interior, *Project PRA-SP-1BCD-12 Suitland Parkway Rehabilitation* (1988) National Park Service, eTic system.

212 United States Department of the Interior, *Project NPS-SUIT-1CD14 Suitland Parkway Improvement Program* (1992) National Park Service, eTic system.

213 Meeting notes, "Encroachment/Construction of the Naval Intelligence Center," National Capital Parks-East, November 22, 1989, National Capital Parks-East Archive.

214 Richard G. Robbins to Robert G. Stanton, April 17, 1991, National Capital Parks-East Library.

215 Letter, Gentry Davis, superintendent, National Capital Parks-East, to Eric D. Jacobson, Wallace, Roberts & Todd, October 9, 1990, National Capital Parks-East Archive.

216 "Museum Support Center," Smithsonian Institution, August 1, 2018, accessed May 16, 2023, available at https://www.si.edu/newsdesk/factsheets/museum-support-center.

217 Tetra Tech NUS, "Preliminary Draft: Environmental Assessment," 3-31.

218 United States Department of the Interior, *Project NPS-SUIT-1CD14 Suitland Parkway Improvement Program* (1992) National Park Service, eTic system.

219 "Suitland Parkway Henson Creek Culvert Headwall at Station 274 Plus 50," Historic American Engineering Record No. MD-100-B.

220 "Suitland Parkway Henson Creek Culvert Headwallsat Station 200 Plus 35," Historic American Engineering Record No. MD-100-A.

221 STV/Lyon Associates, *Sign Installation Stone Base, Suitland Parkway, Project 1B of Phase II*, sheet no. 121 (National Park Service, August 1988).

222 United States Department of the Interior, *Project NPS-SUIT-1CD14 Suitland Parkway Improvement Program* (1992) National Park Service, eTic system.

223 United States Department of the Interior, *Project NPS-SUIT-IBCI3 Suitland Parkway Rehabilitation* (1990) National Park Service, eTic system; United States Department of the Interior, *Project NPS-SUIT-1CD14 Suitland Parkway Improvement Program* (1992) National Park Service, eTic system; United States Department of the Interior, *Project NPS-SUIT-IDI5 Suitland Parkway Rehabilitation* (1993) National Park Service, eTic system.

224 Krakow, National Register of Historic Places Nomination Form, "Suitland Parkway."

225 Robert S. Budz to Gary L. Klinedinst, June 18, 1987, National Capital Parks-East Archive.

226 Billie Schnabel, "P. G. Residents Debate Proposed Metro Routes," *Washington Post*, November 24, 1977; Jackson Diehl, "P. G. Council Stands by Rosecroft Metro Decision," *Washington Post*, December 14, 1978.

227 Michel McQueen, "Judge blocks Metro route; Rosecroft shift," *Washington Post*, March 17, 1982.

228 Stephen C. Fehr, "After 25 years of building, Metro nears finish line," *Washington Post*, September 23, 1995.

229 Lyndsey Layton, "All Metro doors now open: Five new Green Line stations complete 32-year project, but expansions continue," *Washington Post*, January 14, 2001.

230 S. Huffman Associates, *Socioeconomic and Development Impacts of the Outer Branch Avenue Segment of the Green Line F Route*, 16.

231 Horticultural Advisory and Review Committee to superintendent, National Capital Parks-East, June 18, 1990, National Capital Parks-East Archive.

232 Department of the Air Force to Department of the Interior, undated, National Capital Parks-East Archive.

233 Letter to Thomas H. Cain, Department of the Air Force, ca. 1990, National Capital Parks-East Archive.

234 Horticultural Advisory and Review Committee to superintendent, National Capital Parks-East, June 18, 1990, National Capital Parks-East Archive.

235 Eugene L. Meyer, "In the Runway's Way," *Washington Post*, February 25, 2001.

236 Research biologist, National Capital Region, to superintendent, March 28, 1991, National Capital Parks-East, National Capital Parks-East Archive.

237 Horticultural Advisory and Review Committee Consultation notes, March 13, 1991, National Capital Parks-East Archive.

238 Regional director, National Capital Region, to Thomas H. Cain, May 25, 1993, National Capital Parks-East Archive.

239 Regional director, National Capital Region, to Thomas H. Cain, May 25, 1993.

240 National Capital Parks-East Meeting Notes, February 3, 1992, National Capital Parks-East Archive.

241 Meyer, "In the Runway's Way."

242 Meyer, "In the Runway's Way."

243 Steven Ginsberg, "All Signs Pointing to Staying Off Roads," *Washington Post*, June 9, 2004.

244 Dana Hedgpeth, "Bush funeral closes roads throughout D.C.," *Washington Post*, December 5, 2018.

245 Paul Duggan, "Queen Elizabeth Arrives at Andrews," *Washington Post*, May 7, 2007.

246 Luz Lazo, "Pope Francis has arrived. Rolling and temporary road closures have begun," *Washington Post*, September 22, 2015.

247 In 2009, Andrews Air Force Base merged with the Naval Air Facility Washington to form Joint Base Andrews.

248 Meyer, "In the Runway's Way."

249 Meyer, "In the Runway's Way"; Tetra Tech NUS, "Preliminary Draft: Environmental Assessment: Managing Flight Obstructions to Preserve Safety at Andrews Air Force Base" (2001), 3-27, National Capital Parks-East Archive.

250 Tetra Tech NUS, "Preliminary Draft: Environmental Assessment: Managing Flight Obstructions to Preserve Safety at Andrews Air Force Base" (2001), 3-27, National Capital Parks-East Archive.

251 Tetra Tech NUS, "Preliminary Draft: Environmental Assessment: Managing Flight Obstructions to Preserve Safety at Andrews Air Force Base" (2001), 3-27, National Capital Parks-East Archive.

252 "Memorandum of Agreement: Trees and Vegetation Management in the Suitland Parkway," update meeting, August 21, 2019, shared by National Park Service.

253 A. Morton Thomas and Associates, Inc., *MD 4/Suitland Parkway Hiker-Biker Trail Feasibility Study* (July 2013), National Capital Parks-East Archive.

254 National Park Service, Planning, Environment and Public Comment (PEPC), summary, Project ID 53307.

255 National Park Service, Planning, Environment and Public Comment (PEPC), summary, Project ID 60722.

256 National Park Service, Planning, Environment and Public Comment (PEPC), summary, Project ID 84072.

This page intentionally left blank.




# LANDSCAPE EXISTING CONDITION & ANALYSIS

*CHAPTER 3*

**Chapter title page: Suitland Parkway sign along westbound lanes with redbud in bloom, looking west (Jarob Ortiz, HAER, H6A5920, 2023).**

# Chapter 3: Landscape Existing Condition & Analysis

This chapter documents the existing condition of the Suitland Parkway study area and provides an analysis of integrity for the cultural landscape. The resources within the study area are documented through a process that adheres to the *Secretary of the Interior's Standards for the Evaluation of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*.[1]

The chapter begins with a description of existing conditions and comparative landscape analysis for the overall study area organized by landscape characteristic. To support understanding of existing conditions within the overall study area, this is followed by a detailed description of the five landscape character areas (LCAs) along the length of the 6.38-mile-long study area.

The analysis identifies those qualities and features that retain integrity and contribute to the significance of the landscape (refer to Chapter 2). Evaluation of the physical integrity of the cultural landscape is based on a comparison of current conditions to those significant conditions present during the period of significance associated with the parkway's original design and construction, 1942–1944.

## LANDSCAPE CHARACTERISTICS

Landscape characteristics are the tangible and intangible aspects of a landscape that collectively create historic character and aid in understanding cultural importance. The landscape characteristics used to describe the Suitland Parkway cultural landscape are:

*Natural Systems* are those natural aspects that have influenced the development and physical form of the study area, including geology, hydrology, soils, waterbodies, climate, and ecological communities.

*Topography* is the three-dimensional configuration of the landscape surface, both natural and human-made.

*Land Use* is tied to the ways that people use the landscape and is often related to patterns of spatial organization.

*Spatial Organization* is the arrangement of elements that define and create space through the ground, vertical, and overhead planes, including the arrangement of topography, buildings, and vegetation.

*Circulation* consists of the features and materials that allow for systems of movement throughout the study area. Within this CLR, circulation focuses on vehicular circulation along Suitland Parkway. Connections to adjacent public roads, sidewalks, trails, the Metro Green Line, and clusters of development are also addressed.

*Views* are groupings of features that create or allow a range of vision. Views can be natural or designed and controlled.

*Vegetation* is the indigenous or introduced trees, shrubs, vines, ground covers, herbaceous plants, and lawns within the study area.

*Buildings and Structures* are three-dimensional built features, including over-passes and underpasses, walls, culverts, and any buildings located within the study area. These features create mass and scale and contribute to character through their style and appearance.

*Small-Scale Features* are human-scaled landscape elements that provide specific functions within the study area, such as guardrails and signs.

*Archeological Sites* are locations containing surface and subsurface remnants related to historic land use.

## SUMMARY OF INTEGRITY

Integrity is the ability of the cultural landscape to convey its significance, or how well the physical features of the landscape relate to its historic significance. To be listed in the National Register of Historic Places, a property must be shown to have significance under at least one of the four criteria and must also retain a degree of its historic integrity. The National Register of Historic Places defines seven aspects or qualities that make up integrity: location, design, setting, materials, workmanship, feeling, and association.[2]

Suitland Parkway's national significance under Criterion A is directly related to its ceremonial use and will continue as long as its use as the primary diplomatic entrance into Washington, DC, continues. Similarly, its state significance as a commuter route and military highway will continue as long as those uses continue. The assessment of integrity for Criterion C is explained in the section below according to the seven aspects of integrity.

Viewed as a holistic unit, the study area retains integrity of location, design, setting, materials, workmanship, feeling, and association. The existing parkway represents the full implementation of the original Suitland Parkway design intent established in 1942–1944, and the overall resource continues to convey its historic significance. Limited instances where modern features intersect the parkway or are visible along its route do not substantially impact the historic character of the cultural landscape.

## DESIGN

*Design* is the combination of elements that create the form, plan, space, structure, and style of a property. The existing design of the Suitland Parkway represents the full realization of the original parkway design developed and implemented from 1942 to 1944 as a collaborative effort between NCPPC and the Public Roads Administration, Commission of Fine Arts, US Engineer Office in the War Department, relevant Maryland authorities, and the National Park Service. The existing landscape retains integrity of design related to its initial planning.

As the Suitland Parkway is a historic designed landscape, key principles associated with the original design intent are identified below as the basis for the analysis of integrity.

- Grade-separated eastbound and westbound lanes with long, relatively flat curves to support high speed vehicles.
- A generous median that narrows at intersections.
- Alignment of the parkway route into stream valleys to support a scenic quality separate from adjacent development.
- 25'-wide drive lanes, crowned in the center, with a darkened surface color.
- Light-colored concrete curbs that contrast with the road surface color, with a 6" height on the median curb and 3" height on the shoulder curb.
- Stone-clad support structures including four overpass/underpass bridges and four typical culvert designs.
- Wooded edges and screening of modern features by native woodland communities outside of the parkway incorporated into a right-of-way at least 400' wide (200' on each side of the parkway centerline).
- Mown turf along the parkway shoulders and intersections.

The existing parkway incorporates both grade-separated lanes (the A Road and B Road), as intended in the original design, and maintains the grading, overpasses, underpasses, and culverts implemented in the 1944 design and construction of the parkway. The original parkway design's woodland buffer and mown turf are also substantially retained in the existing parkway property. Note that paving of the westbound B Road was not completed until the 1990s.

Minor modifications to the design of Suitland Parkway since the end of the Criterion C period of significance include woodland expansion into areas cleared for parkway construction, replacement of the road surface, and addition of drainage features to support stormwater management. A more substantial impact to the scenic quality of the parkway corridor occurs where vegetation has been modified or removed below the Joint Base Andrews flight path. In these locations,

new views are opened to adjacent development, and past tree pruning has destroyed the natural form, health, and longevity of affected vegetation.

### LOCATION

*Location* is the place where the cultural landscape was constructed or the landscape where the historic event occurred. The cultural landscape retains integrity of location, as the majority of components of the original parkway including the roadway, median, underpasses and overpasses, and culverts continue to occupy their historic locations.

### SETTING

*Setting* is the physical environment of the landscape. Overall, setting is retained throughout the cultural landscape. Suitland Parkway was originally constructed in a rapidly developing portion of Prince George's County, Maryland, and the parkway design took advantage of natural topography and surrounding woodlands to create a pastoral driving experience visually separated from surrounding development. The setting of the historic parkway has been protected by continued NPS management of the woodlands surrounding the parkway and retention of the spatial arrangement and materiality of parkway features, including the roadway and bridges. There are limited locations along the parkway corridor where the setting has changed, including where the Metrorail Green Line and Capital Beltway cut through the study area and where modifications have been made to vegetation and views due to removal of trees under the JBA flight path. Taken within the context of the overall parkway, the changes do not accumulate to affect the setting of the study area.

### MATERIALS AND WORKMANSHIP

*Materials* are the physical elements that were combined or deposited during a distinct period of time in a particular pattern or configuration to form a historic property. Materials are closely related to the aspect of *Workmanship*, the physical evidence of the craft of a particular culture or people during any given period in history.

The original materials comprising the scenic corridor of Suitland Parkway are substantially retained within the study area, and overall materials and workmanship retain integrity. Historic materials and workmanship are evident in the contributing stone-clad overpasses, underpasses, and culverts; surrounding vegetation; and roadway curbs. The parkway landscape's restrained material palette is also reflected in later additions to the study area such as stone-clad retaining walls. Changes made include reconstruction of the Silver Hill Road in 1965, paving of both lanes of the westbound B Road, replacement of the original

concrete road surface with asphalt in the 1960s, and deterioration of stone cladding on overpasses and underpasses.

### FEELING

*Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time. Feeling results from the presence of physical features that, taken together, convey the property's historic character. The feeling of being within a mid-century parkway is readily apparent throughout the majority of the study area. Drivers experience the route as a winding, tree-lined corridor punctuated by stone-clad structures at the intersections, with limited views of modern development. The feeling of a ceremonial, dignified entrance into the nation's capital is somewhat diminished by the presence of extensive litter along the shoulders and median.

### ASSOCIATION

*Association* is the direct link between an important historic event or person and a cultural landscape. Suitland Parkway continues to exemplify World War II- and postwar-era parkways in its negotiation between the classic elements of the American parkway movement and an emphasis on speed and efficiency, and therefore retains its association with mid-century parkway design. Like earlier parkways, the Suitland Parkway features a winding path mostly shielded from views of the adjacent development for a feeling of seclusion, separate eastbound and westbound drives that blend the roadway into the scenery, wooded margins, and bridges embellished with architectural ornament. At the same time, the parkway includes the incorporation of longer, flatter curves and flatter grades made possible by roadbuilding innovations for safer travel. Common by the 1940s, such features were achieved through new roadbuilding techniques that emerged in response to Americans driving automobiles at increasingly high speeds.

## INVENTORY OF CONTRIBUTING AND NON-CONTRIBUTING FEATURES

Table 3-1, Evaluated Inventory of Landscape Features: Suitland Parkway, contains a list of contributing and non-contributing features and aspects in the Suitland Parkway study area organized by landscape characteristic.

*Contributing features* are features or aspects remaining from the period of significance associated with the parkway's original design and construction, 1942–1944, that relate to the significance of the cultural landscape and embody the historic character for which its significance is established. Features and aspects of the original design intent that were implemented after the Criterion C period of significance are also evaluated as contributing.

*Non-contributing features* are recent additions to the parkway that were not included in the parkway's original 1942–1944 design and do not reflect its design intent. Examples include modern traffic signs, low stone-clad walls, and ornamental plantings. Non-contributing features may be considered compatible when they fit within the physical context of the historic period and do not impact the historic integrity of the property. Incompatible features are those that are not harmonious with the quality of the cultural landscape and, by virtue of their existence, can lessen the historic character.

## TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| **Natural Systems and Topography** | | | | | | |
| Geology and soils | N/A | N/A | Contributing | N/A | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** The underlying geology and soils contributed to creation of the valleys, floodplains, and mix of field and forests that supported early Euroamerican settlement patterns. In turn, the area's low-density agricultural patterns and stream valleys allowed planners to take advantage of existing topography and woodlands to site the parkway within a pastoral, naturalistic setting visually separated from higher-density development. | N/A |
| Henson Creek | N/A | N/A | Contributing | N/A | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Henson Creek and its associated stream valley and floodplain influenced placement of the parkway, and it retains its historic relationship to the full parkway design. |  |
| Oxon Run | N/A | N/A | Contributing | N/A | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Oxon Run retains its historic relationship to the parkway and Naylor Road; the stream passes from the northeast corner of the intersection to the southwest corner through a large culvert. The stream's floodplain also supports woody wetland vegetation that forms a portion of the visual buffer between the parkway landscape and adjacent development. |  |
| Forty Foot Branch | N/A | N/A | Contributing | 1943-44 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** As part of construction of the parkway, Forty Foot Branch was routed through a steep swale between the A and B Roads using a series of culverts before passing beneath the A Road and joining Oxon Run southwest of the Naylor Road intersection. The stream retains its designed alignment and spatial relationship to the parkway, median and associated swale, and culverts. |  |
| Topography | N/A | N/A | Contributing | 1943 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Suitland Parkway was intentionally designed to run along the "attractive ravine" of Henson Creek to avoid grade crossings that may interfere with the movement of military vehicles and to shield the parkway from views of adjacent development. Grading cut and fill was completed for the full implementation of the parkway in 1943. Both the natural and human-made topography associated with Suitland Parkway is consistent with the historic condition of the parkway. | N/A |

**TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY**

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| **Spatial Organization** | | | | | | |
| Parkway layout including separated eastbound and westbound lanes and nine original intersections | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** The existing layout of Suitland Parkway is the full implementation of the parkway's original 1942–1944 design. It exemplifies World War II- and postwar-era parkway design in its negotiation between classic elements of the American parkway movement and an emphasis on speed an efficiency. It features grade-separated eastbound and westbound lanes with long, relatively flat curves to support high speeds and stone-clad support structures including four bridges and numerous culverts. The parkway also continues to meet the nine intersections incorporated into the original design. | N/A |
| Forested right-of-way | N/A | N/A | Contributing | Present by 1942 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Suitland Parkway retains its historic relationship to the woodland buffer incorporated from pre-existing spatial conditions at the time of its construction. The woodland continues to screen adjacent development from view with the exception of minor interruptions due to overpasses and vegetation modification beneath the JBA flight path. | N/A |
| **Land Use** | | | | | | |
| Ceremonial entrance to Washington, DC | N/A | N/A | Contributing | 1959 | **Context:** Criterion A: Transportation<br>**Evaluation:** In 1959, Andrews Air Force Base became the official port of entry and departure for foreign dignitaries traveling to the United States, and the Suitland Parkway offered the most convenient route into Washington, DC, from the base. The parkway's use as a ceremonial entrance to the nation's capital for dignitaries, heads of state, and US presidents continues today and contributes to the significance of the cultural landscape. | N/A |
| Commuter route connecting to Suitland Federal Center and nearby housing | N/A | N/A | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Planners recognized the utility of a connection between Washington, DC, the Suitland Federal Center, and rapidly developing housing in the area. Its use as an important commuter route continues today. | N/A |
| Military highway route connecting Washington, DC, to Joint Base Andrews | N/A | N/A | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** NCPPC initial planning and funding for the route emphasized the importance of connecting a proposed air base at Camp Springs to Washington, DC. Its status as a "war necessity" was emphasized by President Roosevelt and provided the justification for funding construction of the route. The parkway maintains partial controlled access so that it may be closed as necessary for military purposes. | N/A |

## TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| **Circulation** | | | | | | |
| Suitland Parkway | CRIS Resource ID: 100799; Structure ID: RP-MR-100 | 52380 (Westbound)/ 386633<br><br>18388 (Eastbound)/ 386620<br><br>52807/ 388883<br><br>52388/ 3888881<br><br>52381/ 387704 | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** The existing design of the Suitland Parkway represents the full realization of the original parkway design developed and implemented in 1942–1944 and is a primary element contributing to the historic character of the landscape. The parkway incorporates both the A (eastbound) and B (westbound) Roads as well as the grade-separated and on-grade intersections along its route. The existing parkway is in good to fair condition. It was repaved in the 1960s in its original location, and the existing asphalt road surface and concrete curbs exhibit only minor cracking, wear, and vegetative growth. |  |
| Capital Beltway Overpass | N/A | N/A | Non-contributing | 1961–1964 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of Landscape Architecture period of significance (1942–1944). Not owned or managed by the National Park Service. |  |
| Southern Avenue Overpass | N/A | N/A | Non-contributing | 2006 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of Landscape Architecture period of significance (1942–1944). Not owned or managed by the National Park Service. |  |
| Washington Metropolitan Area Transit Authority (WMATA) Metrorail | N/A | N/A | Non-contributing | 1980–1991 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of Landscape Architecture period of significance (1942–1944). Not owned or managed by the National Park Service. |  |
| **Views** | | | | | | |
| View A: View east toward Naylor Road Intersection | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Overall historic visual relationships, including the road, topography, and surrounding woodlands, are retained. The view has been changed slightly by the addition of the Metro Green Line on the south side of the parkway. |  |
| View B: View west toward Southern Avenue Underpass | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** The view retains primary historic features and relationships. The Southern Avenue Underpass has a minor impact on views from both the eastbound and westbound lanes of Suitland Parkway near Naylor Road. |  |

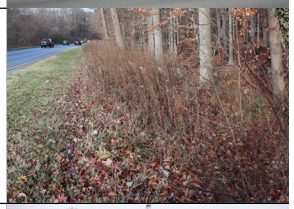
**TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY**

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| View C: Suitland Parkway looking east toward Naylor Road intersection | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Overall historic features and relationships are maintained, and the view retains integrity. |  |
| View D: View north toward Branch Avenue Overpass | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Overall historic features and relationships are maintained, and the view retains integrity. |  |
| View E: View north toward Branch Avenue Overpass and Metro Green Line | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** The view retains primary historic features and relationships. The Metro Green Line Overpass has a minor impact on views from both the eastbound and westbound lanes of the parkway. |  |
| View F: View southeast toward Silver Hill Road Underpass | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Within this view, the parkway retains its original layout and its relationship to the Silver Hill Road Underpass. Modern modifications to the view include the addition of ornamental vegetation, expanded woodland buffer, and asphalt paving of the B Road. |  |
| View G: View northwest from Silver Hill Road intersection | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** The parkway's topography, eastbound and westbound lanes, and woodland buffer are consistent from the early 1950s in this viewshed. Modern additions within the view include stone-clad concrete walls, the Suitland Tower, on- and off-ramps completed in the 1990s, and ornamental vegetation adjacent to the intersection. |  |
| View H: View west of Suitland Parkway B Road (north lanes) | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** This view is typical of the narrow, axial views created by the Suitland Parkway's placement within scenic valleys associated with Henson Creek and Forty Foot Branch, coupled with retention of wooded buffers to the north and south of the parkway. Adjacent land uses are screened, and drivers experience a pastoral, enclosed landscape along the majority of the route with more expansive views at intersections. This experience is consistent with the design intent of the parkway. |  |

## TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| View I: View southeast of Suitland Road Overpass | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Overall historic features and relationships are maintained, and the view retains integrity. |  |
| View J: View east toward Capital Beltway | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** The view retains primary historic features and relationships. The Capital Beltway overpass has a minor impact on views from both the eastbound and westbound lanes near Forestville Road. |  |
| View K: View west of Suitland Parkway between JBA and Forestville Road | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Overall historic features and relationships are maintained, and the view retains integrity. |  |
| View L: View southeast of Old Marlboro Pike Overpass | N/A | N/A | Contributing | 1942–1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Overall historic features and relationships are maintained, and the view retains integrity. |  |
| **Vegetation** | | | | | | |
| Mixed forest | N/A | N/A | Contributing<br><br>Limited areas non-contributing compatible | Present by 1942 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Wooded areas were retained along the edges of the parkway property during construction to screen adjacent land use and contribute to the pastoral, picturesque character of the parkway. Although heavily compromised in some areas by invasive species and substantial presence of refuse, the woodlands maintain their role as a vegetative buffer and contribute to the historic character of the parkway. Limited successional woodlands that have expanded beyond their historic extent since the end of the period of significance are evaluated as non-contributing compatible. |  |
| Woody wetlands | N/A | N/A | Contributing | Present by 1942 | **Context:** Criterion C: Landscape Architecture<br>**Historic Condition:** Wetlands and their associated vegetation that were adjacent to and intersecting the roadway were retained as part of the original parkway design. Woody wetlands are a contributing feature consistent with the historic condition of the parkway. |  |

**TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY**

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| Scrub/shrub | N/A | N/A | Non-contributing | Developed after 1944 | **Context:** N/A<br>**Evaluation:** Scrub/shrub vegetation is a condition created from natural successional growth along the parkway. It typically includes substantial invasive exotic vegetation and is not representative of parkway design during the Landscape Architecture period of significance (1942–1944). |  |
| Meadow | N/A | N/A | Non-contributing | Developed after 1944 | **Context:** N/A<br>**Evaluation:** Meadow vegetation is a non-contributing condition created after a modern change in maintenance regime. |  |
| Mown turf | N/A | N/A | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Mown turf was established as part of the original 1944 construction contract around the intersections, within the median, and along the shoulders of Suitland Parkway. This vegetation condition is consistent with the historic condition of the parkway and contributes to the cultural landscape. |  |
| Ornamental plantings | N/A | Individual plant or tree not specified. 1596792 / 21325 | Non-contributing compatible | 1990s | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Ornamental plantings, particularly native flowering trees and shrubs, were added near the intersections during parkway improvements in the 1990s. The plantings were added after the end of the Landscape Architecture period of significance (1942–1944). Although compatible with the character of the historic landscape, they are non-contributing. |  |
| **Buildings and Structures** | | | | | | |
| Culvert Type I | CRIS Resource ID: 100605; Structure ID: RP-MR-100 | Culverts listed under 18388 / 21362-21366 | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction contract. Existing conditions vary from good to poor. Culvert Type I contributes to the historic character of the cultural landscape with the exception of modern culverts constructed as replacements to historic features (e.g., the culvert beneath the Naylor Road intersection). |  |
| Culvert Type II | CRIS Resource ID: 100607; Structure ID: RP-MR-100 | Culverts listed under 18388 / 21362-21366 | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction contract. Existing conditions vary from good to poor. Culvert Type II contributes to the historic character of the cultural landscape. |  |

## TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| Culvert Type III | CRIS Resource ID: 100612; Structure ID: RP-MR-100 | Culverts listed under 18388 / 21362-21366 | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction contract. Existing conditions vary from good to poor. Culvert Type III contributes to the historic character of the cultural landscape. |  |
| Culvert Type IV | CRIS Resource ID: 100614; Structure ID: RP-MR-100 | Culverts listed under 18388 / 21362-21366 | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction contract. Existing conditions vary from good to poor. Culvert Type IV contributes to the historic character of the cultural landscape. |  |
| Suitland Bog Culvert | CRIS Resource ID: 100611; Structure ID: RP-MR-100 | Culverts listed under 18388 / 21362-21366 | Non-contributing compatible | 1944; modified ca. 1996 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Originally constructed in 1944 as part of overall roadway construction contract. Extended and reclad ca. 1996 to accommodate construction of Suitland Road entrance and exit ramps in conjunction with paving of the westbound B Road. The feature incorporates stone masonry headwalls similar to other culverts along Suitland Parkway and is compatible with the historic character of the landscape. |  |
| Henson Creek Culvert | CRIS Resource ID: 102244; Structure ID: RC-274.5 | 52807/ 1585557-1585562 | Non-contributing compatible | 1944; modified ca. 1996 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Originally constructed in 1944 as part of overall roadway construction contract. Ca. 1996, the original 16' wide culvert was replaced by a four-barrel stone-faced culvert to accommodate pavement of the westbound lanes and shoulder and to address increased stream volume. The feature incorporates stone masonry headwalls similar to other culverts along Suitland Parkway and is compatible with the historic character of the landscape. |  |
| Culvert Type V—precast concrete pipe flume | N/A | Culverts listed under 18388 / 21362-21366 | Non-contributing | 1995–1996 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of Landscape Architecture period of significance (1942–1944). |  |
| Culvert Type VI—concrete pipe culvert with concrete headwall | N/A | Culverts listed under 18388 / 21362-21366 | Non-contributing | 1995–1996 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of Landscape Architecture period of significance (1942–1944). |  |

**TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY**

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| Stone walls | N/A | 52380/ 128990, 1289973, 1289995, 1289986, 1289991, 1289989, 1289987<br><br>18388/ 1288844, 1288851, 1288824, 1288854, 1288840, 1288845, 1288832; 1585562; 1288843,<br><br>52388/ 1291828 | Non-contributing compatible | Most added in the 1990s | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed by NPS after the end of the Landscape Architecture period of significance (1942–1944). The existing condition of the walls ranges from good to fair, as the features exhibit minor to significant damage to stone facing and caps. Although non-contributing, the stone-clad style of the features is compatible with the character of the cultural landscape. |  |
| Branch Avenue Overpass | CRIS Resource ID: 100604; Structure ID: 3564-001P | N/A | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction. The bridge exhibits minor damage due to aging and vegetation overgrowth. New parapets were installed in 1993. The Branch Avenue Overpass contributes to the cultural landscape. |  |
| Silver Hill Road Underpass | CRIS Resource ID: 100608; Structure ID: RB-MR-130 | N/A | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction. The bridge was modified to accommodate the widening of Silver Hill Road after the Criterion C period of significance. Its wing walls remain intact with minor damage to the stone facing and some impact from vegetative growth. The Silver Hill Road Underpass contributes to the cultural landscape. |  |
| Suitland Road Overpass | CRIS Resource ID: 100609; Structure ID: 3564-002P | N/A | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction. The bridge exhibits minor damage from aging and vegetation overgrowth. Wing walls and parapets were reconstructed in 1996 to accommodate a widening of Suitland Road. The Suitland Road Overpass is an original feature that contributes to the cultural landscape. |  |
| North Gate Overpass | CRIS Resource ID: 100615; Structure ID: RB-MR-200 | 18443/ 1585538, 1585535, 1585536, 1585540, 386633, 387702, 1585542, 1585543 | Contributing | 1944 | **Context:** Criterion C: Landscape Architecture<br>**Evaluation:** Constructed in 1944 as part of overall roadway construction. The bridge has significant stone loss, concrete deterioration, and vegetation overgrowth. Its parapets were replaced in 1993. As an original structure associated with the parkway, the Old Marlboro Pike Overpass contributes to the cultural landscape. |  |
| NPS maintenance building | N/A | N/A | Non-contributing | After 1944 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of period of significance. Part of maintenance complex located outside of study area. | N/A |

## TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| NPS maintenance storage | N/A | N/A | Non-contributing | After 1944 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of period of significance. Part of maintenance complex located outside of study area. | N/A |
| NPS park police dispatch | N/A | N/A | Non-contributing | After 1944 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of period of significance. Part of maintenance complex located outside of study area. | N/A |
| Suitland Tower | N/A | N/A | Non-contributing | 1950s | **Context:** N/A<br>**Evaluation:** Modern feature added in the 1950s and located outside of study area. |  |
| **Small-Scale Features** | | | | | | |
| NPS identifier signs | N/A | 18388/ 181266; 181262; 21325/ 1594203 | Undetermined | Unknown | **Context:** N/A<br>**Evaluation:** Construction date is unknown. Likely added by NPS. Condition varies from good to poor. The wood and stone-clad style of the features is compatible with the historic character of the cultural landscape. |  |
| Wayfinding signs | N/A | N/A | Non-contributing | After 1944 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of the Landscape Architecture period of significance (1942–1944). |  |
| Traffic signs | N/A | 52380/ 451538<br><br>18443/ 451398 | Non-contributing | After 1944 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of the Landscape Architecture period of significance (1942–1944). |  |

**TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY**

| Feature Name | Other Resource Inventory | FMSS Data (Location /Asset records) | Evaluation Status | Construction Date | Evaluation Narrative | Existing Condition Graphic Reference |
|---|---|---|---|---|---|---|
| Wood guardrails | N/A | 18388/ 1288842; 1288838; 1288839; 1288836; 1288798; 1288827; 1288828; 1288848; 1288823; 1288825; 1288820; 1288834; 1288840; 1288826; 1288831, 1288847, 1288846, 1288841, 1288833, 1288835, 1288830, 1288829, 1288822, 1288811<br><br>52380/ 1289981, 1289982, 1289976, 1289992, 1289970, 1289988, 1289971, 1289960, 1289985, 1289972, 1289980, 1289974, 1289983, 1289975, 1289978, 1289962, 1289977, 1289969, 1289979, 1289993, 1289968 | Non-contributing compatible | After 1944 | **Context:** N/A<br>**Evaluation:** Constructed by NPS after the end of the Landscape Architecture period of significance (1942–1944). Typically in fair to poor condition. Features commonly exhibit extensive damage from car collisions. Although non-contributing, the style of the features is compatible with the historic character of the cultural landscape. |  |
| Metal guardrails | N/A | 52381/ 1289994 | Non-contributing | After 1944 | **Context:** N/A<br>**Evaluation:** Modern feature added after end of the Landscape Architecture period of significance (1942–1944). |  |
| **Archeological Sites** | | | | | | |
| Konschinik Site | 18PR359 | N/A | Non-contributing | Late Archaic (4000 BCE–2000 BCE)<br><br>Early Woodland (1000 BCE–300 CE) | **Context:** N/A<br>**Evaluation:** Due to low frequency of artifacts and lack of subsurface integrity, Maryland Historical Trust concurred that the site does not meet the criteria for eligibility in the National Register of Historic Places (NRHP). | N/A |
| Smith Green Site | 18PR427 | N/A | Non-contributing | Prehistoric (unknown dates)<br><br>1860s–post-1930 | **Context:** N/A<br>**Evaluation:** Due to loss of integrity and lack of potential to yield important information, Maryland Historical Trust concurred that the site does not meet the criteria for eligibility in the National Register of Historic Places. | N/A |

**TABLE 3.1: EVALUATED INVENTORY OF LANDSCAPE FEATURES: SUITLAND PARKWAY**

| **Feature Name** | **Other Resource Inventory** | **FMSS Data** (Location /Asset records) | **Evaluation Status** | **Construction Date** | **Evaluation Narrative** | **Existing Condition Graphic Reference** |
|---|---|---|---|---|---|---|
| Naylor Road Site | 18PR463 | N/A | Non-contributing | Late Archaic (4000 BCE–2000 BCE)<br><br>Early Woodland (1000 BCE–300 CE)<br><br>Middle Woodland (300–600 CE)<br><br>Late Woodland (600–900 CE) | **Context:** N/A<br>**Evaluation:** Due to loss of integrity and lack of potential to yield important information, Maryland Historical Trust concurred that the site does not meet the criteria for eligibility in the National Register of Historic Places. | N/A |
| Ryon Site | 18PR934 | N/A | Non-contributing | 1781–post-1930 | **Context:** N/A<br>**Evaluation:** As a whole, the site is not recommended as being eligible for listing on the National Register of Historic Places. However, two areas associated with a prehistoric cache of artifacts are recommended to be eligible for listing on the NRHP under Criterion D. Their significance does not relate to Suitland Parkway design, construction, or use. | N/A |
| Kumbar Site 1 | 18PR947 | N/A | Non-contributing | Prehistoric (unknown dates)<br><br>1821–post-1930 | **Context:** N/A<br>**Evaluation:** Determination of eligibility has not been completed. Does not relate to Suitland Parkway areas of significance. | N/A |
| Kumbar Site 2 | 18PR948 | N/A | Non-contributing | Precontact (unknown dates) | **Context:** N/A<br>**Evaluation:** Determination of eligibility has not been completed. Does not relate to Suitland Parkway areas of significance. | N/A |

## OVERALL STUDY AREA STATEMENT OF LANDSCAPE CHARACTER

The overall study area is described here in general detail by landscape characteristic to provide a context and baseline for understanding the whole cultural landscape. The overall study area is illustrated on drawing EC-1. A more detailed discussion is provided for each of the five landscape character areas in the next section of this chapter. Individual LCAs are illustrated on drawings EC-2 through EC-5 (pages 3-71, 3-97, 3-107, and 3-119).

## NATURAL SYSTEMS AND CLIMATE

### Existing Condition

#### *Geology and Soils*

The study area is located at the western edge of the Atlantic Coastal Plain near the fall line that divides the hard rock of the Piedmont Plateau to the north and west from the soft sediments of the Atlantic Coastal Plain to the east. This physiographic province is underlain by sedimentary rock originally eroded from Appalachian highland areas to the west, deposited in intermittent periods of higher sea level over the past 100 million years. The study area is situated on one of several river terraces that extend out from the floodplain at the confluence of the Anacostia and Potomac Rivers. Steep-sided ravines and streams cut through these terraces east of the Anacostia River.[3]

The underlying geology in this area is a mix of sedimentary rocks and deposits, ranging from the Cretaceous to recent age, including sandstones, clay beds, gravel deposits, and silts. Upland areas along the parkway are underlain by deposits of orange-brown gravel and sand and interbedded with red, white, or gray clay. Valleys and floodplains within the study area are characterized by dark green to gray sand and clay characteristic of the Pamunkey Group Nanjemoy Formation or Chesapeake Group Calvert Formation.[4] These sediments can be up to 10,000' thick and contain fossil remains of the sauropod *Astrodon johnstoni*, Cretaceous-age plants, mollusks, and shark teeth.[5]

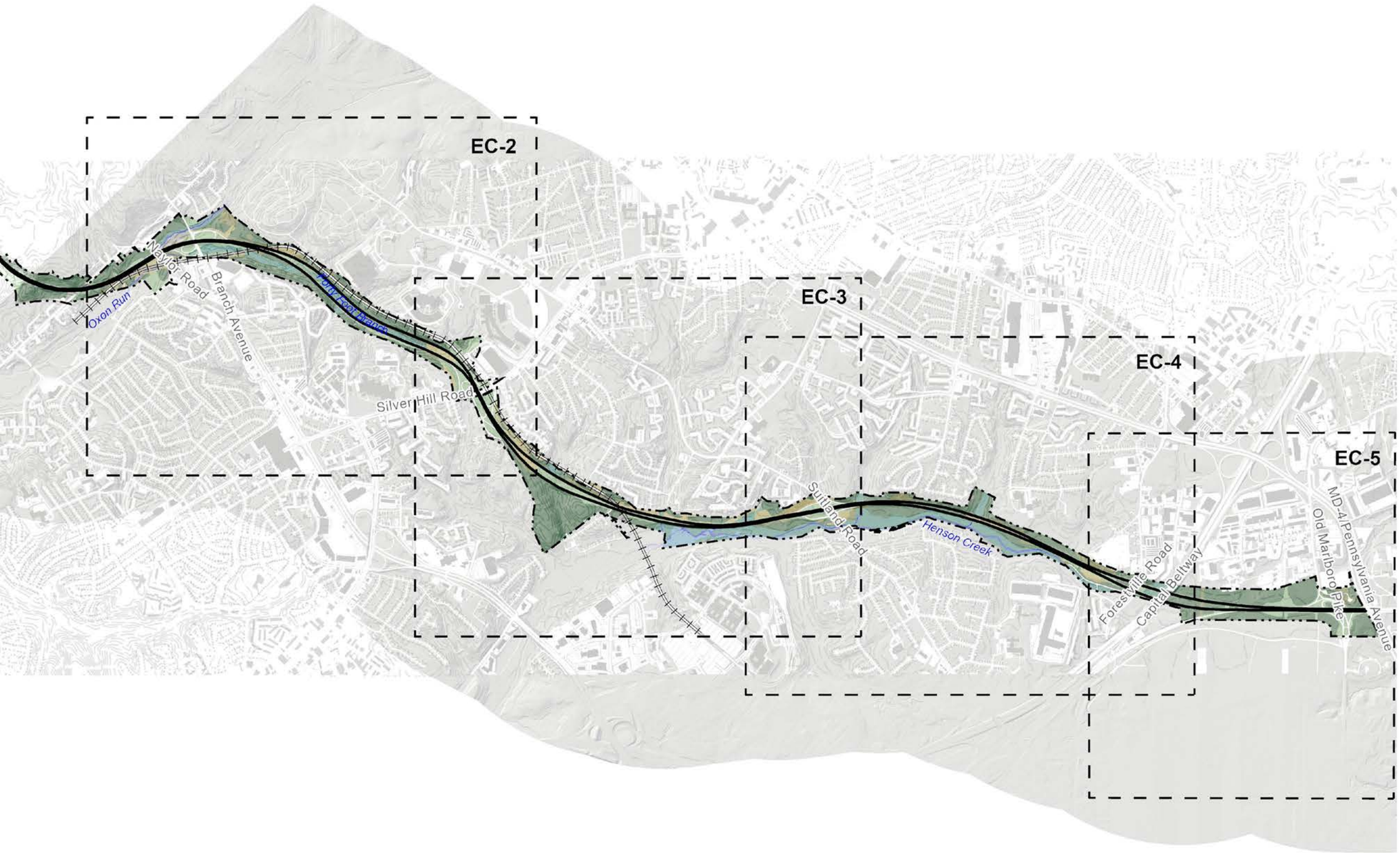
Soils in the study area are derived from the underlying geology or alluvial deposits and consist of a similar mix of massive, mottled, silty clay with minor sand and thin beds of tan, clayey sand. The sands are often locally cemented with limonite. Gravels, sands, silts, and clays line the creek valleys and a sand, gravel, and clay mix is found on higher elevations points. Soils, particularly upland soils, are moderately to highly susceptible to erosion.[6]

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**EC-1 Overall Study Area**
Existing Conditions

**National Park Service**
**National Capital Region**




Legend

- Contours
- NPS Boundary
- Enlarged Maps
- Emergent Herbaceous Wetlands
- Meadow
- Mown Turf
- Mixed Forest
- Open Water
- Scrub/Shrub
- Woody Wetlands
- Roads outside of Study Area
- Suitland Parkway

**Sources**
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

**Drawn By**
Quinn Evans, ArcGIS Pro 2.6, 2023

**Notes**
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N
0 1,000 2,000 4,000 6,000
Feet

**Drawing EC-1**

This page intentionally left blank.

### *Waterbodies*

The parkway is located in the Anacostia and Potomac River Watersheds and intersects with three waterbodies along its course: Henson Creek, Forty Foot Branch, and Oxon Run. In addition, numerous unnamed tributaries intersect the parkway and are channeled underneath the roadway via culverts.

Henson Creek parallels the eastern end of the parkway from JBA to immediately east of Meadowview Drive. The creek is fed by several unnamed tributaries that pass below the parkway via culverts. Henson Creek shows signs of extensive erosion, as evidenced by steeply cut banks, visible sediment loads, exposed tree roots, rills in the floodplain, a presence of trash and debris, and a high volume and velocity of runoff passing through culverts (Figure 3-1).

Oxon Run flows under the parkway through a 20' wide culvert at the Naylor Road intersection. Similar to Henson Creek, Oxon Run is characterized by deeply cut banks and a high level of erosion within the floodplain (Figure 3-2).

Forty Foot Branch is channeled through a deep swale in the parkway's median east of Silver Hill Road (Figure 3-3). The stream passes below the southwest off-ramp at Branch Avenue and then flows through a large four-barrel culvert below Naylor Road. It joins Oxon Run immediately southwest of the Naylor Road intersection.

Narrow wetlands flank the streams within the parkway property as well as a 1,800'-long portion of the median between Forestville Road and Suitland Road, where extensive drainage systems relay runoff from the parkway to Henson Creek. NPS has recently initiated a seep and spring inventory along the parkway to support wetland and stream restoration. The FEMA 100-year floodplain closely parallels Henson Creek and Oxon Run, and it extends into the roadway west of the parkway's intersection with Naylor Road and east of Forestville Road near the Henson Creek Culvert.[7]

High volume and velocity stormwater has caused significant erosion impacts within the study area, resulting in increased sediment in the waterways and affecting aquatic and riparian ecosystems, slope instability, flash flooding, and downcutting and widening of streams threatening habitat and property. Streams and drainages in the study area are frequently reinforced by gabion walls, riprap, or other armament, particularly at culvert inlets and outlets.

A study conducted between 2004 and 2013 used the National Capital Region Biological Stream Survey protocol to assess the streams' Physical Habitat Index

(PHI). Components of the PHI include the diversity of flow conditions, the diversity and stability of substrates, the degree and extent of erosion, and the amount of woody debris, among other factors. Both Henson Creek and Oxon Run were assessed as severely degraded. Henson Creek was noted as suffering from close proximity to roadways as well as low stream shading. Oxon Run was noted as having low stream shading and low levels of beneficial woody debris.[8]

### *Ecological Communities*

Suitland Parkway is located in the Atlantic Coastal Plain physiographic province, which consists of a mix of forests and wetlands that has been substantially altered by a long history of clearing, agriculture, logging, and other anthropogenic disturbances. Due to the narrow arrangement of the study area and accelerating development over the past one hundred years, native plant communities associated with Suitland Parkway have experienced extensive fragmentation. Semi-natural ecological communities within the parkway landscape are dominated by upland and floodplain successional forest types. Successional mixed deciduous forest, successional red maple small river floodplain forest, successional tuliptree forest (rich type), successional vine-shrubland, successional Virginia pine forest, and successional woody wetland occupy the majority of vegetated areas within the property. Limited natural ecological communities, including mesic hardwood forest ecological systems, are scattered in upland areas along the parkway, and stream and riparian ecological systems line floodplains.[9]

Invasive exotic plant species are common, particularly along forest margins. The National Capital Region Invasive Plant Management Team has identified over sixty invasive species within NACE properties. Commonly observed species along Suitland Parkway include Japanese honeysuckle (*Lonicera japonica)*, multiflora rose (*Rosa multiflora)*, English ivy (*Hedera helix)*, oriental bittersweet (*Celastrus orbiculatus)*, porcelain berry (*Ampelopsis brevipedunculata)*, and kudzu (*Pueraria lobata)*. Refer to the Overall Study Area Vegetation section of this chapter for more information on existing plant communities.

No federally listed or proposed endangered or threatened species are known to occur within the study area. One Maryland threatened species, the pearl dace *(Margariscus margarita)*, was found in Henson Creek during 2013 sampling.[10]

### *Climate*

Prince George's County, Maryland, experiences all four seasons with a comfortable spring and fall, cold winters (average temperature 38.2°F), and hot and humid summers (average temperature 77.7°F) that often have heat waves and corresponding ozone pollution. Precipitation is common throughout the year but



**Figure 3-1.** Henson Creek south of Suitland Parkway (QE, 2022).



**Figure 3-2.** Oxon Run near Naylor Road intersection (QE, 2022).



**Figure 3-3.** Forty Foot Branch within median between Branch Avenue and Silver Hill Road (QE, 2022).

more common in the summer, with occasional extreme events such as tropical storms and hurricanes. These large storm events can lead to flooding in the park system and are often accompanied by heavy winds that damage vegetation communities.[11]

Climate change is affecting a number of environmental factors within the region, principally temperatures and precipitation. Temperatures are increasing earlier in the year and remaining warmer later, resulting in a longer growing season. This increased growing time will likely decrease the diversity of native plants and increase the opportunity for exotic invasive vegetation and pests. The study area's proximity to dense urban development—expected to continue to expand over the coming decades—also increases its susceptibility to the urban heat island effect, which will impact the species composition and health of park flora and fauna.

Weather data also indicates an increase in precipitation in the region over the last thirty years. Combined with expanding impervious surfaces resulting from new development, this change in precipitation has led to an increase in stormwater discharge volume and quantity, and therefore increased sediment and nutrients in waterways. In addition, the mid-Atlantic region of the United States is experiencing twice the global mean rate of relative sea level rise, which affects tidal freshwater sections of the Anacostia and Potomac Rivers. Rising sea levels may result in more frequent inundations to the parks, possible displacement of resources, and a higher risk of storm damage.[12]



**Figure 3-4. Typical stream bank impacts, visible on tributary north of Suitland Bog Culvert (QE, 2022).**

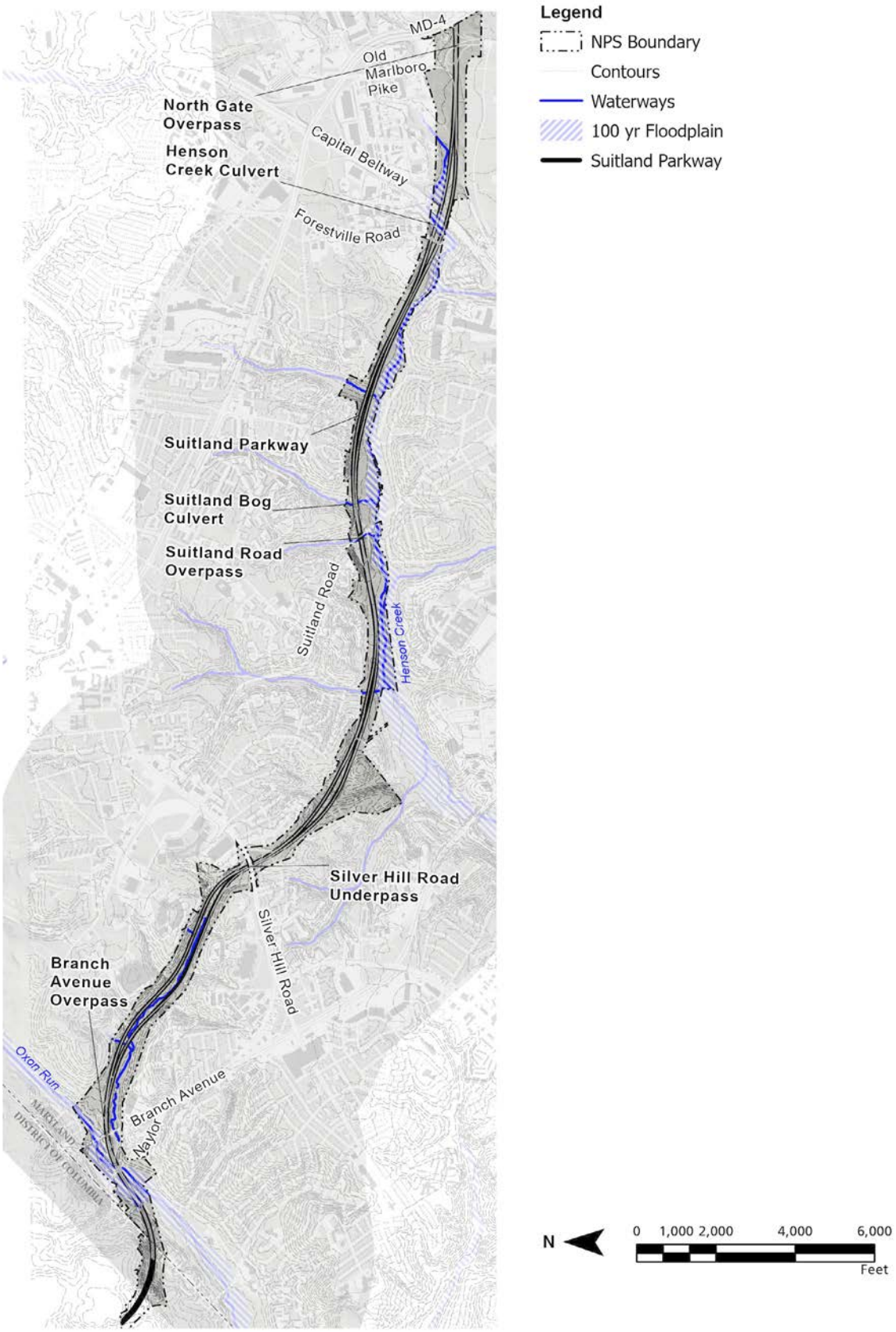



**Figure 3-5. Existing natural systems and features**

**NATURAL SYSTEMS**

**Contributing Features:**

Geology and Soils

Henson Creek

Oxon Run

Forty Foot Branch

### Analysis

Existing natural systems and features within the study area are illustrated on Figure 3-5. The site's natural systems and features, including its underlying geology, soils, and hydrology, contribute to the historic character of the landscape and were a primary influence on development of the parkway as well as the surrounding communities. The rolling hills and streams of Prince George's County have supported agriculture for hundreds of years, from maize cultivation by the Piscataways along the Potomac River floodplain to large Euroamerican tobacco plantations and, later, smaller-scale family farms. Relatively low-density agricultural development within Prince George's County in the early 1940s, along with the presence of stream valleys less suitable for crop or building development, allowed planners to take advantage of existing topography and woodlands to site the parkway within a pastoral, naturalistic setting visually separated from higher-density development.

## TOPOGRAPHY

### Existing Condition

Suitland Parkway is sited to follow the natural topography along two streams, both of which drain west toward the Anacostia River. The parkway's proximity to these streams places the road at a lower elevation than much of the surrounding land. Numerous culverts (discussed in the Buildings and Structures section of this chapter) transport permanent and intermittent streams beneath the roadway.

With Silver Hill serving as the high point at 283' above sea level, the parkway slopes downward to the west toward Naylor Road and downward to the east toward Henson Creek before rising again as it approaches its terminus between Silver Hill Road and Oxon Run as it follows the drainage of Forty Foot Branch to the west (approximately 1.5 miles). Its low point in the study area, near the DC/MD border, is 184' above sea level. Between Joint Base Andrews and Meadowview Lane (approximately 2 miles), the parkway runs within the stream valley of Henson Creek.

The parkway is designed to incorporate generous, shallow curves that follow the stream valleys through the landscape as well as relatively low grades between 2% and 8%. Grades along the parkway are steepest where it approaches overpasses. The roadway's side slopes vary widely depending on its relationship to the natural topography and exceed 20% in some locations.

The parkway's relatively flat curves and grades were reflective of roadbuilding innovations developed in the 1930s and commonly implemented by the 1940s. Builders of the Suitland Parkway, as with other parkways of its era, employed

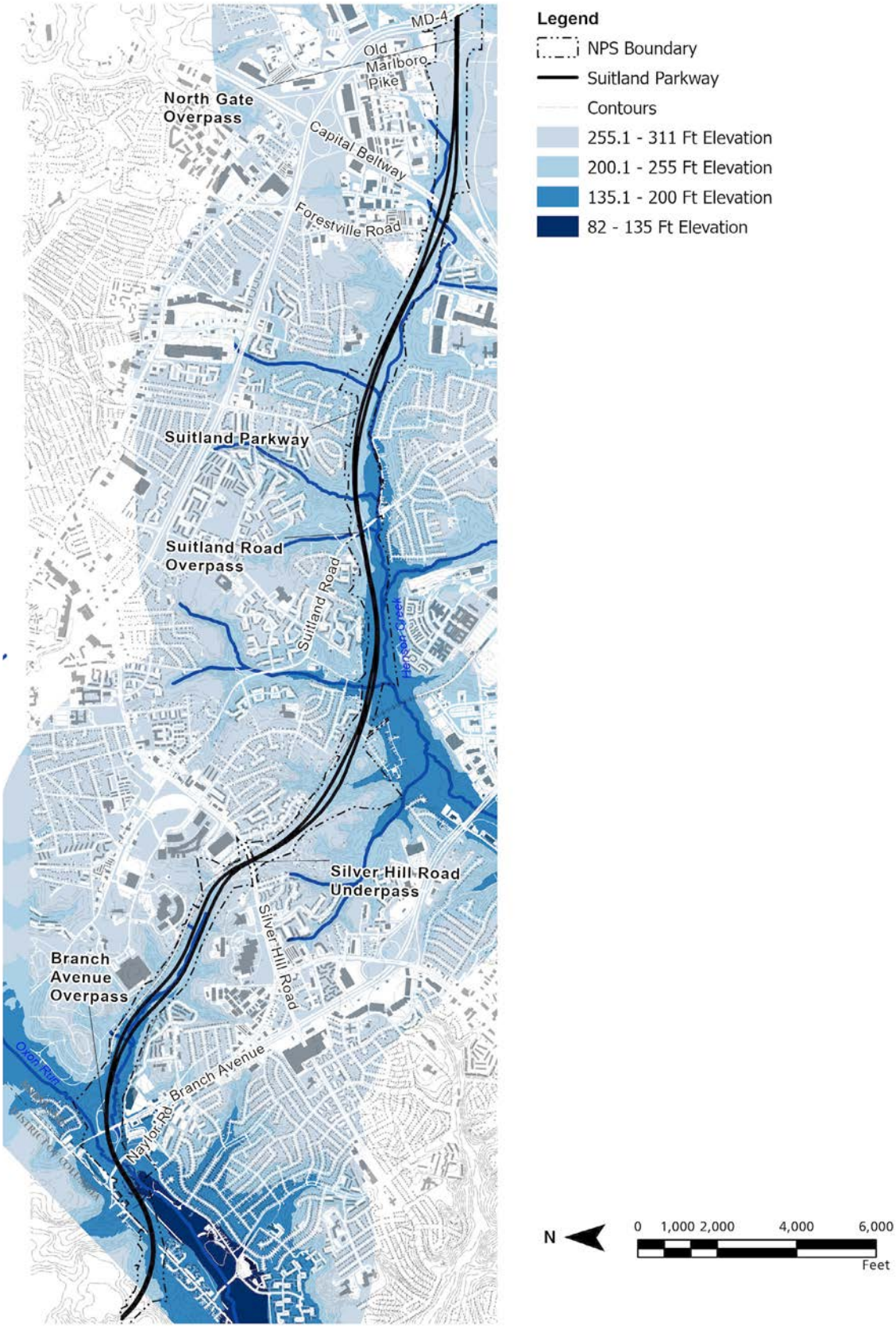



**Figure 3-6.** Topography analysis

enhanced cutting and filling operations to make flatter roads, a clear departure from earlier parkways that adhered closer to natural grades. Super-elevated and spiral curves helped retain cars in their lanes. Parkway planners and designers on parkways of this era employed new technical innovations like stereoscopic aerial photography to carefully study topography.[13]

**TOPOGRAPHY**

**Contributing Features:**

Relationship of parkway layout to Henson Creek and Forty Foot Branch stream valleys

Grade-separated eastbound and westbound lanes

### Analysis

Suitland Parkway was intentionally designed to run along "an attractive ravine" (i.e., Henson Creek) both to avoid grade crossings that could interfere with the movement of military vehicles and to shield the parkway from views of adjacent development.[14] The parkway's original design called for grade-separated lanes, which further enhances the sense of seclusion along the scenic drive, and incorporated relatively low slopes and generous curves to accommodate higher-speed mid-century traffic. Although the full design was not paved until the 1990s, grading cut and fill was completed for both the eastbound and westbound lanes at the time of construction in 1943–1944.

The existing parkway's relationship to the surrounding topography is illustrated on Figure 3-6. Suitland Parkway maintains its historic spatial relationship to the Henson Creek and Forty Foot Branch drainages as well as the 1943–1944 grading establishing the routes, slopes, and visual separation of the eastbound and westbound lanes. Both the natural and graded topography within the study area contribute to the historic character of the landscape.

## LAND USE

### Existing Condition

Suitland Parkway is a publicly accessible parkway connecting Joint Base Andrews, the Suitland Federal Center, and surrounding neighborhoods to Washington, DC, via the Frederick Douglass Memorial Bridge. The parkway primarily functions as a commuter route, a purpose it has served since its initial completion in 1944. Since 1959, the parkway has also served as the ceremonial entrance to the nation's capital for the president and foreign dignitaries arriving at Joint Base Andrews.

Suitland Parkway passes through a variety of land uses representative of suburban Prince George's County, Maryland, including the unincorporated communities of Temple Hills, Suitland, Morningside, and Forestville. Due to its combination of at-grade and grade-separated intersections, the road has partial controlled access, and there is no property access from adjacent landowners.

The parkway is physically and visually separated from nearby development by its associated 418.9-acre park corridor, which provides a vegetated buffer of 60'

minimum from the road shoulder. The buffer averages at least 200' from the road shoulder. Encroachment on NPS property along the parkway is limited to parking areas associated with the Suitland Metro station and backyard clearings along Meadowview Drive.

### Analysis

The parkway's current uses as a ceremonial entrance to Washington, DC, from Joint Base Andrews, a military road, and a commuter route are consistent with its historic land uses and design intent and contribute to the historic character of the landscape.

Although war necessity provided the impetus for building the parkway, its planners also recognized the utility of a connection between Washington, DC, and the Suitland Federal Center as well as rapidly developing housing in the Suitland area. Its use as an important commuter route was realized soon after its completion and continues as a primary use today.[15] Consistent with the parkway's design as a military route, the roadway also retains partial controlled access so that it may be closed as necessary for military purposes.[16]

In 1959, Andrews Air Force Base became the official port of entry and departure for foreign dignitaries traveling to the United States, and the Suitland Parkway offered the most convenient route into Washington, DC, from the base. The parkway's use as a ceremonial entrance to the nation's capital for dignitaries, heads of state, and US presidents continues today.[17]

The persistent litter problem along the parkway merits further attention. The current NPS litter removal contract is limited to six pickups per year, and raccoons contribute to the litter problem. In spring 2023, Prince George's County installed internet-connected cameras to identify litter dumping grounds and perpetrators. JBA, meanwhile, is investigating the potential to install cameras on base to identify litterers and polluters. The cameras can identify responsible parties in any lighting conditions. Penalties includes fine and possible prison time.[18] Installing similar cameras along the parkway could be effective in reducing litter.

**LAND USE**

**Contributing Features:**

Ceremonial entrance to Washington, DC (national significance)

Commuter route connected to Suitland Federal Center and nearby housing (state significance)

Military highway route connecting Washington, DC to Joint Base Andrews (state significance)

## SPATIAL ORGANIZATION

### Existing Condition

As the primary constructed feature within the study area is a circulation route, spatial organization is defined by the roadway and its intersections. The parkway's relationship to surrounding vegetation and topography also influences drivers' perceptions of space along the route.

Suitland Parkway is a divided four-lane, asphalt-paved roadway constructed to follow the rolling topography of the landscape east of the Anacostia River. The parkway features a winding path mostly shielded from views of adjacent development, separate eastbound and westbound drives that blend the roadway into the scenery, wooded margins, and bridges embellished with architectural ornament. Its median varies in width from a narrow one-foot concrete curb to over 70' of woodland and drainage features. The roadway and median layout follow a similar pattern throughout the length of the parkway: the eastbound and westbound roads run parallel at intersections and bow away from each other in the intermediate space, approaching once again at the next intersection. On either side of the parkway, dense woodland creates a naturalistic setting for the road. The road is situated within the drainages of Henson Creek and Oxon Run, and its lower elevation relative to surrounding development further enhances the sense of enclosure and separation present within the parkway. Drivers typically experience the parkway as a dense vegetated corridor, with periodic openings providing views at intersections or to the opposite lane of traffic.

Deviation from the parkway's predominant spatial organization as an enclosed linear corridor primarily occurs where the parkway meets other circulation routes (nine intersections in total). Breaks in the woodland vegetation are also present at overpasses and areas below the flight path at Joint Base Andrews.

**SPATIAL ORGANIZATION**

**Contributing Features:**

Parkway layout including:

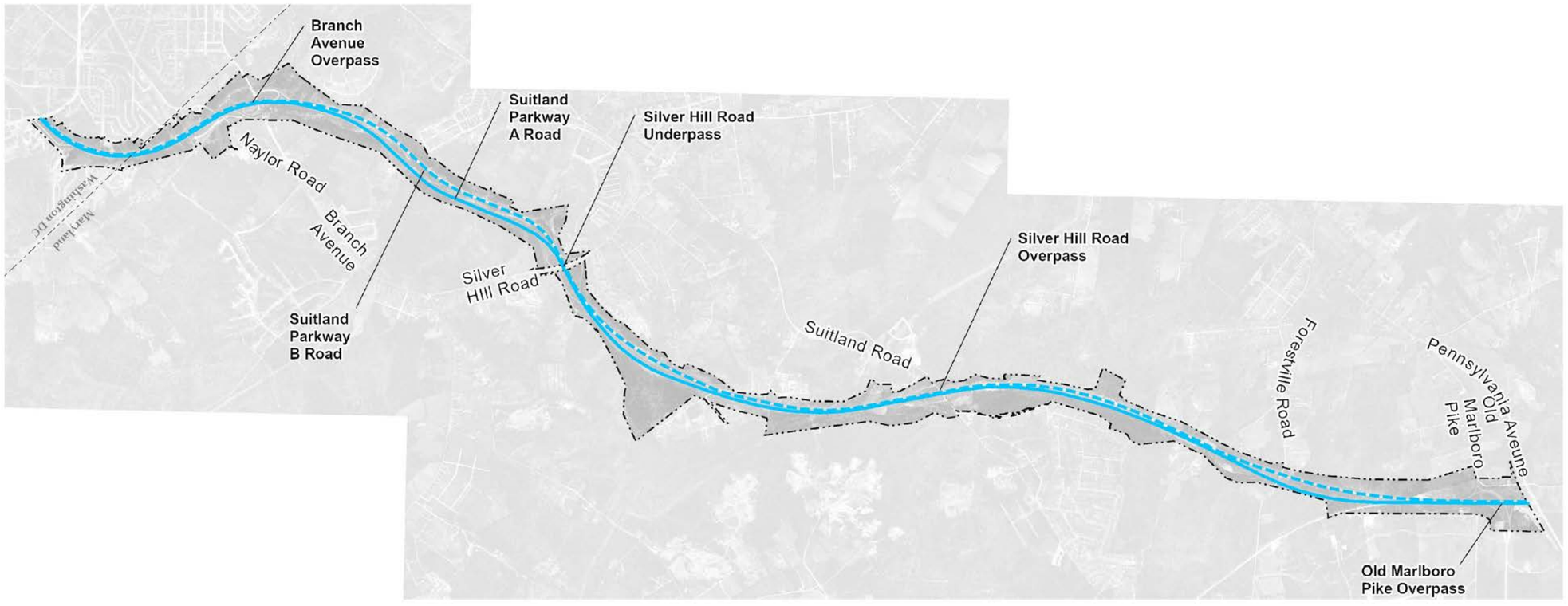
- Separate eastbound and westbound lanes
- Nine original intersections
- Vegetated, variable-width median
- Forested right-of-way

### Analysis

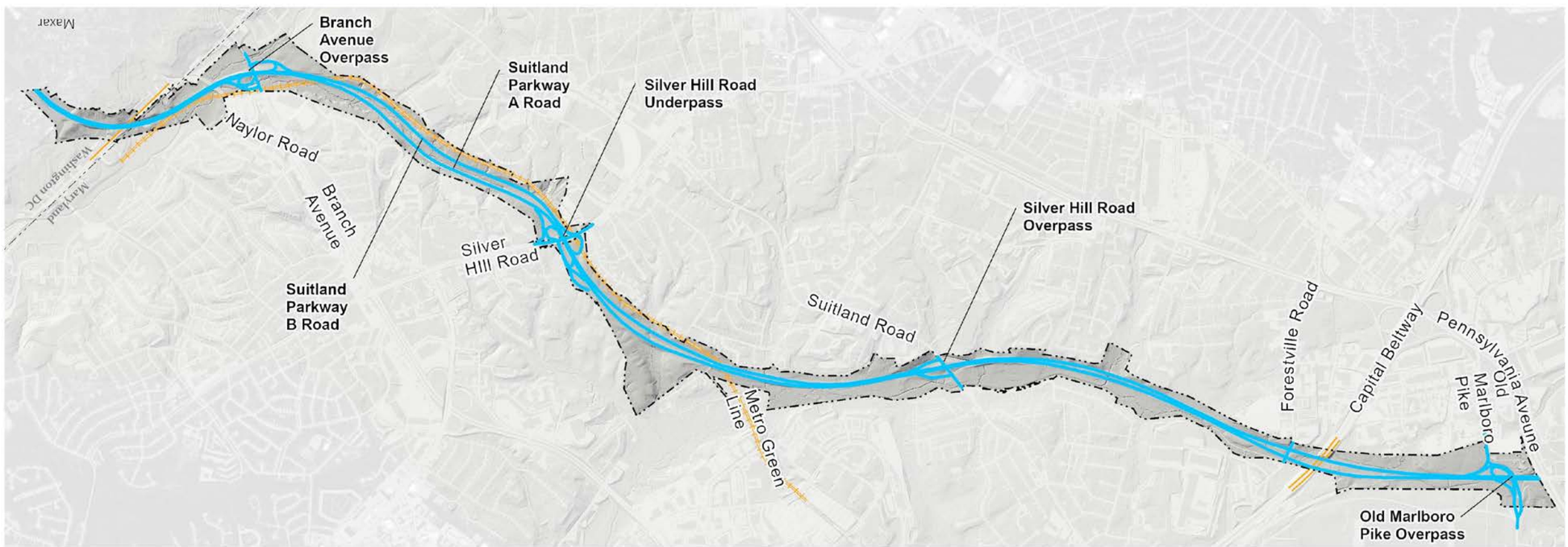
The existing parkway's spatial organization represents the full realization of the War Department's 1942 Suitland Parkway design. A comparison of existing spatial organization and the parkway's 1942–1944 design is illustrated on the Spatial Organization Analysis diagram on page 3-31. Although four lanes were initially planned for the parkway, only the two-lane A Road (southern) route was paved and made accessible to the public by 1942.[19] The full route, incorporating both separated eastbound and westbound lanes, was implemented in the early 1990s and is retained in the landscape today. Also retained are the parkway's spatial relationships to intersecting roads through overpasses or underpasses and its wide, forested right-of-way, which continues to buffer the parkway from views of adjacent modern development.

Non-contributing modifications to the study area's spatial organization since the end of the Criterion C period of significance (1942–1944) are dominated by modern circulation routes that overpass the parkway, including the Metrorail Green Line, Southern Avenue, and the Capital Beltway. Despite these changes, the overall study area retains integrity of spatial organization and reflects the intent of the original 1942 parkway design.

Historic Parkway
Alignment: 1949 Aerial




Current Parkway Alignment




# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Spatial Organization Analysis**

**National Park Service**
**National Capital Region**

## Sources
1. NPS NACE Geographic Data
2. Field Investigation, QE, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

## Legend
- NPS Boundary
- Contributing
- Non-contributing: Road Overpass
- Non-contributing: Metrorail

## Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N
0 1,000 2,000 4,000 6,000
Feet

This page intentionally left blank.

## CIRCULATION

### Existing Condition

#### *Suitland Parkway*

Suitland Parkway, constructed 1943–1944, is the primary circulation route within the study area. Each side of the divided highway consists of two 12' asphalt-paved lanes crowned in the center. Concrete curbs define both the interior (adjacent to the median) and exterior (adjacent to the shoulder) edges of parkway. The interior curb measures 6" tall and is consistently taller than the exterior curb, which typically measures 3" tall. Drop inlets with metal grates are spaced periodically within the exterior curb to facilitate drainage from the roadway (Figure 3-7).

The median between eastbound and westbound traffic on Suitland Parkway varies in width and occurs in three typical conditions: a low concrete divider, a narrow mown space (in some locations planted with individual canopy trees), and a wide forested swale with mown margins.

Overall, the parkway is in good to fair condition. At the time of field investigations in 2022, no major condition issues affected driveability on the road surface. Signals at the on-grade intersections were recently updated and are in good condition. Locations of cracking, deteriorating shoulder conditions, and minor drainage issues are noted in the Landscape Character Area sections of this chapter.

Suitland Parkway intersects with nine roads within the study area. From west to east, the intersections are:

- Naylor Road (MD 637)
- Branch Avenue (MD 5)
- Silver Hill Road (MD 458)
- Meadowview Drive
- Suitland Road (MD 218)
- Forestville Road
- Allentown Road (MD 337)
- Old Marlboro Road
- Pennsylvania Avenue (MD 4)

Three are at-grade controlled intersections with traffic lights: Naylor Road (MD 637), Forestville Road, and Pennsylvania Avenue (MD 4). Meadowview Drive, located on the south side of the parkway, is accessed via a T-junction. On- and off-ramps provide access to Branch Avenue (MD-5), Silver Hill Road (MD 458), Suitland Road (MD 218), and Old Marlboro Pike from the parkway; in addition, an on-ramp from Allentown Road (MD 337) extends to the eastbound lane of the

parkway near Joint Base Andrews. No existing sidewalks or trails run along the segment of Suitland Parkway within the study area; however, sidewalks intersect the parkway at Naylor Road and Forestville Road.

The speed limit on westbound Suitland Parkway is 45 mph from Pennsylvania Avenue (MD 4) to approximately the midpoint between Forestville Road and Suitland Road, where it increases to 50 mph. West of Meadowview Drive, the speed limit returns to 45 mph. Vehicular speed is limited to 25 mph on the off-ramps at Silver Hill Road and Branch Avenue. Eastbound Suitland Parkway has a speed limit of 45 mph between the DC/MD Border and Branch Avenue, increasing to 50 mph at Branch Avenue and returning to 45 mph immediately west of Forestville Road. NPS staff and Park Police note that excessive speed is common along the parkway.

#### *Connecting Trail Systems*

The Suitland Parkway Trail is an existing multi-use trail extending along the north side of the parkway within Washington, DC, completed by 1999. The trail begins at the intersection of Pomeroy and Sheridan Road SE and dead ends immediately east of the Southern Avenue Underpass at the DC/MD border (Figure 3-8). The trail consists of a 10'-wide asphalt surface with a painted center line. Where the trail meets the study area, it exhibits some cracks and vegetative growth and is in fair condition.

The Prince George's County Trails Plan proposes a two-mile extension of the Henson Creek Trail from its current north terminus at Temple Hill Road to the Branch Avenue Metro Station. The proposed trail extension would provide a link to Oxon Hill Road and other trails in the Prince George's County Parks trail system, including the Potomac Heritage Trail and On-Road Bicycle Route.

#### *Washington Metropolitan Area Transit Authority (WMATA) Metrorail*

The Green Line of the WMATA Metrorail (Metro) extends along the western half of the study area. This route, opened to the public in 2001, connects from Greenbelt, MD, through Washington, DC, and ends at Branch Avenue south of Suitland Parkway. Between Southern Avenue and Branch Avenue, the rail line is on the south side of the parkway and is highly visible from the parkway's eastbound lanes. The Metro crosses to the north side of the parkway immediately east of Branch Avenue and parallels the roadway until Meadowview Drive, where it once again crosses to the south. Both crossings are on elevated bridges above the roadway (Figure 3-9). Two Metro stations are adjacent to the parkway: the Naylor Road station, located southeast of the intersection of Suitland Parkway and



**Figure 3-7.** Typical curb, surface, and drop inlet condition along Suitland Parkway (QE, 2022).




**Figure 3-8.** Suitland Parkway Trail terminus immediately east of the study area (QE, 2022).



**Figure 3-9.** WMATA Metrorail crossing over Suitland Parkway at Meadowview Drive (QE, 2022).

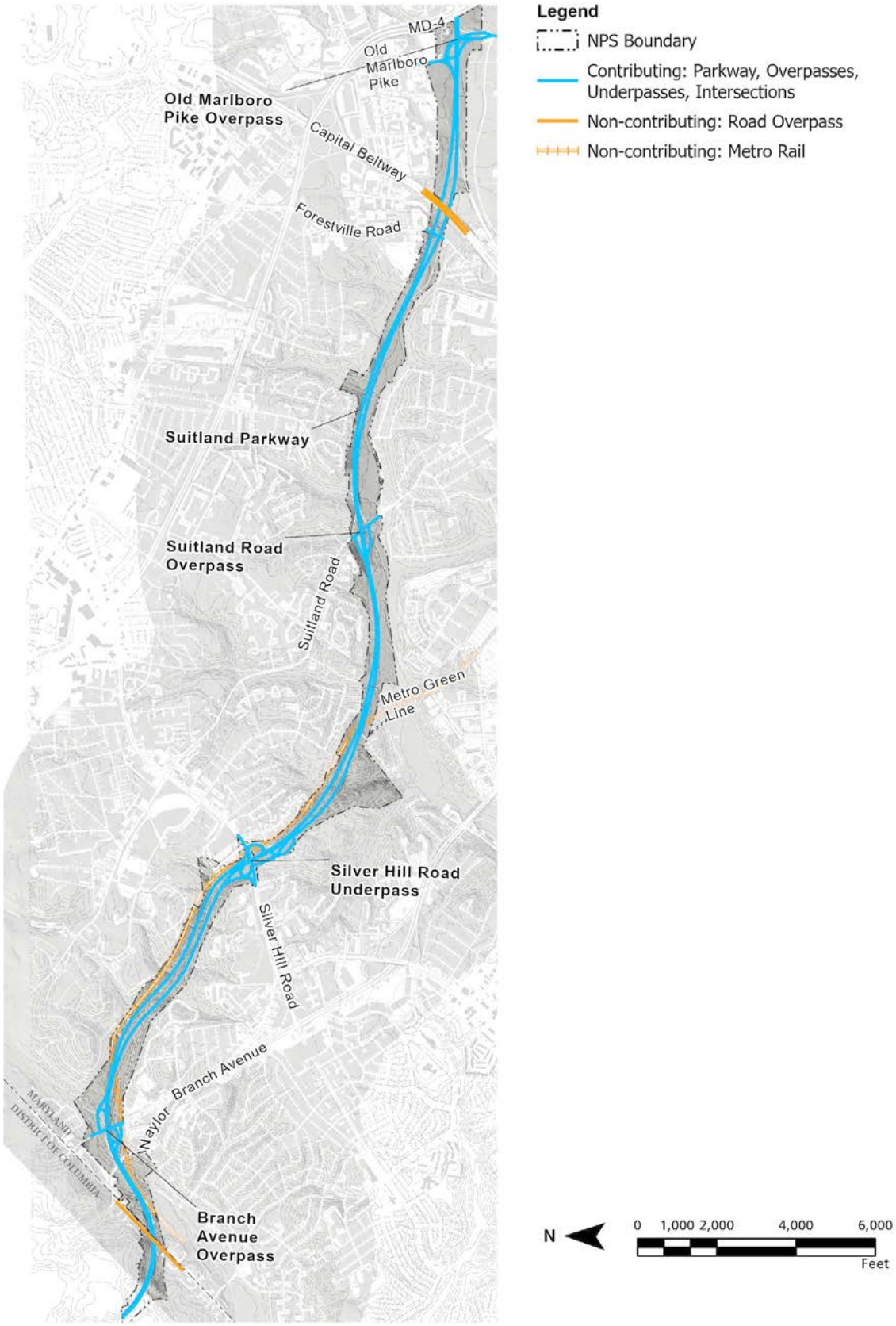



**Figure 3-10.** Circulation analysis

Naylor Road; and the Suitland station, located north of the Suitland Parkway and Silver Hill Road intersection.

### Analysis

Contributing and non-contributing circulation features are illustrated on Figure 3-10.

At the time of its construction in 1944, the War Department stated that although four lanes were ultimately planned for the parkway, only a two-lane strip (the southern lanes, referred to as the A Road) would be initially paved and made accessible. The northern B Road was left unpaved except for the one-mile-long section between Andrews Air Base and Forestville Road. Paved portions of the parkway were surfaced with a darkened reinforced concrete surface with contrasting light-colored concrete curbs while the ramps were bituminous asphalt.[20]

Suitland Parkway retains the historic route of the original roadway, incorporating full implementation of the A and B roads and all nine original intersections from Joint Base Andrews to the DC/MD border. The roadway width, median width, concrete curbs, and eastbound entrance and exit ramp routes associated with the 1942 road design are also maintained in their current forms.

The primary alteration to the parkway design since its construction is the road surface itself: in addition to paving the B Road, the materiality of paved portions of the roadway was modified from concrete to asphalt. Despite this change, the pattern of a darker roadway and lighter concrete curbs is consistent with the parkway's current asphalt and concrete construction. The westbound entrance and exit ramps between the DC/MD Border and Forestville Road have also been redirected to meet the B Road as part of its incorporation into the full parkway route. Connecting trail systems and the Metro are non-contributing additions to the parkway's circulation network.

There is a need for increasing pedestrian awareness to decrease jaywalking and crossing outside of crosswalks. In addition, while there is no evidence of social trails, pedestrians have been struck after emerging from the vegetation along the parkway.

**CIRCULATION**

**Contributing Features:**

Suitland Parkway:

- A Road and B Road (eastbound and westbound lanes)
- Four grade-separated intersections (Branch Avenue, Silver Hill Road, Suitland Road, Old Marlboro Pike, Allentown Road on-ramp)
- Five on-grade intersections (Naylor Road, Meadowview Drive, Forestville Road, MD-4/ Pennsylvania Avenue)

**Non-Contributing Features:**

Capital Beltway Overpass

Southern Avenue Overpass

Washington Metropolitan Area Transit Authority (WMATA) Overpasses

## VIEWS

### Existing Condition

Drivers along Suitland Parkway typically experience the space as an enclosed, forested corridor. Views are restricted to two lanes where the forested median blocks views of the opposite direction of traffic (refer to View E Figure 3-16, View H Figure 3-19, and View J Figure 3-20) or all four lanes where it is limited to a concrete curb or mown strip (refer to View A Figure 3-12, View B Figure 3-13, View C Figure 3-14, View F Figure 3-17, View G Figure 3-18, and View K Figure 3-22). Dense vegetation also blocks views of adjacent development, particularly during leaf-on. Axial views along the parkway corridor are reinforced by the relatively low elevation of the roadway in relation to the surrounding topography, particularly at the east end of the study area where it parallels Henson Creek. Breaks in the forest enclosure provide narrow views to the air base or nearby neighborhoods where utilities or the flight paths pass across the Suitland Parkway corridor. During leaf-off, views to adjacent development are expanded; notable instances are described in the landscape character area section of this chapter.

Adjacent circulation routes also strongly influence views and driver perception of the space within the parkway. Southern Avenue passes over the parkway at its western end, marking the border between Maryland and Washington, DC, and the Capital Beltway (Interstate 495) passes over the parkway near its eastern end between Forestville Avenue and Joint Base Andrews (refer to View B Figure 3-13 and View J Figure 3-21).

The Green Line of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system is periodically visible along the parkway. At the western end of the study area, the Metrorail passes over the parkway twice: east of Branch Avenue and east of Meadowview Drive (refer to View A Figure 3-12 and View E Figure 3-16).

### Analysis

Figure 3-12 through Figure 3-23 present a series of comparison views along the parkway, noting similarities and changes that have occurred between the 1940s/1950s and today. Historic comparison photos are selected to be as early as possible within parkway development in order to reflect its original design intent. All twelve views identified on Figure 3-12 contribute to the historic character of the parkway and are typically consistent with the conditions present during the period of significance, 1942–1944. Each view is discussed in detail in the captions associated with the historic and modern-day photographs.

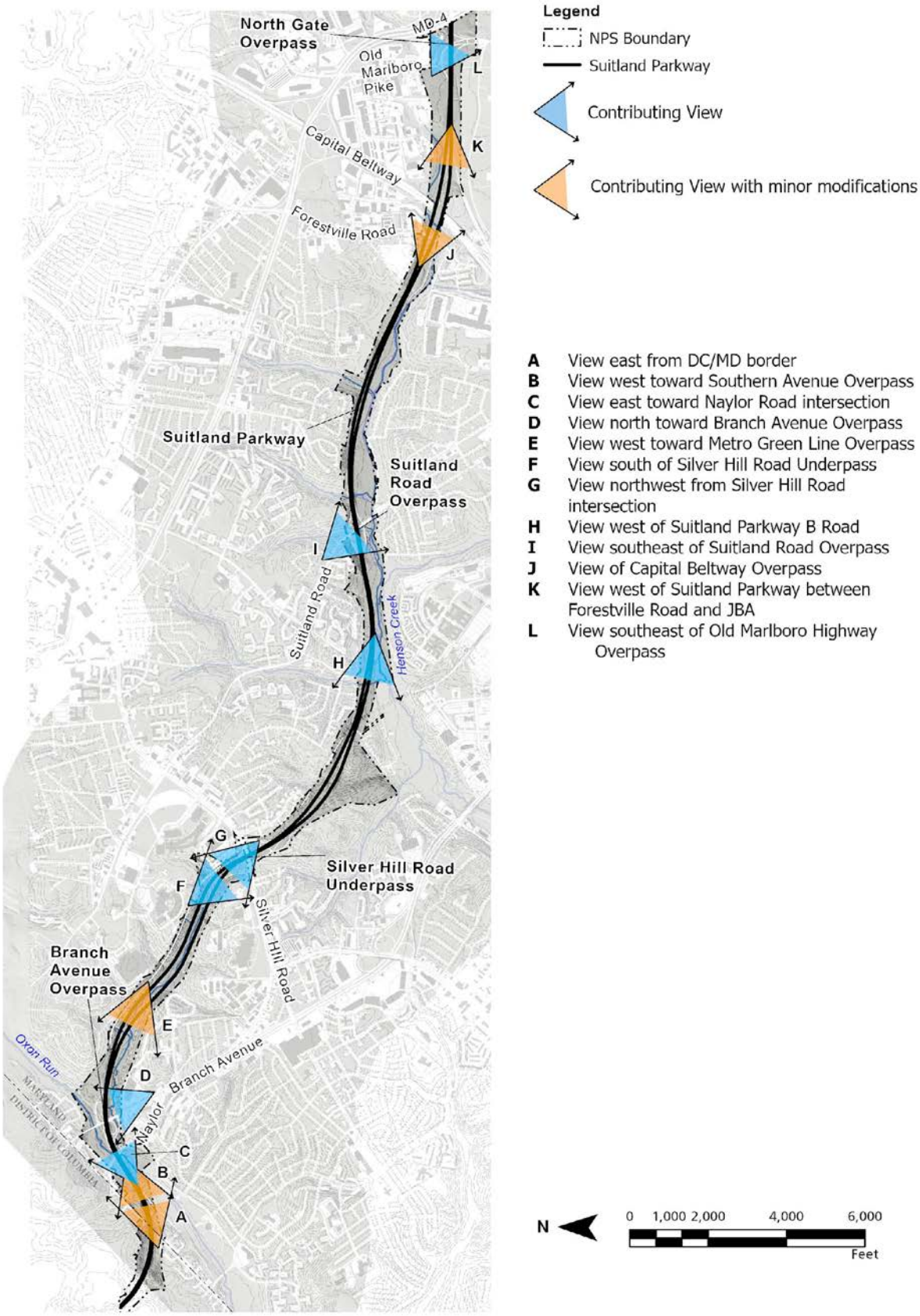



**Figure 3-11.** Views analysis





**Figure 3-12.** View A. View east toward Naylor Road intersection.

Top. Suitland Parkway from DC/Maryland Border, looking east toward Naylor Road and Branch Avenue intersections, 1955 (NARA).

Bottom. Similar view, December 2022 (QE). The road layout is retained from its historic condition with the exception of the temporary connection between the A and B Roads. Consistent with its original design intent, woodland vegetation has expanded north and south of the parkway since its construction, obscuring visual connections to adjacent development from the parkway. The addition of the Metro at the south side of the road presents a view not intended in the original design.



**Figure 3-13.** View B. Suitland Parkway looking west toward Southern Avenue Overpass. This vantage point retains the axial view across all four lanes of Suitland Parkway, defined by wooded margins along the shoulders. The modern overpass is a brief interruption to the parkway viewshed (QE, 2022).







**Figure 3-14.** View C. Suitland Parkway looking east toward Naylor Road intersection.

Top. View of Naylor Road intersection from Suitland Parkway, 1952 (NARA).

Bottom. Similar view, 2022 (QE). Overall, the view is consistent with the historic condition of the parkway. The intersection is framed by woodlands and overhead lines cross from north to south across the intersection. Although not present in the original 1942–1944 design, NPS timber guardrails are present on the southwest and northeast corners of the intersection. Minor alterations include the traffic signal and lights at the intersection, as well as modern signage.





**Figure 3-15.** View D. View north toward Branch Avenue Overpass.

Top. Overpass at Branch Avenue, looking north, May 1945 (NARA).

Bottom. Similar view, December 2022 (QE). The view retains integrity from the period of significance. The presence of nearby neighborhoods and the Metro Green Line continues to be buffered by woodland vegetation around the intersection. Flowering trees have been planted adjacent to the overpass.





**Figure 3-16.** View E. Suitland Parkway looking west from east of Branch Avenue.

Top. View west on Suitland Parkway from east of Branch Avenue, 1952 (NARA).

Bottom. Similar view, 2022 (QE). While the overall visual relationships of the B Road, mown turf shoulder, and surrounding woodland are retained, the addition of the Metro over the parkway does not reflect the original design intent.





**Figure 3-17.** View F. View southeast toward Silver Hill Road Underpass.

Top. Silver Hill Road Underpass and interchange with unpaved B Road in foreground, 1952 (NARA).

Bottom. Similar view, December 2022 (QE). Overall, this view retains integrity. Consistent with the historic condition of the parkway, the Silver Hill Road Underpass is situated between grassy embankments north and south of the parkway. Ornamental vegetation, a low stone wall, and changes to the stone facing of the bridge due to widening have resulted in minor changes to the view.



**Figure 3-18.** View G. View northwest from Silver Hill Road intersection.



**Top. Westbound ramp from Silver Hill Road to Suitland Parkway A Road, with unpaved B road at right,1952 (NARA).**

**Bottom. Similar view, December 2022 (QE). Despite re-routing of the interchange to support traffic on both the A and B Roads, the overall pattern of woodland, mown turf, and gently rolling topography is retained in this view. Minor modern changes include the addition of a low stone-clad wall between the eastbound and westbound lanes and Suitland Tower visible on the south side of the parkway.**





**Figure 3-19.** View H. View west of Suitland Parkway B Road (north lanes).

Top. Suitland Parkway B Road west of Mayhew Road (Suitland Road), 1952 (NARA).

Bottom. Similar view, December 2022 (QE). This view retains integrity from the parkway's original 1942–1944 design. The wooded corridor and visual separation of westbound and eastbound lanes is retained from the period of significance, although woodland vegetation has further encroached on mown lawn along the road shoulders. The westbound lanes are now paved, as intended in the original parkway design.





**Figure 3-20.** View I. View southeast of Suitland Road Overpass.

Top. Overpass at Mayhew Road (Suitland Road), 1945 (NARA).

Bottom. Similar view, December 2022 (QE). Like other intersections along the parkway, the grassy interchange framed by woodland vegetation is consistent with historic views. Ornamental vegetation that does not reflect the original design has been added around the overpass structure.



**Figure 3-21.** View J. View east from Suitland Parkway eastbound lanes to Capital Beltway. Similar to other overpasses along the parkway, this feature is a brief interruption to the axial, forested view from both the eastbound and westbound lanes (QE, 2022).

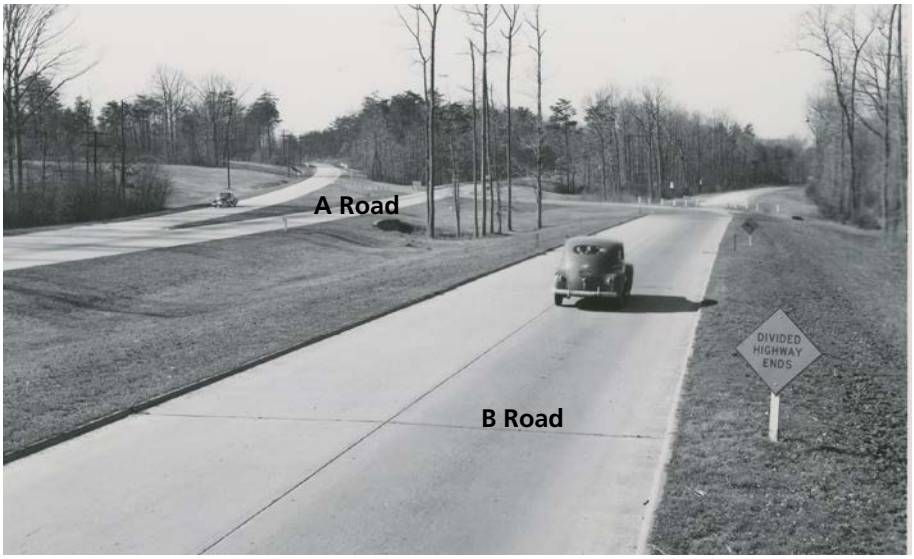






**Figure 3-22.** View K. View west of Suitland Parkway between JBA and Forestville Road. The overall visual relationships present in the historic design are retained, including both the A and B Roads, the mown lawn median and shoulders surrounded by woodlands, and the parkway's connection to Allentown Road. The most significant changes are the removal of the temporary connection between the A and B roads and asphalt paving of the B Road.

Top. Temporary connection between A Road and B Road at Maryland Route 337 (Allentown Road), 1952 (NARA)

Bottom. Similar view, December 2022 (QE).





**Figure 3-23.** View L. View southeast of Old Marlboro Highway Overpass. The existing view is consistent with the historic condition and retains integrity.

Top. North facade of Old Marlboro Highway Overpass, undated, likely late 1940s or early 1950s (NARA).

Bottom. Similar view, December 2022 (QE).

Modifications to the circulation system to implement the full design of the parkway are the most significant variation between historic and existing views, and forest vegetation has increased in several locations. While these changes are readily visible in comparison photographs, the changes are consistent with the design intent and reflect the full implementation of the design. Modern small-scale additions to the parkway landscape including low stone walls, traffic signs, and guardrails, while non-contributing, are compatible with the historic character of the landscape and do not significantly impact its integrity.

Modern development affects the historic character of the parkway in locations where new circulation routes cross over the parkway or at intersections where adjacent buildings, structures, and utilities are readily visible. At typical speeds along the parkway, these interruptions to historic viewsheds are relatively brief.

## VEGETATION

### Existing Condition

Suitland Parkway extends through forested corridor consisting of a mix of natural and semi-natural communities with scrub/shrub along forest margins. The median and roadway edges are typically mown. In limited areas, meadow vegetation occupies the locations where NPS has ceased or reduced mowing. Ornamental specimen trees and shrubs are planted around parkway intersections and interchanges.

Existing vegetation documentation and analysis builds on a 2018 vegetation mapping inventory project conducted for all NPS National Capital Parks-East (NACE) parks. Invasive plant species are common throughout the parkway landscape and are discussed in detail in the Overall Study Area Natural Systems and Topography section of this chapter.

#### *Mixed Forest*

Mixed deciduous forest is the most common vegetation community within the study area (Figure 3-24). Successional forests typically occupy the margins of the parkway and are the most common forest type within the study area. Communities identified by the 2018 Vegetation Mapping Inventory Project of National Capital Parks-East include successional mixed deciduous forest and successional tuliptree forest (tuliptree–oak species forest), both of which inhabit areas where clear-cutting, cropping, or other severe disturbance has taken place. Successional forests frequently occur in a mix with other early successional upland scrub/shrub or meadows. Typical tree species within this vegetation community are tuliptree, red maple, a variety of oak species, sweetgum, and black gum. Shrub composition is variable; species noted in the field include raspberry (*Rubus spp.*), dogwood

(*Cornus* spp.), American holly, and Eastern red cedar, and numerous invasive species including honeysuckle, multiflora rose, oriental bittersweet, and riverbank grape (refer to the Natural Systems and Topography section of this chapter).

Intact mesic mixed hardwood forests with a lower proportion of invasive non-native species are scattered along the parkway, with greater frequency in the east half of the study area. In upland locations, communities include the mid-Atlantic mesic mixed hardwood forest (American beech–white oak, northern red oak–tuliptree /American holly/Christmas fern forest), Northeastern Coastal Plain/Piedmont oak–beech/heath forest (American beech, white oak, black oak, chestnut oak)/mountain laurel forest identified through the 2018 Vegetation Mapping Inventory Project. The canopy is dominated by American beech, white oak, northern red oak, black oak, tuliptree, and hickories, with understory species including mountain laurel (*Kalmia latifolia*), American holly, American hornbeam (*Carpinus caroliniana*), sassafras (*Sassafras albidum*), dogwood, and common serviceberry (*Amelanchier arbora*). The herbaceous layer is limited except at the forest margins, where invasive species are common. Mixed oak/heath forest (scarlet oak, black oak, chestnut oak/black huckleberry forest) occurs in low-elevation areas in the western end of the study area. These mixed forests are differentiated from their upland counterparts by the near absence of American Beech and mountain laurel and a sparse understory dominated by blueberry (*Vaccinium* spp.), black huckleberry (*Gaylussacia baccata*), and other heath species, although a variety of oaks, black gum, and serviceberry occur in both.

### *Woody Wetlands*

Woody wetlands occupy narrow, low areas along Henson Creek and Oxon Run as well as deep drainages associated with culverts (Figure 3-25). These vegetation communities typically correspond to the small stream sweetgum–tuliptree forest and successional red maple small river floodplain forest types identified in the 2018 Vegetation Mapping Inventory Project. Trees in the woody wetlands are adapted to temporary flooding, including tuliptree, American sycamore (*Platanus occidentalis*), box-elder (*Acer negundo*), river birch (*Betula nigra*), green ash, sweetgum, red maple, white oak, and American elm. Understory plant species include a variety of native and non-native shrubs and herbs. Noted in the field were American holly, Eastern red cedar, northern spicebush (*Lindera benzoin*), and frequent invasive species including multiflora rose, Japanese honeysuckle, common ivy, and porcelainberry.

### *Scrub/Shrub*

Scrub/shrub areas are early successional vegetation communities dominated by non-native invasive vines and shrubs (Figure 3-25). Scrub/shrub communities occur periodically along forest edges within the study area. Live native trees may be present but they are typically young and sparse, and many are choked by vines.

### *Emergent Herbaceous Wetlands*

Emergent herbaceous wetlands occur in the floodplain of Henson Creek near the western end of the study area (Figure 3-27). The proximity of these wetlands to a utility corridor and dense suburban development suggests that it is an early successional community established within an area of recent disturbance.

### *Meadow*

Early successional grassland or meadows are located along the shoulders and median of the parkway where NPS has recently reduced mowing as part of a NACE-wide strategy to promote native plant, pollinator, and grassland bird populations and to reduce costs (Figure 3-28).[21] Similar to other early successional vegetation communities, meadows have a high proportion of non-native invasive species.

### *Mown Turf*

NPS mows approximately 15'- to 20'-wide shoulders adjacent to both the eastbound and westbound lanes of the parkway (Figure 3-29). Mown areas are expanded around interchanges and intersections. The median is also mown where it is relatively narrow (typically less than 20' wide).

### *Ornamental Plantings*

Native specimen trees and shrubs are planted in naturalistic groupings near the Branch Avenue, Silver Hill Road, Suitland Road, and JBA North Entrance intersections (Figure 3-30). Many of these ornamental plantings were initially established in 1988 along with native tree plantings to expand visual buffers at the intersections. Flowering tree and shrub selections include downy serviceberry (*Amelanchier canadensis*), elderberry, (*Sambucus canadensis*) nannyberry (*Viburnum lentago*), spicebush, red osier dogwood (*Cornus sericea*), flowering dogwood (*Cornus florida*), pussywillow (*Salix discolor*), eastern redbud (*Cercis canadensis*), American hornbeam, arrowwood (*Viburnum dentatum*), and black haw (*Viburnum prunifolium*). Evergreens including wax myrtle (*Myrica cerifera*), white pine (*Pinus strobus*), and American holly are also clustered near intersections and interchanges. Many of these trees and shrubs remain within the landscape, although those associated with visual buffers have been overtaken by invasive successional vegetation along the forest margins.

### Analysis

Contributing and non-contributing vegetation is illustrated on Figure 3-31. Note that this diagram focuses on forest and mown turf, which are most directly related to the original design intent.

Vegetation patterns are largely consistent with the design intent and vegetation condition during the Landscape Architecture period of significance, 1942–1944. Areas of woodland (including mixed forest and woody wetlands), mown turf, and emergent wetlands that occupy the historic locations of these communities contribute to the historic character of the landscape. Although the Public Roads Administration cleared some forested areas to facilitate construction of Suitland Parkway, wooded margins were utilized along the parkway to provide a scenic screen from adjacent housing and office developments.[22] A comparison of 1949 and existing aerial photographs illustrates that woodland areas present immediately following construction of the parkway are almost entirely retained, and woodland has further expanded into previously cleared areas around the intersections and steep slopes within the parkland corridor. The woodland expansion further enhances the effect of a cross-country highway along the length of the parkway, and is consistent with the design intent.[23] Removal of woodland vegetation since the 1940s has been limited to clearing or topping trees within the flight path of the JBA runways.

Emergent wetland vegetation along Oxon Run is also visible in a historic photograph of the roadway in the location of the existing vegetation community on the southwest corner of the Suitland Parkway and Naylor Road intersection (see Figure 3-27).

**VEGETATION**

**Contributing Features:**

Mixed forest

Woody wetlands

Mown turf

**Non-Contributing Features:**

Scrub/shrub

Meadow

Ornamental plantings (compatible)



**Figure 3-24. Mixed deciduous forest dominated by American beech, oaks, and limited understory American holly on the south side of the parkway between Suitland Road and Forestville Road (QE, 2022).**



**Figure 3-25.** Woody wetlands near Henson Creek south of the parkway between Suitland Road and Forestville Road (QE, 2022).



**Figure 3-26.** Native and non-native shrub and herbaceous species form a meadow or scrub/shrub edge along an area of mixed deciduous forest near the Forestville Road intersection (QE, 2022).



**Figure 3-27.** Emergent herbaceous wetlands south of Suitland Parkway along Oxon Run (QE, 2022).



**Figure 3-28.** Meadow vegetation including early successional herbaceous and shrub vegetation along parkway shoulder (QE, 2022).



**Figure 3-29.** Rough mown turf in median and shoulder of Suitland Parkway near Southern Avenue Overpass (QE, 2022).



**Figure 3-30.** Ornamental plantings clustered around the Branch Avenue Overpass (Jarob Ortiz, HAER, 2023).

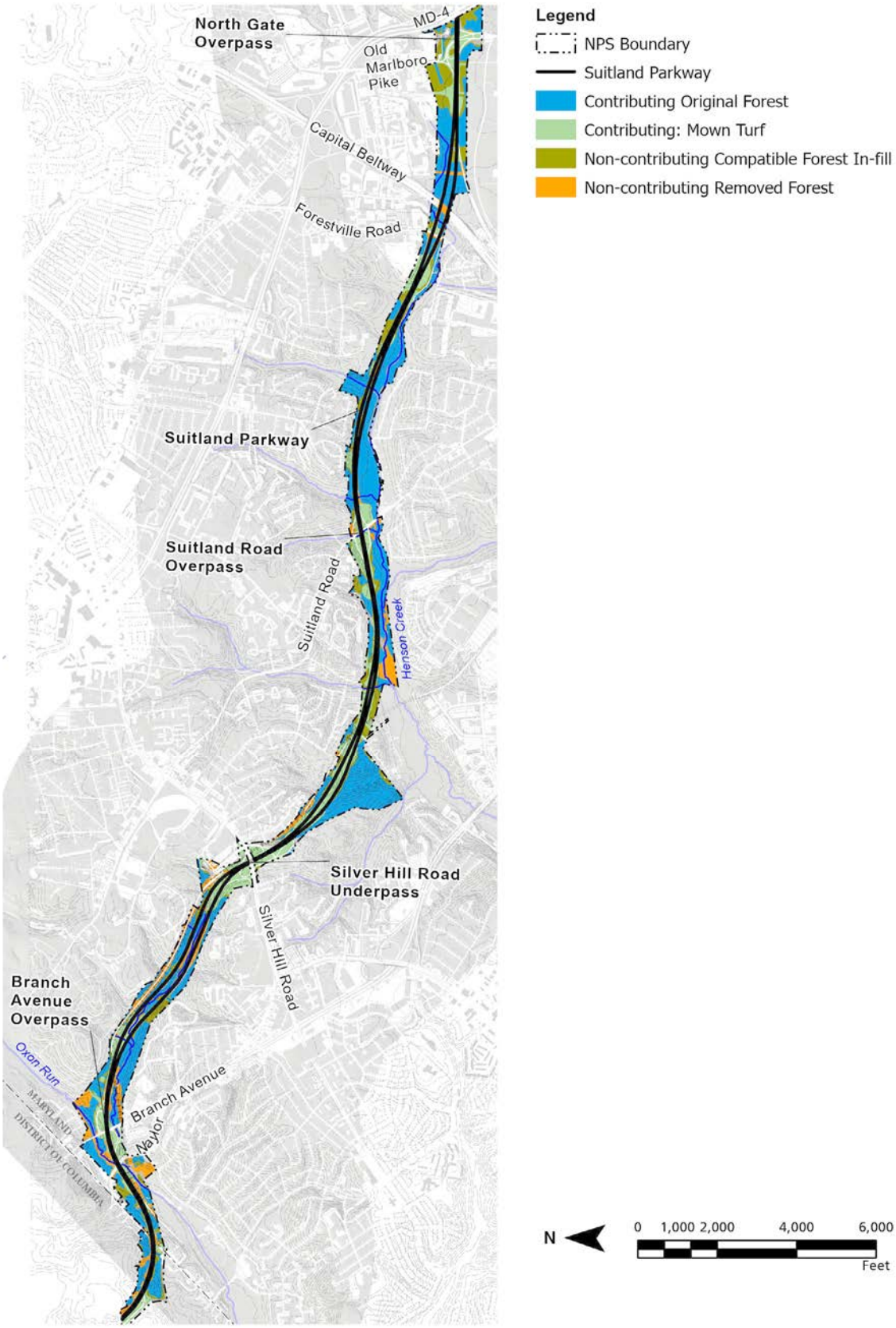



**Figure 3-31.** Vegetation analysis

Mown turf was established as part of the original construction contract in 1944. Following grading, a fall seeding consisting of 45% Kentucky bluegrass, 40% red fescue, and 15% Italian rye and a spring speeding of 25% Korean lespedeza and 75% Italian rye were planted along banks and cut and fill areas.[24] Despite woodland growth in some areas that had previously been seeded, the parkway retains the overall pattern of mown shoulders framed by woodland.

Non-contributing vegetation in the Suitland Parkway corridor includes the encroachment of meadow vegetation where NPS has ceased or limited mowing, scrub/shrub vegetation along forest margins, and ornamental plantings added at the parkway's intersections during the 1990s. These vegetation communities and specimens are generally compatible with the historic character of the landscape. However, the prevalence of invasive species within meadow and scrub/shrub areas impacts the integrity of other vegetation communities within the parkland corridor and outside its boundaries.

## BUILDINGS AND STRUCTURES

### Existing Condition

Structures along the parkway include culverts, stone-faced concrete walls, and underpasses and overpasses that support circulation and drainage patterns along the length of the road. This section identifies the general types of features found along the parkway; individual features are described in the Landscape Character Area section of this chapter, and the road bed is discussed in the Overall Circulation section.

Outside of the study area boundary, three one-story buildings house the Suitland Parkway Maintenance Yard and US Park Police off of Silver Hill Road. The 1950s-era Suitland Tower is also within this small complex.

#### *Culverts*

Six culvert types are utilized along Suitland Parkway. Culvert Types I–IV are typically historic features constructed to drain permanent or intermittent streams beneath one or both sides of the parkway. Smaller drainage features, typically precast concrete pipe flumes or concrete pipe culverts with concrete headwalls, are associated with drop inlets that drain the road surface itself. Two large culverts at Henson Creek and Suitland Bog are described individually in the LCA sections of this chapter.

**Culvert Type I is a** large, reinforced concrete box culvert with stone-faced walls and wing walls. The opening is framed by a segmental arch with staggered stone voussoirs and a central keystone (Figure 3-32). Field investigations identified 18

Culvert Type I headwalls within the study area. The headwalls range in size from 8' to over 20' tall. Their condition is good to fair; common impacts include missing stones or mortar and vegetation growing within or immediately adjacent to the structure.

**Culvert Type II** is a reinforced concrete box culvert capped by a mortared cut stone headwall. The opening incorporates a segmental arch with staggered stone voussoirs and a central keystone (Figure 3-33). These culverts are typically smaller than Type I (averaging 5'–6' tall) and do not incorporate wing walls. Sixteen Culvert Type II headwalls have been identified within the study area. The headwalls are in fair to poor condition; likely due to their smaller size, the headwalls are more prone to being impacted by sedimentation, vegetation, and freeze/thaw.

**Culvert Type III is a** small pipe or box culvert with a stone-faced wall. The headwalls may incorporate either a simple curved or straight lintel (Figure 3-34) or a segmental arch (Figure 3-35). These are the smallest and most common culverts along the parkway; 54 Culvert Type III headwalls were identified during December 2022 field investigations. The headwalls are typically 2'–5' tall and are in fair to poor condition. Vegetation, sedimentation, and mortar and stone loss were commonly observed in Culvert Type III headwalls.

**Culvert Type IV** incorporates two to four 4'-diameter concrete pipe culverts terminated by mortared cut-stone headwalls. This type includes culverts with and without wing walls (Figure 3-36). Eleven Culvert Type IV headwalls have been located along the parkway. Culvert Type IV headwalls range in height from approximately 5'–10' tall. Several have been replaced recently and are in good to fair condition, while others experience extensive vegetation impacts, sedimentation, and loss of stones and mortar.

**Culvert Type V** is a precast concrete pipe flume with flared ends and is incorporated along the length of the parkway to drain portions of the road surface (Figure 3-37). The consulting team recorded 34 Culvert Type V headwalls within the study area. Most are in good condition, but they periodically experience sedimentation or overgrowth.

**Culvert Type VI** is a concrete pipe culvert with concrete headwalls. These culverts are employed sparingly along the parkway (a total of 5 were recorded during 2022 field investigations), particularly along the deep ravine in the median between Branch Avenue and Silver Hill Road associated with Forty Foot Branch (Figure

3-38). These culverts are similar in scale to Culvert Type III and are typically in good to fair condition.

### *Drop Inlets*

Drop inlets are located within grassy areas in the median and around the interchanges. The inlets are topped with iron grates, although many are impacted by significant sediment (Figure 3-39). Smaller inlets with similar metal grates are inset into the outer curbs of the parkway.

### *Stone-Clad Walls*

Cast-in-place concrete walls clad in mortared cut stone act as retaining walls and traffic dividers throughout the parkway (Figure 3-40). Stone-clad walls are most frequently employed at grade-separated intersections, adjacent to overpasses or underpasses, or in select locations where the median incorporates a significant grade change. The walls vary widely in condition (refer to Landscape Character Area sections of this chapter).

### *Underpasses and Overpasses*

Suitland Parkway crosses over intersecting streets on short bridges at Branch Avenue, Suitland Road, and Old Marlboro Pike and passes under Silver Hill Road. Bridges associated with underpasses or overpasses are segmental arch reinforced concrete structures with stone-faced wing walls and parapet. The spandrels, sidewalls, and undersides are typically exposed concrete. Overpass and underpass condition issues typically include loss of mortar and stones associated with the facing and vegetative growth within or impacting the masonry. Individual structures are discussed in their respective Landscape Character Area sections of this chapter.

A 2023 bridge preservation project is planned to address conditions at the Suitland Road Bridge, Silver Hill Bridge, and Branch Avenue Bridge. Bridge repair is anticipated to include removing debris from sidewalks, removing vegetative growth along wing walls, repairing vertical joints, repairing curbs and sidewalks, painting railings, reinstalling traffic signs, repairing vertical joints, replacing approaching guardrails, repairing pavement, and resetting and repointing capstones.[25]



**Figure 3-32.** Culvert Type I between Silver Hill Road and Suitland Road (QE, 2022).



**Figure 3-33.** Culvert Type II between Branch Avenue and Silver Hill Road (QE, 2022).



**Figure 3-34.** Culvert Type III with simple stone lintel between Silver Hill Road and Suitland Road (QE, 2022).



**Figure 3-35.** Culvert Type III with arch between Suitland Road and Forestville Road (QE, 2022).



**Figure 3-36.** Four-barrel Culvert Type IV at Naylor Road intersection (QE, 2022).



**Figure 3-37.** Culvert Type V Precast concrete pipe flume with flared ends between Forestville Road and Suitland Road (QE, 2022).



**Figure 3-38.** Culvert Type VI Concrete pipe culvert with concrete headwall (QE, 2022).



**Figure 3-39.** Typical drop inlet within median (QE, 2022).



**Figure 3-40.** Typical mortared cut stone wall with capstone in median between Forestville Road and Suitland Road (QE, 2022).

### Analysis

Contributing and non-contributing buildings and structures are illustrated on Figure 3-41.

Culvert Types I–IV were constructed as original design features of the parkway, and they retain their characteristic rustic stone-faced style. These features were constructed as part of the initial grading for both the A Road and B Road and are visible in historic photographs of the parkway. Note that several culverts were extended and headwalls reconstructed in the 1990s. Overall, the stone-faced culverts contribute to the historic character of the landscape. Culvert Types V–VI appear to be modern additions associated with later improvement projects along the parkway and are non-contributing.

Henson Creek Culvert and Suitland Bog Culvert were also constructed in 1944 as part of the initial grading for the parkway. However, both of these culverts were substantially modified in the 1990s in conjunction with the paving of the B Road. At this time, the culverts were extended and expanded, and the headwalls reconstructed.[26] The changes to both culverts are a significant impact to integrity of both workmanship and materials, and essentially resulted in the construction of entirely new culverts. Therefore, these features are considered non-contributing.

The original construction contract also called for the construction of drop inlets constructed of concrete or brick with timber covers.[27] Although their timber covers have been replaced, drop inlets are retained along the parkway within the median and entrance/exit ramp cloverleafs and contribute to the historic character of the landscape. Inlets within the parkway curbs were added after the period of significance and are non-contributing.

All underpass and overpass bridges within the study area were constructed in 1944 as part of initial construction of the parkway and contribute to the historic character of the landscape. The most substantial modification to these structures occurred when ramps were modified or added in conjunction with pavement of the B Road in the 1990s. The Silver Hill Underpass was also widened in 1965 and ramps were added in the 1990s.[28]

Most of the stone-clad walls that serve as retaining structures or dividers along the parkway were constructed in the 1990s.[29] These features do not appear in any original drawings or photographs, and they are therefore not considered part of the original design intent of the parkway. It is likely that NPS installed these features after the agency assumed authority over the parkway in 1949. The stone-clad walls are non-contributing but compatible with the historic parkway. Despite

**BUILDINGS**

**Contributing Features:**

Culvert Type I

Culvert Type II

Culvert Type III

Culvert Type IV

Branch Avenue Overpass

Silver Hill Road Underpass

Suitland Road Overpass

North Gate Overpass

**Non-Contributing Features:**

Henson Creek Culvert (modified, compatible)

Suitland Bog Culvert (modified, compatible)

Culvert Type V

Culvert Type VI

Stone walls (compatible)

NPS and USPP facilities (outside of study area)

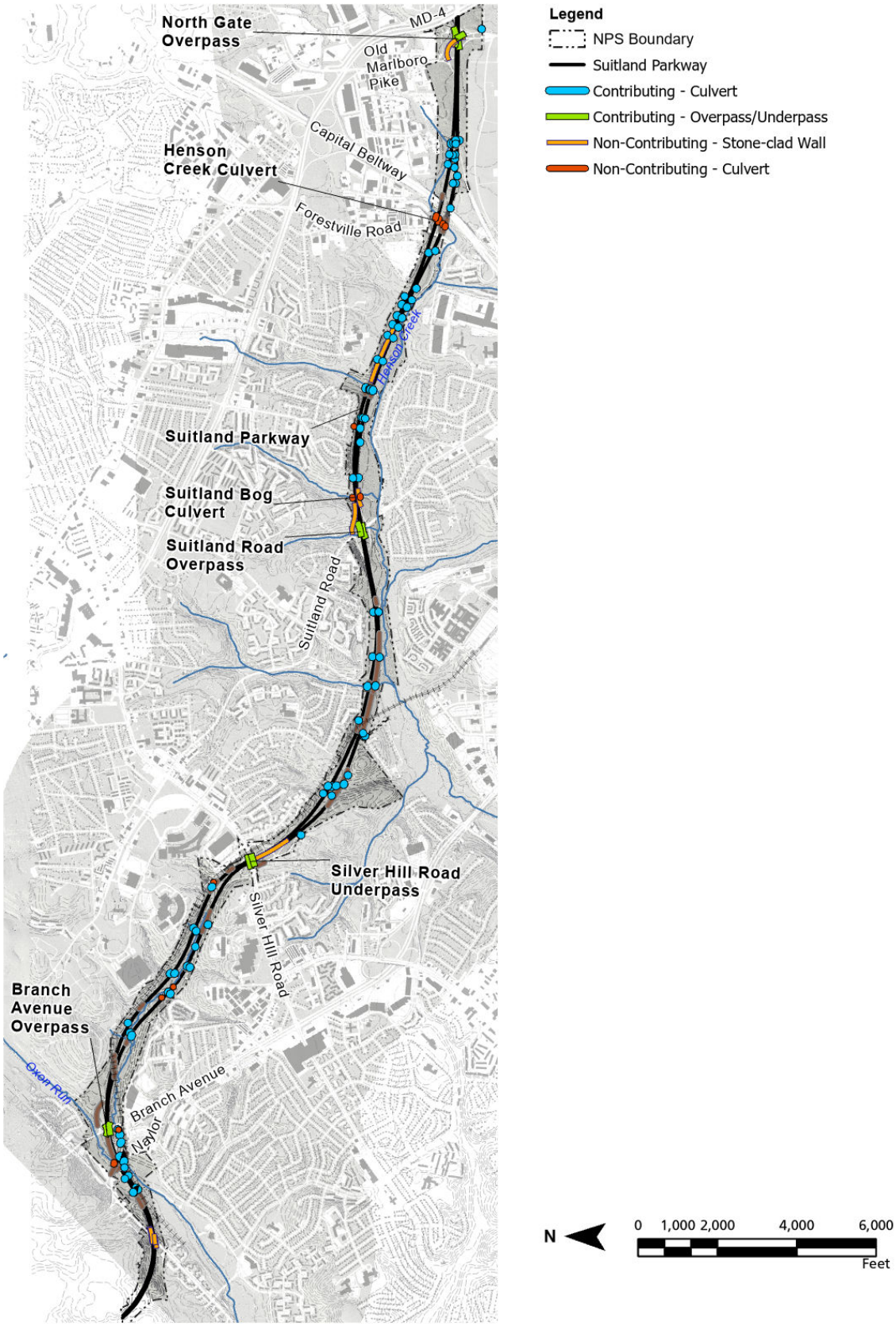



**Figure 3-41.** Buildings and structures analysis

their later construction date, the scale and materiality of the walls are consistent with other stone features along the parkway and do not negatively impact the historic character of the landscape.

## SMALL-SCALE FEATURES

### Existing Condition

Small-scale features along Suitland Parkway are limited to signs and guardrails. There are no light poles or overhead signs associated with the parkway.

NPS identifier signs demarcate NPS-managed property at the east and west ends of the study area. The signs are constructed of a painted wood panel affixed to an L-shaped mortared stone base. Both signs are in fair to poor condition and are described in their respective Landscape Character Area sections of this chapter.

Traffic signs (predominantly speed limit, merge, stop, no turn, etc.) are applied minimally along the parkway and are typically only used near intersections. Wayfinding is provided on brown painted signs consistent with NPS graphic standards (Figure 3-43). Overall, wayfinding and traffic signs along the parkway are in good to fair condition.

Guardrails are steel-backed 6" x 10" timber members mounted to 31" tall, 10" x 12" timber posts spaced approximately 10' on center, with angled and buried ends (Figure 3-44). Guardrails are typically in fair to poor condition and frequently exhibit damage from vehicle crashes (Figure 3-45). The existing guard rail design is similar to the US Department of Transportation (DOT) Federal Highway Administration (FHA) standard for steel-backed timber guardrails.[30]

### Analysis

All small-scale features within the study area are modern, non-contributing additions. Signs and guardrails are generously spaced and placed only to serve driver safety and navigation needs. These features are compatible with the historic character of the landscape to the extent possible and do not impact the corridor's historic integrity.

**SMALL-SCALE FEATURES**

**Undetermined Status:**

NPS identifier signs

**Non-Contributing Features:**

Wood guardrails (compatible)

Wayfinding signs

Traffic signs

Metal guardrail

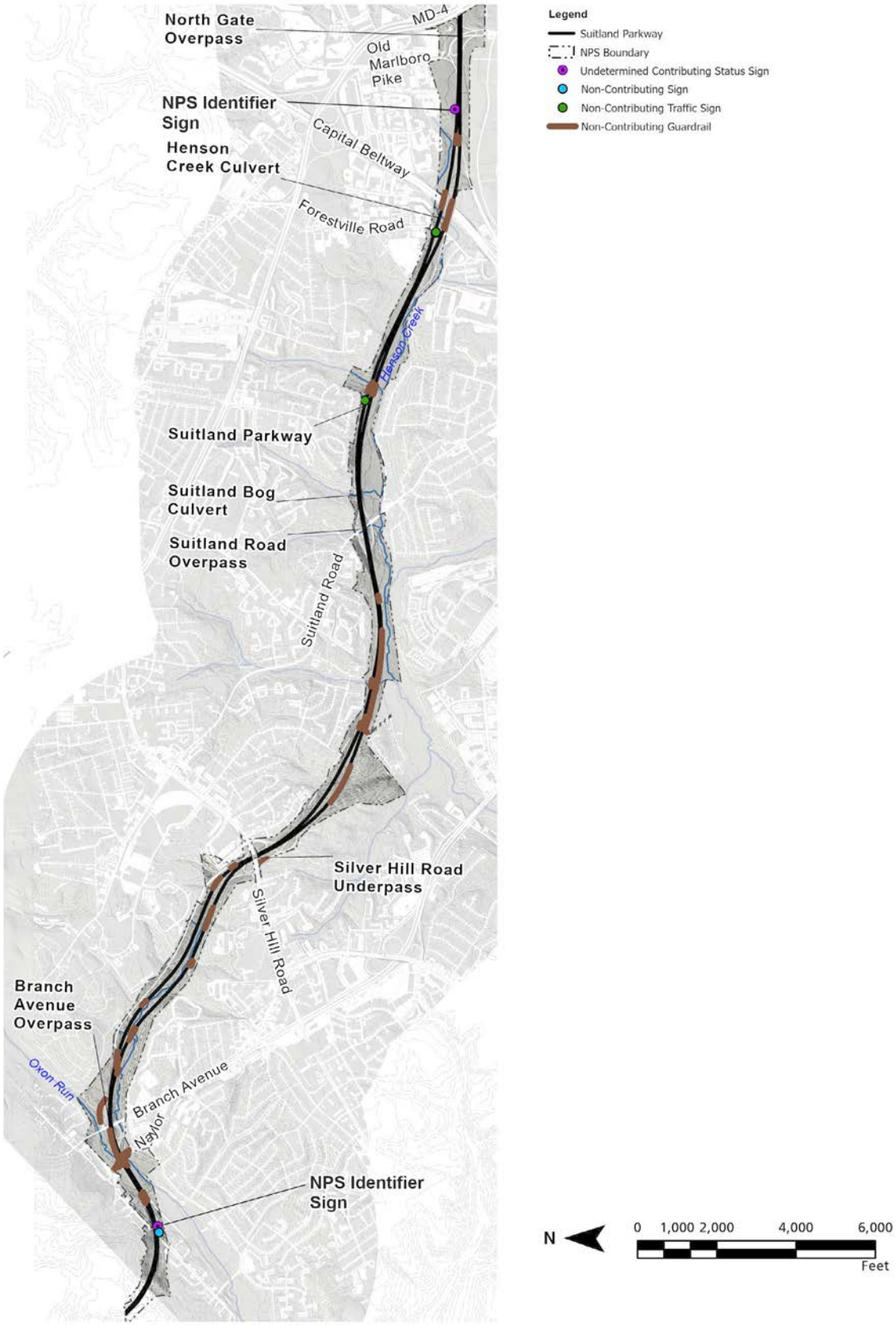



**Figure 3-42.** Small-scale features analysis




**Figure 3-43.** Typical NPS wayfinding sign (QE, 2022).



**Figure 3-44.** Steel-backed timber guardrail (QE, 2022).



**Figure 3-45.** Typical guardrail damage (QE, 2022).

## ARCHEOLOGY

### Existing Condition

Several archeological investigations have been conducted in areas adjacent to the study area. Prehistoric and historic artifacts and remnants of late nineteenth- and early twentieth-century farmsteads and roads uncovered in these investigations establish a pattern of habitation as far back as the Late Archaic period (4000–2000 BCE).

Near the Suitland Federal Center, archeological investigation at the Konschinik Site uncovered three lithic flakes and demonstrated soil disturbance from plowing and erosion dating to the Late Archaic (4000–2000 BCE) and Early Woodland (2000–500 BCE) periods.[31] Historic artifacts indicating habitation in the late nineteenth and early twentieth centuries were found at a site close to the Konschnik Site. The artifacts reflected domestic use of the site—e.g., whiteware, wire nails, machine-cut nails, and domestic stoneware.[32]

Northeast of the Suitland Parkway's intersection with Silver Hill Road is an archeological site known as the Kumbar property. Archeological investigation of the site's eastern portion, named in the archeological report as Kumbar Site 1, uncovered 174 historic or prehistoric artifacts, including historic domestic, mechanical, and architectural artifacts and three prehistoric artifacts. The historic artifacts are associated with the site's use as a farmstead dating to the late nineteenth and early twentieth centuries. Two quartz flake fragments and one split quartz cobble indicate prehistoric occupation of the site.[33] Shovel test pits on a northern hill on the site's western portion, named Kumbar Site 2, found four quartz artifacts that indicate precontact occupation.[34]

Archeological investigation of a site near the Smithsonian Institution's Museum Support Center also indicated prehistoric and historic occupation. Investigations of the site named Smith Green identified 4,000 historic artifacts and a light scatter of prehistoric lithic debitage. Investigation revealed remnants of a farmstead occupied from the mid-nineteenth century through the mid-twenty century. Shovel test pits found the remains of the farm dwelling's cellar hole, a barn foundation, a brick path, and roadway traces.[35]

Archeological investigation undertaken for the extension of the Metro system along the Suitland Parkway focused on a site west of the Naylor Road station. The site is located on an upland flat between two streams. Two phases of investigation identified prehistoric resources including tools, debitage, fire-cracked rock, and ceramics. These artifacts suggest a prehistoric seasonal campsite or procurement

site used during the Late Archaic (4000–2000 BCE) and Woodland periods (2000 BCE–1600 CE).[36]

Immediately east of the Suitland Parkway's eastern terminus is an archeological site associated with an early twentieth-century domestic site. Located along Armstrong Lane, the site features a moderate-density scatter of historic artifacts, remnants of historic landscaping, and two unpaved driveways. [37]

### Analysis

Overall, archeological sites within the study area have low integrity and are not related to the Suitland Parkway's areas of significance.

The Konschinik Site, Smith Green Site, and Naylor Road Site have been determined ineligible for the National Register of Historic Places due to low integrity, low frequency of artifacts, and lack of potential to yield important information.

The two Kumbar sites have not been evaluated for eligibility for inclusion in the National Register of Historic Places (NRHP). Archeological investigations at these sites have not identified features that relate to the significance areas of Suitland Parkway.

Similarly, the Ryon Site as a whole is not recommended as eligible for listing in the National Register due to disturbance and large-scale alterations of the surrounding landscape. Two small portions of the site associated with a cache of precontact artifacts are recommended eligible for listing in the NRHP under Criterion D (have yielded, or may be likely to yield, information important in prehistory or history), but their significance is not related to design, construction, or use of the parkway.

**ARCHEOLOGICAL SITES**

**Non-Contributing Features:**

Konschinik Site

Smith Green Site

Naylor Road Site

Kumbar Site 1

Kumbar Site 2

Ryon Site

## LANDSCAPE CHARACTER AREA EXISTING CONDITION & ANALYSIS

Five landscape character areas (LCAs) are used to organize detailed information about the landscape condition. The configuration of these LCAs is based on circulation patterns, management, and maintenance. From west to east, the LCAs are:

1. DC/MD Border to Branch Avenue (0.6 miles)
2. Branch Avenue to Silver Hill Road (1.5 miles)
3. Silver Hill Road to Suitland Road (1.8 miles)
4. Suitland Road to Forestville Road (1.4 miles)
5. Forestville Road to Joint Base Andrews (1.0 miles)

Refer to drawing EC-1 for the locations of the landscape character areas and drawings EC-2 through EC-5 for existing condition of each area. Each landscape character analysis below includes a description of the existing condition of relevant landscape characteristics followed by a summary of integrity.

### DC/MD BORDER TO BRANCH AVENUE LANDSCAPE CHARACTER AREA

Existing conditions of the DC/MD Border to Branch Avenue LCA are illustrated on EC-2.

The westernmost landscape character area within the study area extends 0.6 miles from the Washington, DC/Maryland border to Branch Avenue. Within this LCA, eastbound drivers frequently begin their journey by crossing the Frederick Douglass Memorial Bridge. This segment of the parkway is dominated by two intersections: Naylor Road, an at-grade signalized intersection, and Branch Avenue (MD 5), a grade-separated intersection. Due to an interruption in Southern Avenue, drivers must enter Suitland Parkway at Naylor Road and exit at Branch Avenue in order to navigate around the break, increasing traffic through both intersections. The parkway has a narrow concrete or mown grass median for the length of the character area. Drivers experience axial views of all four lanes of the roadway within a tree-lined corridor (Figure 3-46 through Figure 3-48).

#### Landscape Analysis Summary

Within the DC/MD Border to Branch Avenue LCA, the parkway route, Branch Avenue overpass, culverts, mown turf, and surrounding woodland vegetation are retained in their historic locations, and the original design of the parkway is discernible for the length of the LCA. The Branch Avenue Overpass retains its original workmanship and materials, and new additions to the parkway landscape

From the DC/MD border, Suitland Parkway continues west to the Frederick Douglass Memorial Bridge.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**DC/MD Border to Silver Hill Road**
Existing Conditions

**National Park Service**
**National Capital Region**

## Sources
1. NPS NACE Geographic Data
2. Field Investigation, QE, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

## Legend
- Herbaceous Wetlands
- Meadow
- Mown Turf
- Mixed Forest
- Open Water
- Scrub/Shrub
- Woody Wetlands
- Concrete Flume
- Drain
- Sign
- Stream
- Culvert
- Wood Guardrail
- Walls
- LCA Boundary
- Contours
- NPS Boundary
- Roads
- Suitland Parkway
- Section

## Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N 0 310 620 1,240 1,860 Feet

Drawing EC-2

This page intentionally left blank.

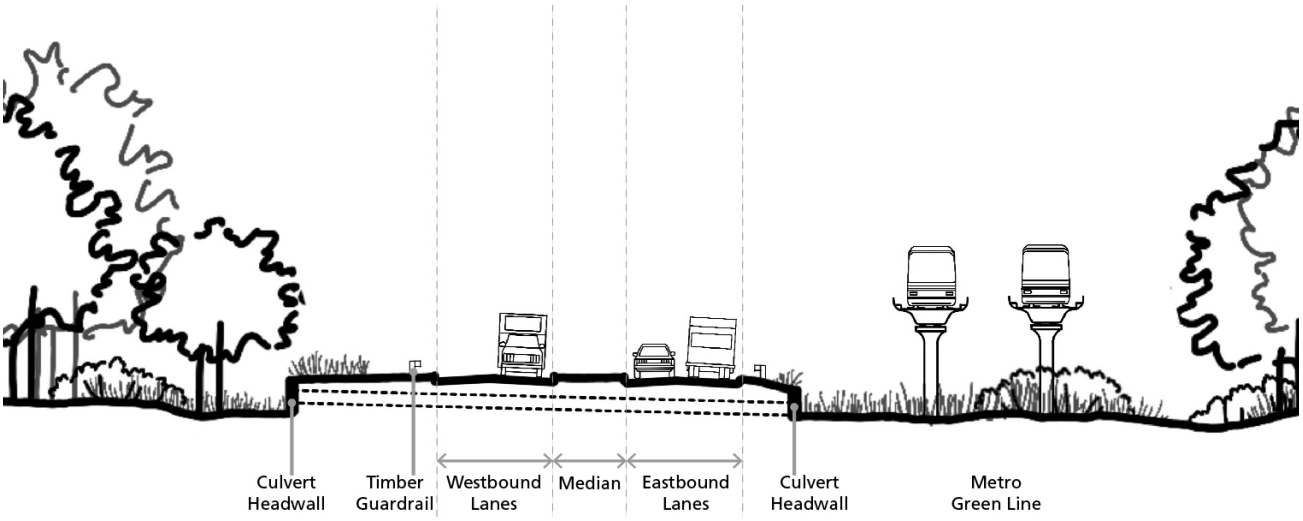



**Figure 3-46.** Typical section through DC/MD Border to Branch Avenue LCA, looking east (QE, 2023).



**Figure 3-47.** View east from median toward Naylor Road (QE, 2022).



**Figure 3-48.** View of Suitland Parkway looking west from westbound lane toward Southern Avenue (QE, 2022).

(such as low stone walls, timber guardrails, and modern signage) are typically in keeping with the historic character of the landscape. Overall, this portion of the study area continues to convey the character of a mid-century parkway. Minor impacts to the LCA's setting and feeling occur where the Metro Green Line and Southern Avenue Underpass are visible from the roadway.

### Natural Systems and Topography

Oxon Run flows beneath the intersection of Suitland Parkway and Naylor Road, and the topography of the character area is strongly influenced by its proximity to the stream channel. Drainage from Forty Foot Branch joins Oxon Run on the southwest corner of the Naylor Road intersection. The high point of this segment is 173' above sea level where the parkway crosses Branch Avenue; the floodplain of Oxon Run sits at an elevation approximately 40' lower.

### Circulation

#### *Suitland Parkway*

Curbs define the median and shoulders of both the eastbound and westbound lanes, and the asphalt roadway and concrete curbs are in good condition. Concrete sidewalks along the parkway are limited to the underpass below Southern Avenue. Sidewalks are also present on both the east and west sides of Naylor Road where it intersects with the parkway. Consistent with the original design of the parkway, both the eastbound and westbound lanes are 24' wide and crowned in the center. The median varies between an approximately 14'-wide mown strip as the parkway passes below Southern Avenue to a narrow concrete curb between lanes at the Branch Avenue Overpass.

#### *Naylor Road*

Naylor Road (MD 637) and Suitland Parkway is an at-grade signalized intersection that connects residential developments in MD and DC (on the north side of the parkway) with Naylor Road Metro Station (on the south side of the parkway). The proximity of the residential developments to the Metro station leads to regular pedestrian activity crossing Suitland Parkway. Figure 3-49 summarizes the turning movement counts at the intersection.

The western end of Suitland Parkway, near Naylor Road, has the highest mainline traffic volumes (Figure 3-50). Average travel speeds appear to exceed posted speed limits and combine with elevated traffic volume and congestion during commuter periods; observations indicated drivers' tendency of running through the yellow/red signal clearance indications. Also, multiple damaged guardrail sections suggest travel speeds may contribute to out-of-control vehicle collisions at this intersection (Figure 3-52). Accessible pedestrian signals and ADA-compliant

facilities are provided throughout the intersection. Visual observations indicate the vast majority of pedestrians use the western leg crosswalk.

The location has been identified as a hotspot for pedestrian crashes, with seven fatalities between 2014 and 2022, summarized as follows:

- no bicyclist crashes;
- 6 of 7 involving westbound traffic;
- all in dark conditions;
- several involve intoxicated pedestrians;
- several involved crossings during the Don't Walk indication and/or crossing outside of the marked crosswalk.

Based on count data collected in May 2022, 134 pedestrians cross Suitland Parkway daily. Upgrades to the intersection markings, signs, and signal equipment have been recently implemented to address traffic/pedestrian safety issues, as recommended by the Naylor Road Safety Audit Report (dated May 3, 2022). However, there are still some observed concerns related to pedestrian safety. First, no crosswalk is provided on the north side of Naylor Road, and all marked pedestrian crossings on channelized free flow right turn lanes are unsignalized (Figure 3-51). In addition, streetlights are provided at the intersection but are not positioned well to illuminate crosswalks. Leading Pedestrian Intervals (LPIs) are not provided for signalized pedestrian crossings. Pedestrians' compliance rate with pedestrian signal indications is noticeably low and crossing the street during the pedestrian Don't Walk indication is common practice (approximately 1/10 observed compliance rate), as appears in Figure 3-53 and Figure 3-54. Specifically, pedestrians frequently make use of median islands on Suitland Parkway when crossing Suitland Parkway during the Don't Walk phase (Figure 3-55). Furthermore, the presence of alcohol with pedestrians was observed.

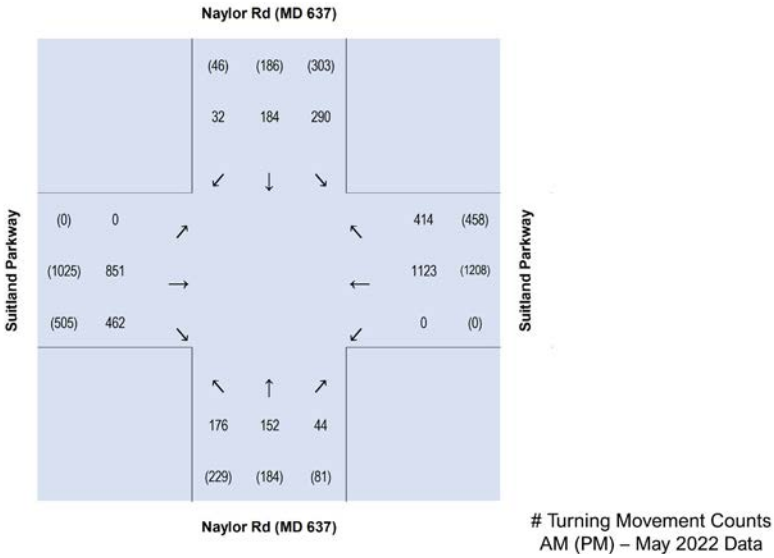



**Figure 3-49.** Turning movement counts at Suitland Parkway and Naylor Road (VHB, 2023).



**Figure 3-50.** High traffic volume at western end of Suitland Parkway at Naylor Road (VHB, 2022).



**Figure 3-52.** Damaged guardrail sections at Suitland Parkway and Naylor Road (VHB, 2022).



**Figure 3-51.** Marked pedestrian crossings on unsignalized and channelized free-flow right turn at Suitland Parkway and Naylor Road (VHB, 2022).



**Figure 3-53.** Example of low pedestrian compliance at Suitland Parkway and Naylor Road (VHB, 2022).



**Figure 3-54.** Another example of low pedestrian/ cyclist compliance at Suitland Parkway and Naylor Road (VHB, 2022).



**Figure 3-55.** Example of using median islands while crossing at Suitland Parkway and Naylor Road (VHB, 2022).

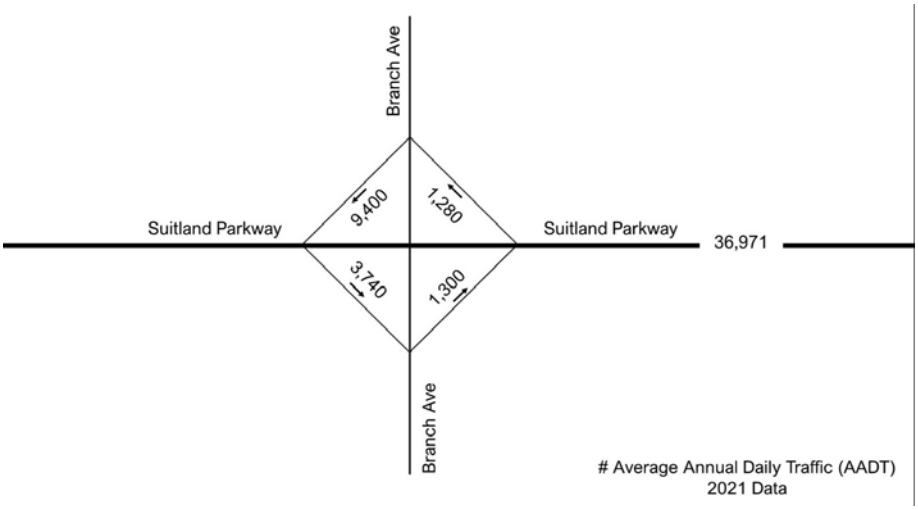



**Figure 3-56.** Average annual daily traffic (AADT) at Suitland parkway and Branch Avenue (VHB, 2023).




**Figure 3-57.** Unsignalized crosswalks at Suitland parkway and Branch Avenue (VHB, 2022).



**Figure 3-58.** Eastbound off-ramp at Suitland Parkway and Branch Avenue (VHB, 2022).

Grades along the north and south sides of Suitland Parkway where Suitland Parkway Trail trail facilities are planned appear conducive to trail construction; however, plans assume pedestrians and cyclists will need to cross Suitland Parkway at this intersection despite its significant crash history, high-speed traffic, and multilane geometry that is poorly aligned with preferred trail user experience.

#### *Branch Avenue*

Branch Avenue (MD 5) and Suitland Parkway is a grade-separated interchange that connects residential areas to the north with the Naylor Road Metro station and commercial development to the south of the parkway, and regular pedestrian activity was observed. Figure 3-56 summarizes the average annual daily traffic (AADT) at the interchange.

Relatively high traffic volumes are present on the ramps, especially to/from Suitland Parkway eastbound, based on the recent AADT and observations from the field investigation. A sidewalk, high-visibility crosswalks, and ADA-compliant ramps are provided along the west side of Branch Avenue (MD 5) through the interchange, but all crossings are unsignalized (Figure 3-57). In 2020, the location had a fatality at night with no lighting in the vicinity of the crash.

The Suitland Parkway eastbound off-ramp at MD 5 is not provided with lane markings but is used as two lanes for turning movements (separate left and right lanes), as appears in Figure 3-58. Also, proximate sight line obstructions (particularly looking north) as well as traffic volumes indicate potential justification for a traffic signal at this intersection regardless of future trail plans. Planned Suitland Parkway Trail alignment would require crossing both the high-volume Suitland Parkway eastbound off-ramp and MD 5 in close proximity to each other and the parkway bridge abutments. Plans show a traffic signal only for the planned MD 5 crossing.

#### *Suitland Parkway Trail*

The existing Suitland Parkway Trail ends immediately east of the DC/MD border on the north side of the parkway. Although it is near the Southern Avenue Overpass, there is no pedestrian connection between the sidewalks associated with the overpass and the trail.

### Views

The overall character of views in this segment is consistent with forest-enclosed linear views typical of the entire Suitland Parkway. However, the proximity of the Metro, Naylor Road intersection, and Branch Avenue intersection within this character area results in periodic breaks in the forest enclosure from the parkway

to surrounding land uses. The Metrorail Green Line is highly visible from both eastbound and westbound lanes along the length of the character area (refer to Overall Views section of this chapter). Clearing associated with the Metro and the Oxon Run floodplain west of Naylor Road also creates views to Oxon Run Park and the Oxon Run Hills neighborhood to the south of the parkway (Figure 3-59).

The Southern Avenue Overpass serves as a highly visible marker of the west end of Suitland Parkway at the DC/MD border (refer to Overall Views section of this chapter). A small "Welcome to DC" sign is on the opposite side of the overpass.

### Vegetation

Due to the confluence of Oxon Run and a major drainage collecting water within the median to the east of Branch Avenue, vegetation to the north and south of the parkway is dominated by woody wetland species. Emergent herbaceous wetland vegetation occupies relatively clear areas beneath the Metrorail Green Line and along Oxon Run. Consistent with the overall parkway vegetation, mown turf dominates the areas surrounding the Naylor Road and Branch Avenue intersections. Mown turf also forms a narrow strip along the road's shoulders and median.

Successional mixed deciduous forest occupies upland areas north and south of the parkway. Invasive vegetation dominated by honeysuckle, multiflora rose, riverbank grape, and English ivy creates a dense barrier along the forest margins, particularly adjacent to the Naylor Road and Branch Ave intersections (Figure 3-60).

## Buildings and Structures

### *Culverts*

This character area includes two Culvert Type I headwalls, eight Culvert Type III headwalls, one concrete pipe culvert with concrete headwall, and several atypical culvert designs:

- A double concrete box culvert with mortared cut stone headwall and angled wing walls is approximately 900' east of the Southern Avenue overpass at Sta. 565. The culvert carries a tributary of Oxon Run below both eastbound and westbound lanes of the parkway. It exhibits extensive vegetation overgrowth and some debris capture at its inlet and is in fair condition (Figure 3-61).
- An atypical concrete pipe culvert with a mortared stone headwall and angled wing walls extends below both eastbound and westbound lanes of the parkway approximately 1200' east of the Southern Avenue Overpass (Figure 3-62).
- A large concrete box culvert with angled wing walls carries Oxon Run northeast–southwest below the Naylor Road and Suitland Parkway intersection. The culvert terminates in mortared cut stone headwalls with angled wing walls that incorporate no arch detail (Figure 3-63). This atypical culvert is immediately adjacent to a three-barrel concrete pipe culvert carrying Forty Foot Branch below Naylor Road (Figure 3-64).

### *Stone-Clad Walls*

Low concrete barrier walls clad in mortared cut stone facing line both the westbound and eastbound lanes at Southern Avenue overpass. The wall along the eastbound lanes measures approximately 140 feet long, and the wall along the westbound lanes is approximately 324 feet long (Figure 3-65). The walls are in good condition.

### *Branch Avenue Overpass*

The Branch Avenue Overpass is a reinforced concrete span bridge that carries Suitland Parkway over Branch Avenue (Figure 3-66). It is designed as a single-span rigid frame grade separation structure utilizing an elliptical arch with straight side walls and a clear span of 65 feet. The overpass is framed by mortared cut-stone-clad wing walls with a flared parapet, accented by granite coping and a granite beltcourse. The concrete of the arch and spandrel walls remains exposed.

The Branch Avenue Overpass is in fair to poor condition. The bridge is impacted by vegetative growth along wing walls, approach curblines, and sidewalks, and mortar and stone veneer are missing in portions of the parapet. Bridge repair is planned for 2023.



**Figure 3-59.** View south toward Oxon Run and Metrorail Green Line (QE, 2022).



**Figure 3-60.** Dense invasive vegetation at Naylor Road intersection (QE, 2022).



**Figure 3-61.** Double concrete box culvert east of Southern Avenue Overpass (QE, 2022).



**Figure 3-62.** Atypical small concrete pipe culvert with mortared headwall and wing walls (QE, 2022).



**Figure 3-63.** Large concrete box culvert at northeast corner of Naylor Road and Suitland Parkway associated with Oxon Run (QE, 2022).



**Figure 3-64.** Pair of culverts at Naylor Road and Suitland Parkway (QE, 2022).



**Figure 3-65.** Low stone retaining walls adjacent to westbound lanes at Southern Avenue Underpass (QE, 2022).



**Figure 3-66.** Branch Avenue Overpass north facade and intersection with Suitland Parkway westbound off-ramp (Jacob Ortiz, HAER, 2023).

### Small-Scale Features

A National Park Service park identifier sign is on the south side of the parkway immediately east of the DC/MD border and is visible from the road's eastbound lanes. The sign's stone base is in good condition, but the painted wood signage exhibits wear and fading and is in fair condition (Figure 3-67 and Figure 3-68).

Timber guardrails are situated over a culvert between the DC/MD border and Naylor Road and surrounding the Naylor Road intersection. A small wayfinding sign directs drivers to Naylor Road from the westbound lanes of the parkway.




**Figure 3-67.** National Park Service identifier sign, east facade (QE, 2022).



**Figure 3-68.** National Park Service identifier sign, west facade with Southern Avenue Underpass in the background (QE, 2022).

## BRANCH AVENUE TO SILVER HILL ROAD LANDSCAPE CHARACTER AREA

Existing conditions of the Branch Avenue to Silver Hill Road LCA are illustrated on EC-2.

This character area is 1.5 miles long and bounded by two intersections: Branch Avenue (MD 5) and Silver Hill Road. Branch Avenue is a grade-separated intersection passing below the parkway with on- and off-ramps to both the westbound and eastbound lanes. Silver Hill Road is a grade-separated intersection passing above the parkway, with on- and off-ramps connecting to both eastbound and westbound lanes as well as Summer Road. The Metro Green Line bridges over the parkway about 1,500' east of Branch Avenue, and Metro stations are directly accessible from both Branch Avenue and Silver Hill Road.

This section of the parkway has a gracious forested median of varying widths that narrows close to the intersections into mown turf openings. For most of this segment the drivers experience a tree-lined corridor with two lanes of single-direction traffic, while the approach to each intersection offers wider views of all four lanes (Figure 3-69 through Figure 3-71).

### Landscape Analysis Summary

The parkway route, Silver Hill Road Underpass, culverts, mown turf, and surrounding woodland vegetation are retained in their historic locations within the Branch Avenue to Silver Hill Road LCA, and the original design of the parkway is discernible for the length of this segment. Modern additions to the parkway landscape (such as low stone walls, timber guardrails, and modern signage) are in keeping with the historic character of the landscape. Minor impacts to the LCA's setting and feeling occur where the Metro Green Line and Suitland Tower are visible from the roadway. The Silver Hill Road Underpass has also been modified from its original design due to the widening of Silver Hill Road after the end of the Criterion C period of significance. The overall effect of these changes is relatively small in comparison to the scale of the parkway landscape, and this portion of the study area continues to convey the character of a mid-century parkway.

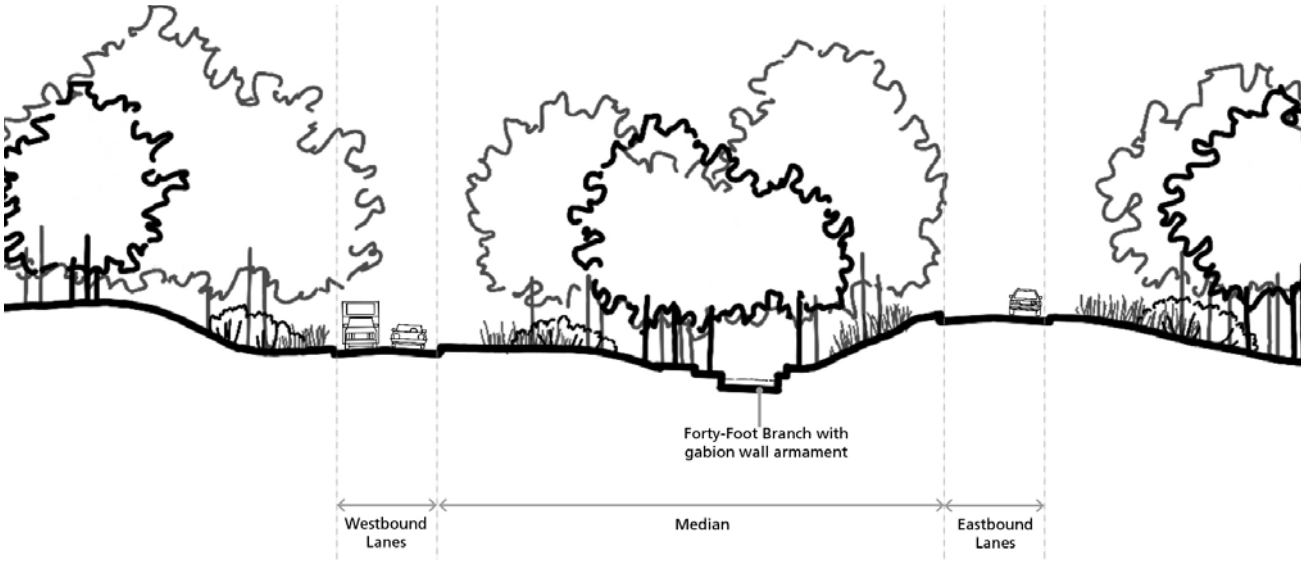



**Figure 3-69.** Typical section through Branch Avenue to Silver Hill Road LCA (QE, 2023).



**Figure 3-70.** View across four lanes and mown turf median immediately east of Metro Green Line Overpass, looking west (QE, 2022).



**Figure 3-71.** View westbound of tree-lined corridor of two lanes of single-directional traffic with mown turf at road shoulder and strip of meadow where mowing has been reduced (QE, 2022).

### Natural Systems and Topography

This section of the parkway runs through a steep valley associated with Forty Foot Branch. The stream itself is routed through the median in a narrow swale armored by gabion walls or riprap (Figure 3-72 and Figure 3-73). The stream crosses to the south of the parkway via a culvert at Sta. 42, to the east of its confluence with Oxon Run at Naylor Road. The high point of the LCA is 272' above sea level where the parkway crosses Silver Hill Road. Its low point occurs where Forty Foot Branch crosses below Branch Avenue at approximately 146' above sea level.



**Figure 3-72.** Forty Foot Branch with rip rap stabilization intervention (QE, 2022).



**Figure 3-73.** Forty Foot Branch with gabion wall stabilization intervention (QE, 2022).

## Circulation

### *Suitland Parkway*

This segment of the parkway is characterized by a wide median separating the eastbound and westbound lanes. The median is typically 120' to 230' wide and densely forested, tapering to a narrower mown grass median at the eastern and western ends of the character area (approaching Branch Avenue and Silver Hill Road). It incorporates a deep swale that drains both sides of the road into Forty Foot Branch. The roadway is in good to fair condition, with limited transverse and longitudinal cracks, vegetative growth within cracks in the curb, and small potholes.

### *Silver Hill Road*

Silver Hill Road (MD 458) and Suitland Parkway is a grade-separated interchange that connects residential and commercial areas with the Suitland Metro station. Figure 3-74 summarizes the average annual daily traffic (AADT) at the interchange.

A sidewalk, high-visibility crosswalks, and ADA-compliant ramps are provided along both sides of Silver Hill Road through the interchange (Figure 3-75). All crossings are unsignalized except for the Suitland Parkway westbound off-ramp intersection opposite the Suitland Metro station driveway (accessible pedestrian signals provided), as appears in Figure 3-76.

Many signs on Silver Hill Road throughout the interchange are aged and fading or non-compliant with current sign retroreflectivity standards (Figure 3-77). Multiple damaged guardrail sections on Silver Hill Road west of the parkway suggest traffic speeds may contribute to out-of-control vehicle collisions near the existing pedestrian crossing at Suitland Parkway eastbound on-ramp and planned trail crossing location (Figure 3-78).

The planned Suitland Trail extension project includes options with signalized crossings on Silver Hill Road and extensive modification of the interchange ramps connected to/from eastbound Suitland Parkway. Potential trail crossings on the Suitland Parkway ramps at Summer Road may benefit from implementing pedestrian signal upgrades.

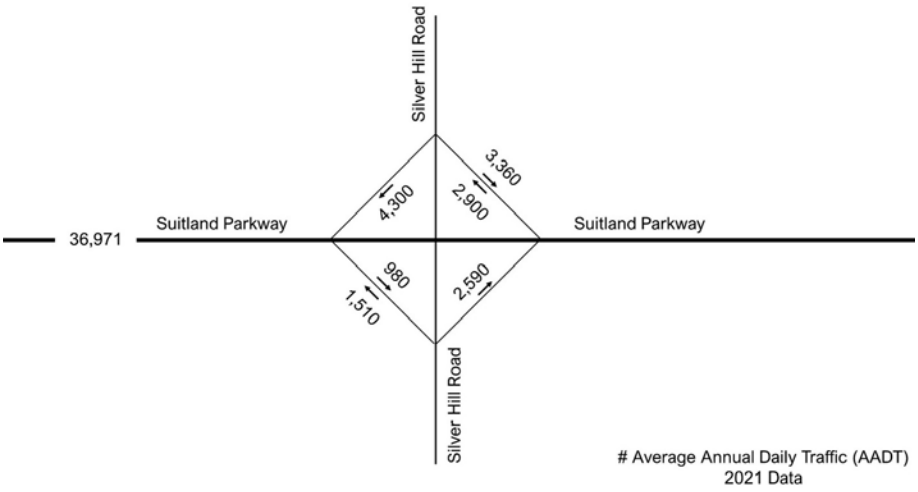



**Figure 3-74.** Average annual daily traffic at Suitland Parkway and Silver Hill Road (VHB, 2023).




**Figure 3-75.** Sidewalks and high-visibility crosswalks at Suitland Parkway and Silver Hill Road (VHB, 2022).



**Figure 3-76.** Signalized crossing at Suitland Parkway and Silver Hill Road (VHB, 2022).




**Figure 3-77.** Fading or non-compliant signs at Suitland Parkway and Silver Hill Road (VHB, 2022).



**Figure 3-78.** Damaged guardrail sections on Silver Hill Road at Suitland Parkway (VHB, 2022).

### Views

In keeping with the character of the parkway, dense wooded buffer on the north and south sides of the parkway screens views from adjacent land use. The eastbound and westbound lanes are also visually separated from each other by successional woodland within the median. Views open as drivers approach the Branch Avenue and Silver Hill Road intersections. The most significant intrusion on views occurs where the Metro Green Line passes over the parkway just east of Branch Avenue (Figure 3-79). The Suitland Tower, a 300'-tall radio tower, is also visible from eastbound lanes (Figure 3-80).

### Vegetation

The parkway's typical pattern of mixed forest on upland slopes and mown turf along the road shoulders and intersections continues in this character area. In limited locations, meadow vegetation has expanded into areas where mowing frequency is reduced. The median, with its deep swale, supports a woody wetland. Flowering trees and shrubs including serviceberry, eastern redbud, crabapple, Kousa dogwood, viburnum, and mountain laurel frame the intersections and create ornamental clusters along the road edges.

### Buildings and Structures

#### *Culverts*

This character area has six Culvert Type I culverts, eight Culvert Type II headwalls, and three Culvert Type III headwalls. Two atypical culverts are recent additions to address stormwater within the character area:

- A large concrete double pipe culvert on the north side of the westbound lanes associated with the Metro Green Line (Figure 3-81). The culvert is in good condition.
- A large concrete double box culvert is at Sta. 78+ at the eastern end of the median, where it drains into the gabion-channeled Forty Foot Branch (Figure 3-82). The culvert exhibits loss of concrete along the interior of the barrels and is in fair to poor condition.

One drop inlet drains the median west of the Green Line overpass. Three drop inlets are south of the Silver Hill Road off-ramp.

#### *Silver Hill Underpass*

The Silver Hill Underpass is a double-span reinforced concrete bridge structure with stone-faced wing walls that carries Silver Hill Road over Suitland Parkway (Figure 3-83 and Figure 3-84). The pier, sidewalls, and spandrels are exposed concrete. Metal pipe railings run along concrete sidewalks that span both sides of the bridge. The underpass is in fair condition. There are limited areas of concrete loss and exposed reinforcement and there is extensive vegetation growing on or in close proximity to the structure.

There are two one-story buildings housing the Suitland Parkway Maintenance Yard and US Park Police off Silver Hill Road. The buildings support parkway operations but are located outside of the study area. Also accessed off this service road is a radio tower (Suitland Tower) and support building.



**Figure 3-79.** View of Metro Green Line Overpass looking east. Mown turf at median and along shoulder with edge of meadow where mowing has been reduced (VHB, 2022).



**Figure 3-80.** View of Suitland Tower from westbound lanes of the parkway just north of Silver Hill Road Overpass (QE, 2022).



**Figure 3-81.** Pipe culvert associated with the Metro (QE, 2022).



**Figure 3-82.** Double concrete box culvert in the median at Sta. 78+ drains into the gabion-channeled Forty Foot Branch (QE, 2022).



**Figure 3-83.** Silver Hill Road Underpass looking northeast (Jarob Ortiz, HAER, 2023).



**Figure 3-84.** Silver Hill Road Underpass looking northeast (Jarob Ortiz, HAER, 2023).

### Small-Scale Features

There are four timber guardrails placed adjacent to the Metro Green Line Overpass piers. An additional five timber guardrail sections and three timber guardrail sections protect steep slopes over culverts on the eastbound and westbound lanes, respectively. Traffic signs support safety and wayfinding on both the eastbound and westbound lanes.

## SILVER HILL ROAD TO SUITLAND ROAD LANDSCAPE CHARACTER AREA

Existing conditions of the Silver Hill Road to Suitland Road LCA are illustrated on EC-3.

This character area is 1.8 miles long and is bounded by the intersections at Silver Hill Road and Suitland Road. Silver Hill Road is a grade-separated intersection passing above the parkway. Suitland Road is a grade-separated intersection passing below the parkway with on- and off-ramps from both the eastbound and westbound lanes. Meadowview Drive meets the south side of the parkway approximately halfway through the LCA and provides an unsignalized T-intersection with access to both eastbound and westbound lanes.

The median varies in width and material, incorporating open lawn with scattered canopy trees alternating with wooded swales, which facilitates opening and closing of views across the parkway (Figure 3-85 through Figure 3-87). The Metro Green Line bridges the parkway once more just west of Meadowview Drive, and a utility corridor crosses through the corridor between Suitland Road and Meadowview Drive.

### Landscape Analysis Summary

Contributing features within the Silver Hill Road to Suitland Road LCA include the parkway route, Suitland Road Overpass, various small culverts, mown turf, and surrounding woodland vegetation. The Suitland Road Overpass retains its original workmanship and materials, and new additions to the parkway landscape (such as low stone walls, timber guardrails, and modern signage) are compatible with the historic character of the landscape.

Minor impacts to the LCA's setting and feeling occur where the Metro Green Line is visible from the roadway. Overall, the original design intent of the parkway is evident throughout the character area, and the landscape continues to convey the character of a mid-century parkway.

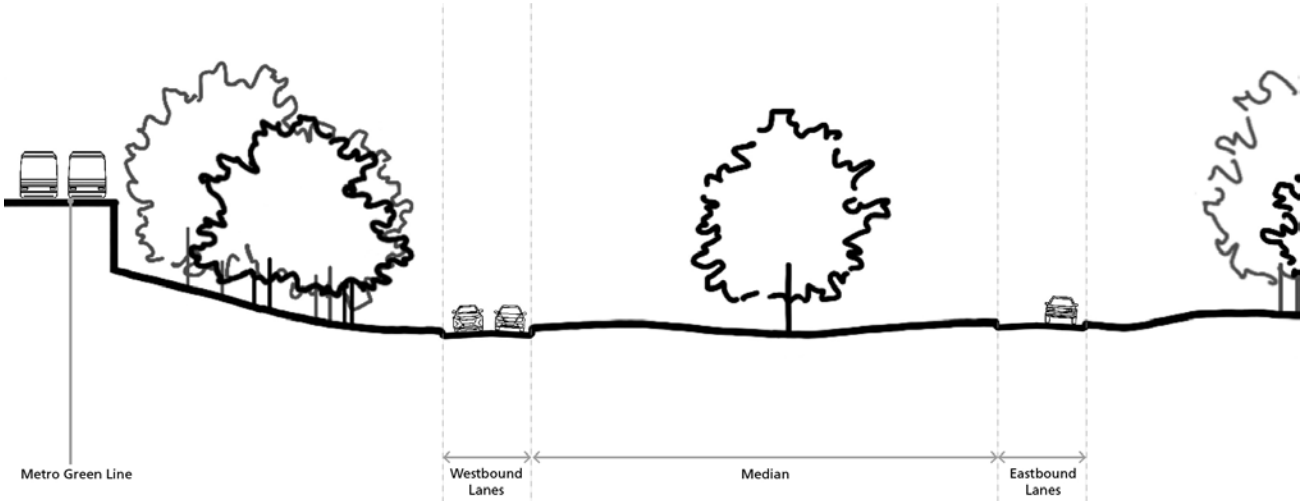



**Figure 3-85.** Typical section through Silver Hill Road to Suitland Road LCA, looking east (QE, 2023).



**Figure 3-86.** Throughout this LCA, the median is typically relatively narrow and occupied by mown lawn with scattered canopy trees, or dense early successional vegetation near culverts (QE, 2022).



**Figure 3-87.** Mix of scrub/ woodlands and mown turf at median (QE, 2022).

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Silver Hill Road to Suitland Road**
Existing Conditions

**National Park Service**
**National Capital Region**

< Silver Hill Road to Branch Avenue LCA

Silver Hill Road to Suitland Road > LCA

Silver Hill Road

Silver Hill Road Underpass

Suitland Parkway Maintenance yard and U.S. Park Police

Suitland Parkway

< Suitland Road to Silver Hill Road LCA

Suitland Road to Forestville Road > LCA

Metrorail Green Line

Meadowview Drive

Hoppin Lane

Hanson Creek

Suitland Road Overpass

Suitland Road

**Sources**
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

**Drawn By**
Quinn Evans, ArcGIS Pro 2.6, 2023

**Legend**

- Herbaceous Wetlands
- Meadow
- Mown Turf
- Mixed Forest
- Open Water
- Scrub/Shrub
- Woody Wetlands
- Concrete Flume
- Drain
- Contours
- NPS Boundary
- Stream
- Culvert
- Wood Guardrail
- Walls
- LCA Boundary
- Roads
- Parkway
- Section

**Notes**
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N

0 305 610 1,220 1,830
Feet

**Drawing EC-3**

This page intentionally left blank.



**Figure 3-88.** Henson Creek and floodplain south of parkway (QE, 2022).

### Natural Systems and Topography

This landscape character area runs immediately north of Henson Creek (Figure 3-88) and is characterized by upland slopes to the north and a wider floodplain to the south. Several unnamed tributaries drain below the parkway from the north to the south via stone-faced culverts to meet Henson Creek. The roadway gently slopes up to the west, meeting Suitland Road at an elevation of 218' above sea level and Silver Hill Road at 274' above sea level.

### Circulation

#### *Suitland Parkway*

Between Silver Hill Road and Suitland Road, both the eastbound and westbound lanes of Suitland Parkway are in good to fair condition. The road exhibits vegetative growth within cracks in the curbs and limited longitudinal cracking in its asphalt surface.

The median varies widely between approximately 1' and 180' within this character area. Beginning at Silver Hill Road, the median consists of a narrow stone-clad wall and sidewalk extending approximately 1,000' to the east. As the median widens, it alternates between mown turf and scrub/woodlands before meeting Meadowview Drive, where it transitions to mown turf with individual canopy trees for approximately 3,000' to the east. For the remaining approximately 3,000', the median narrows to a concrete curb extending to the Suitland Road overpass.

#### *Meadowview Drive*

Meadowview Drive intersects Suitland Parkway at an unsignalized intersection with a median crossover (see Figure 3-89). A stop sign controls for left turn movements. Meadowview Drive provides direct access for a residential

neighborhood to/from Suitland Parkway; no pedestrian facilities are provided at the intersection. Acceleration/deceleration lanes are provided on Suitland Parkway to facilitate turning movements at the intersection, but no advance warning signs are provided on the parkway. No existing traffic volume data is available for this intersection. Across from the intersection, the median is stabilized with pavers. Multiple damaged guardrail sections at the intersection suggest traffic speeds may contribute to out-of-control vehicle crashes in proximity to the intersection (see Figure 3-90).

### *Suitland Road*

Suitland Road (MD 218) intersects Suitland Parkway at a signalized grade-separated interchange that connects residential and commercial areas in the south and north of Suitland Road with the Parkway (Figure 3-92). The nearest bus stops on Suitland Road are located approximately 1,000' north from Suitland Parkway and 700' south from Suitland Parkway. Figure 3-93 summarizes the AADT at the interchange.

A sidewalk, high-visibility crosswalks, and ADA-compliant ramps are provided along the west side of Suitland Road only to the north and south of the Suitland Parkway overpass. The sidewalk discontinues under the bridge and pedestrians are required to use an approximately six-foot shoulder along the road (see Figure 3-94). Both parkway ramp intersections on Suitland Road are signalized. ADA-compliant ramps and accessible pedestrian signals are provided on the sidewalks at both signalized intersections, but marked crosswalks are not provided in any location (Figure 3-95). The guide sign for "Suitland Parkway (eastbound), to MD 4" on Suitland Road southbound is damaged (Figure 3-96) and the bridge clearance sign (13'6") on Suitland Road northbound is deteriorating.




**Figure 3-89. Unsignalized intersection at Meadowview Drive and Suitland Parkway (VHB, 2022).**




**Figure 3-90.** Example of damaged guardrail sections on Meadowview Drive at Suitland Parkway (VHB, 2022).



**Figure 3-91.** Grades to the east of Meadowview Drive descend steeply from the parkway (VHB, 2022).



**Figure 3-92.** Grade-separated interchange at Suitland Road and Suitland Parkway (VHB, 2022).

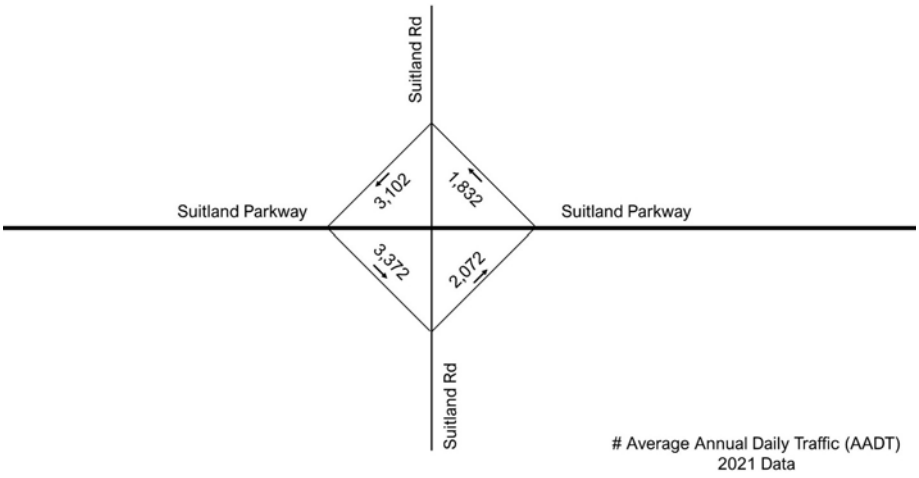



**Figure 3-93.** Average annual daily traffic at Suitland Parkway and Suitland Road (VHB, 2022).




**Figure 3-94.** Six-foot shoulder for pedestrians on Suitland Road at Suitland Parkway (VHB, 2022).



**Figure 3-95.** Sidewalk with signalized and unmarked crosswalks on Suitland Road at Suitland Parkway (VHB, 2022).




**Figure 3-96. Damaged guide sign on Suitland Road at Suitland Parkway (VHB, 2022).**

### Views

Due to the variety of vegetation conditions present in the median between Suitland Road and Silver Hill Road, drivers experience both narrow, axial views along only the eastbound or westbound lanes and wider views across all four lanes. Views also expand at the parkway's intersection with Silver Hill Road; the Suitland Road intersection is more enclosed. The Metro Green Line interrupts these pastoral views from both directions of travel near Meadowview Drive (Figure 3-97), and the Suitland Tower is visible as drivers approach Silver Hill Road (Figure 3-98).

### Vegetation

Two woodland communities exists in this section of parkway: mixed upland forests dominate the high ground north and south of the parkway (Figure 3-99), with dense scrub/shrub invading the forest margins, while woody wetlands prevail within the Henson Creek floodplain and drainage swales. Consistent with the rest of the parkway design, mown turf occupies the intersections and a consistent strip along the shoulder of the road, accompanied by a narrow area of meadow vegetation where mowing has been reduced. Ornamental plantings, chiefly flowering trees, are clustered around the entrance and exit ramps.



**Figure 3-97.** View of the Metro Green Line looking west (Jarob Ortiz, HAER 2023).



**Figure 3-98.** View of Suitland Tower at the approach to Silver Hill Road (QE, 2023).



**Figure 3-99.** Steep slopes on the north side of the parkway occupied by mixed upland forest (QE, 2022).

## Buildings and Structures

### *Culverts*

This character area includes six Culvert Type I headwalls, thirteen Culvert Type III headwalls, one concrete pipe culvert with concrete headwall, and four concrete pipe flumes. Eight drop inlets are located within the median or adjacent to the Suitland Road interchange. Three manholes are within the floodplain near Henson Creek.

### *Stone-Clad Walls*

A stone-clad wall extends within the median for 1,000' on either side of the Silver Hill Road Overpass. It is in fair condition; capstones are offset for a portion of the wall, and extensive vegetative growth impacts the nearby sidewalk (Figure 3-100).



**Figure 3-100.** Stone-clad wall in median on south of Silver Hill Road Underpass (QE, 2023).




**Figure 3-101.** Suitland Road Overpass (Jarob Ortiz, HAER 2023).

Similar walls serve as retaining structures extending south from the Silver Hill Road Underpass wing walls.

#### *Suitland Road Overpass*

The Suitland Road Overpass is a reinforced concrete structure with a rustic-style stone facing that carries the parkway over Suitland Road (see Figure 3-101). It is a 55' segmental arch single span with stone-faced wing walls and parapet. The spandrels, side walls, and underside are exposed concrete. The structure is in good to fair condition. Exposed concrete portions of the structure have limited cracking, spalling, and discoloration, and mortar is leaching onto the stone facing. The concrete arch was repainted on both the north and south elevations and shows signs of staining from the expansion joints in the stone coping. Vegetation impacts the bridge in several locations.

### Small-Scale Features

Approximately 5,000' of timber guardrail lines Suitland Parkway within this character area, principally along steep slopes above large culverts. Guardrails also protect the piers supporting the Metro Green Line Overpass near Meadowview Drive. Typical of conditions along the parkway, the guardrails exhibit periodic vehicular damage. There is limited application of metal guardrail at the eastbound Silver Hill Road on-ramp. Six traffic signs are on the westbound lanes, and ten traffic signs are on the eastbound lanes.

## SUITLAND ROAD TO FORESTVILLE ROAD LANDSCAPE CHARACTER AREA

Existing conditions of the Suitland Road to Forestville Road LCA are illustrated on EC-4.

This landscape character area extends 1.4 miles and is bounded by the intersections at Suitland Road and Forestville Road. Suitland Road is a grade-separated intersection passing below the parkway with on- and off-ramps to both eastbound and westbound lanes. Forestville Road is a signalized at-grade intersection. Due to the relatively narrow median within this character area, drivers typically experience a tree-lined corridor with visibility across all four lanes of traffic, with only a short segment of forested median near the center of the segment. This LCA also exhibits significant grade separation between the eastbound and westbound lanes (Figure 3-102 through Figure 3-105).

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Suitland Road to Forestville Road**
Existing Conditions

**National Park Service**
**National Capital Region**

**Sources**
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

**Drawn By**
Quinn Evans, ArcGIS Pro 2.6, 2023

Legend

- NPS Boundary
- Contours
- Stream
- Culvert
- Wood Guardrail
- Walls
- LCA Boundary
- Concrete Flume
- Drain
- Herbaceous Wetlands
- Meadow
- Mown Turf
- Mixed Forest
- Open Water
- Scrub/Shrub
- Woody Wetlands
- Roads
- Parkway
- Section

**Notes**
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N
0 310 620 1,240 1,860
Feet

Drawing EC-4

This page intentionally left blank.

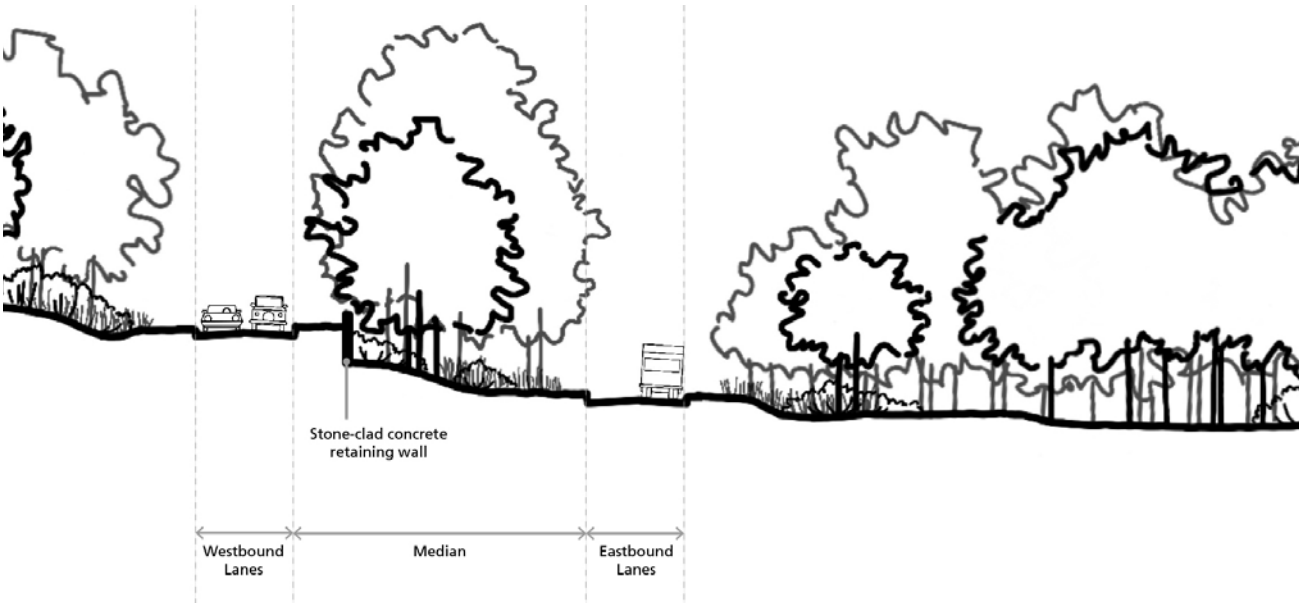



**Figure 3-102.** Typical section through portions of LCA where retaining wall is present in median (QE, 2023).

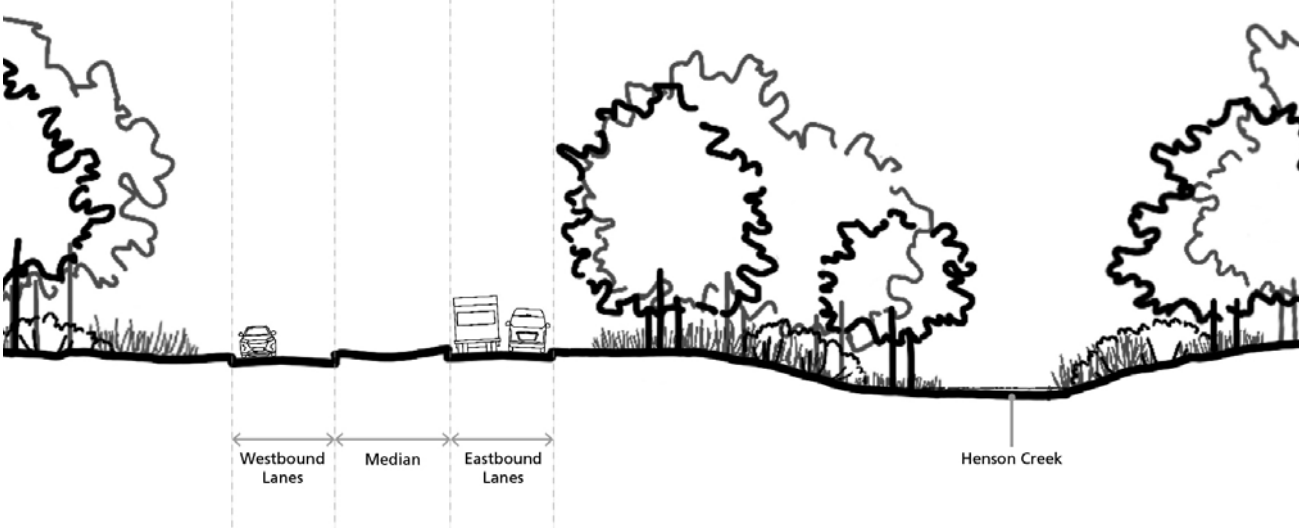



**Figure 3-103.** Typical section through portions of LCA with grassy median (QE, 2023).



**Figure 3-104.** Dense vegetation and grade separation at median (QE, 2022).



**Figure 3-105.** Axial view of all four lanes from narrow mown turf in median, looking west from west of Forestville Road (QE, 2022).

### Landscape Analysis Summary

The Suitland Road to Forestville Road LCA continues to convey its historic character. The parkway route, culverts, mown turf, and surrounding woodland vegetation are retained in their historic locations, and the original design of the parkway is discernible for the length of the LCA. New additions to the parkway landscape (such as low stone walls, timber guardrails, and modern signage) are typically in keeping with the historic character of the landscape.

### Natural Systems and Topography

Between Suitland Road and Forestville Road, the parkway is immediately north of Henson Creek and runs within the stream's floodplain. Steep slopes ranging from 5–20% frame the north side of the parkway. Three unnamed tributaries flow from the north and cross under the parkway via culverts to connect with Henson Creek to the south. The highest point along this section of Suitland Parkway is at Forestville Road, with an elevation of 238' above sea level. The road slopes down to the west and remains between 200' and 220' above sea level as it extends toward Suitland Road.

## Circulation

### *Suitland Parkway*

Between Suitland Road and Forestville Road, Suitland Parkway is in good condition. There is limited longitudinal cracking in the asphalt surface as well as minor cracking and vegetative growth within the concrete curbs.

For approximately 700' east of Suitland Road, the median is a narrow concrete curb. It shifts to a strip of gradually widening mown turf for approximately 2,000' and transitions to a densely wooded buffer for the next 3,500'. Within the wooded portion of the median, a stone-clad wall and steep vegetated slope negotiate a grade change of approximately 15' between the eastbound and westbound lanes. The median returns to a narrow mown turf strip near Forestville Road.



**Figure 3-106.** Signalized intersection at Suitland Parkway and Forestville Road, looking north from south side of parkway (QE, 2022).




**Figure 3-107.** Signalized intersection at Forestville Road and Suitland Parkway, looking south (QE, 2022).

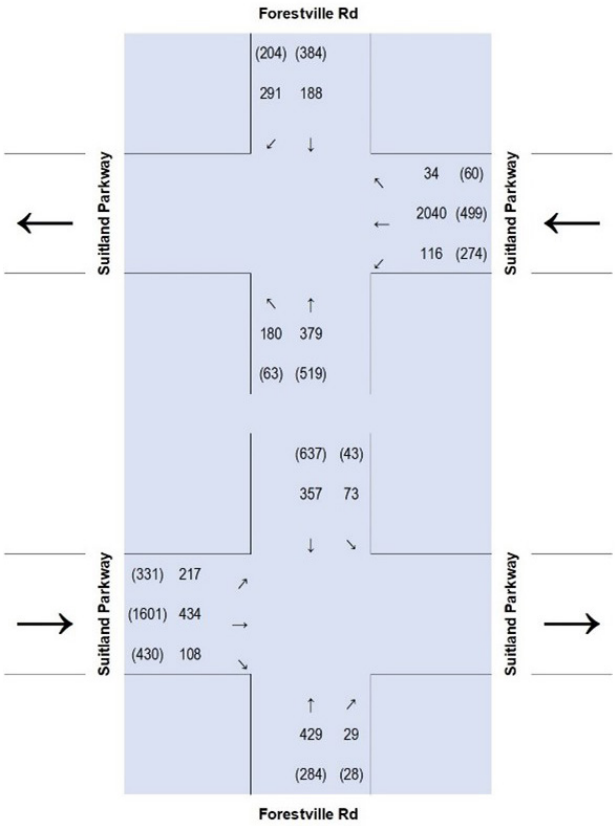



**Figure 3-108.** Turning movement counts at Suitland Parkway and Forestville Road (VHB, 2023).



**Figure 3-109.** Sidewalks and crosswalks on Forestville Road at Suitland Parkway (VHB, 2022).

### *Forestville Road*

Forestville Road intersects Suitland Parkway at two at-grade signalized intersections separated by a wide median crossover (Figure 3-106 and Figure 3-107). The intersections connect residential and commercial areas in the south and north of Forestville Road with the Parkway. There are bus stops on Forestville Road approximately 500' north of Suitland Parkway and 900' south of Suitland Parkway. Figure 3-108 summarizes the turning movement counts at the intersection.

Sidewalk is provided on the west side of Forestville Road in the median and south of Suitland Parkway as well as on the east side of Forestville Road to the north of Suitland Parkway. Standard crosswalks are provided on the west side of the Forestville Road/Suitland Parkway eastbound intersection and on the south and east legs of the Forestville Road/Suitland Parkway westbound intersection (Figure 3-109). ADA-compliant ramps, accessible pedestrian signals, and streetlights are provided at all crosswalks. Bus stops on Forestville Road are approximately 500' north of Suitland Parkway and 900' of from Suitland Parkway. Traffic and pedestrian volumes are lowest on the eastern segments of the Suitland Parkway. There is no record of pedestrian or bicycle collisions at this intersection.

#### Views

Enclosed, axial views within this character area vary between two and four lanes, as conditions in the median alternate between narrow mown lawn and a forested buffer. A wooded buffer to the north and the south of the parkway continues to screen views from adjacent land use. Atypical of mid-century parkway design, a stand of trees limits views to either the eastbound or westbound lanes at the intersection of Suitland Parkway and Forestville Road (Figure 3-110).

#### Vegetation

Mixed forest occupies upland slopes on the north side of the parkway and forested portions of the median. The Henson Creek floodplain and its tributaries support woody wetlands. Scrub/shrub and early successional forest growth inhabits the edges of both forest types as well as recently revegetated areas along the north side of the parkway (Figure 3-111). Consistent with the full implementation of the parkway design, mown turf is located in portions of the median and along road shoulders. Flowering trees are clustered along the road shoulders near Suitland Road.

### Buildings and Structures

This character area includes 8 Culvert Type I headwalls, including the Suitland Bog Culvert, 1 Culvert Type II headwall, 22 Culvert Type III headwalls, and 9 concrete pipe flumes (see example Type 1 Culvert at Sta. 227+80, Figure 3-112). Located within the median or along the shoulders of the parkway are 10 drop inlets. In addition, 4 manholes support utility access north of the Suitland Bog Culvert.

Suitland Bog Culvert is located approximately 0.25 miles east of the Suitland Road Overpass. It is a large Culvert Type I, comprising a concrete box culvert with a stone-faced headwall accented by arch and keystone detailing. Overall, the culvert is in good condition with limited impacts from vegetative growth. Both the inlet and outlet evidence channel erosion; the outlet channel incorporates stone armament (Figure 3-113).

A stone-faced concrete retaining wall navigates significant grade changes between the east and westbound lanes near the Suitland Bog Culvert (Figure 3-114). Stone-clad retaining walls also define the north and south edges of the parkway at the Suitland Road Overpass, and a long retaining wall is located at the westbound off-ramp (Figure 3-115). All of the walls are in good condition and exhibit only minor impacts from vegetative growth.

### Small-Scale Features

Four poor-condition timber guardrails are located above steep slopes associated with the Suitland Bog Culvert. Seven traffic signs support safety and wayfinding on the eastbound lanes, and four signs are on the westbound lanes.



**Figure 3-110.** View toward Forestville Road intersection. Visibility of the intersection is reduced by woodland on the west side of Forestville Road (QE, 2022).



**Figure 3-111.** Early successional forest near Forestville Road intersection (QE, 2022).



**Figure 3-112.** View of both headwalls of Henson Creek Culvert at Sta. 227+80, looking west from median. Eastbound parkway at right, westbound at left (Jarob Ortiz, HAER 2023).



**Figure 3-113.** Suitland Bog Culvert at Sta. 200+35 (Jarob Ortiz, HAER, 2023).



**Figure 3-114.** Retaining wall in median (QE, 2022).



**Figure 3-115.** Retaining wall at Suitland Road Overpass westbound exit ramp (QE, 2022).

## FORESTVILLE ROAD TO JOINT BASE ANDREWS LANDSCAPE CHARACTER AREA

Existing conditions of the Forestville Road to Joint Base Andrews (JBA) LCA are illustrated on EC-5.

This landscape character area extends 1.0 mile between the signalized at-grade intersections at Forestville Road and Pennsylvania Avenue (MD 4). Other intersections include an eastbound parkway on-ramp from Allentown Road approximately 3,500' east of Forestville Road and a series of on- and off-ramps associated with the North Gate Overpass and north entrance to Joint Base Andrews. The Capital Beltway passes over this section of the parkway just to the east of Forestville Road. Drivers experience a tree-lined corridor across two to four lanes, punctuated by clearings associated with the JBA approach light planes that provide narrow views to adjacent land use (Figure 3-116 and Figure 3-117). Although the North Gate Overpass and JBA North Entrance Gate create a small, formal entrance to the parkway landscape, this gate is used very infrequently.

### Landscape Analysis Summary

Overall, the parkway route, Old Marlboro Road Overpass, Henson Creek Culvert and other smaller culverts, mown turf, and surrounding woodland vegetation are retained in their historic locations, and the original design intent of the parkway is discernible throughout the LCA. The Forestville Road to Joint Base Andrews LCA continues to convey the character of a mid-century parkway.

Materials and workmanship associated with the Old Marlboro Road Overpass are somewhat impacted by missing portions of the stone facade, but the feature generally maintains its historic character. Minor impacts to the LCA's setting and feeling occur where the Capital Beltway is visible from both the eastbound and westbound lanes and where vegetation has been reduced or removed to accommodate safety requirements for JBA flight paths. New additions to the parkway landscape (such as low stone walls, timber guardrails, fences, and modern signage) are compatible with the historic character of the landscape.

### Natural Systems and Topography

Henson Creek flows east to west on the north side of the parkway for most of this LCA, crossing under the roadway through a large culvert near Forestville Road. The parkway gently slopes down in this character area from east to west from a high point at 266' above sea level at the Upper Marlboro Pike Overpass to a low point of 233' above sea level at Forestville Road. Henson Creek and its tributaries have carved deep drainages to the north and south of the parkway.

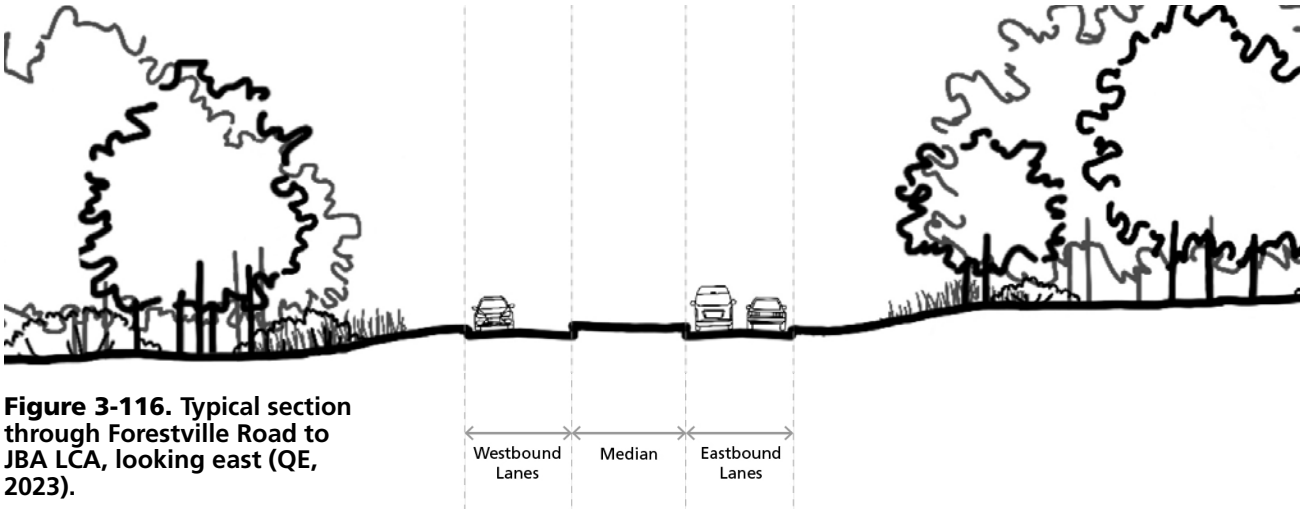



**Figure 3-116.** Typical section through Forestville Road to JBA LCA, looking east (QE, 2023).



**Figure 3-117.** Tree-lined corridor approaching the Beltway (QE, 2022).



**Figure 3-118.** Concrete curb median and mown lawn clearings north of JBA (QE, 2022).

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Forestville Road to Joint Base Andrews**
Existing Conditions

**National Park Service**
**National Capital Region**

< Forestville Road to Suitland Road LCA

Forestville Road to Joint Base Andrews > LCA

Suitland Parkway

Henson Creek Culvert

Henson Creek

NPS Identifier Sign

North Gate Overpass

MD-4

Forestville Road

Capital Beltway Loop

Allentown Road On-Ramp

Lowered vegetation at JBA flight path

JBA North Gate Entrance

Joint Base Andrews (JBA)

## Sources
1. NPS NACE Geographic Data
2. Field Investigations, QF, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

## Legend

- NPS Boundary
- Contours
- Herbaceous Wetlands
- Meadow
- Mown Turf
- Mixed Forest
- Open Water
- Scrub/Shrub
- Woody Wetlands
- Stream
- Culvert
- Wood Guardrail
- Walls
- LCA Boundary
- Concrete Flume
- Drain
- Sign
- Roads
- Parkway
- Section

## Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N

0 305 610 1,220 1,830
Feet

**Drawing EC-5**

This page intentionally left blank.

## Circulation

### *Suitland Parkway*

This section of the parkway incorporates a gracious forested median between Forestville Road and the Allentown off-ramp. East of the Allentown Road entrance ramp, the median narrows to a concrete curb (Figure 3-118).

Both the eastbound and westbound lanes of Suitland Parkway are in good condition between Forestville Road and Joint Base Andrews. Portions of the roadway have been recently resurfaced or repaired; in other areas, there is minor vegetative growth within cracks in the curbs.

### *Allentown Road (MD 337) Entrance Ramp*

Allentown Road (MD 337) connects with eastbound Suitland Parkway through a one-lane entrance ramp (Figure 3-119), which feeds the parkway with 4,871 AADT, based on 2022 data. Some of this traffic is fed by the Allentown Road exit off of the Capital Beltway. The entrance ramp has an auxiliary lane for approximately 400' and incorporates a Yield sign. Figure 3-120 summarizes the AADT at the entrance ramp. The location had two fatalities in 2016 as a result of vehicles coming from the on-ramp heading eastbound Suitland Parkway. The ramp does not have any pedestrian or bicycle accommodation facilities. There are no sidewalks or crossings near this on-ramp, and none are planned based on surrounding circulation and land use patterns.

### *Pennsylvania Avenue (MD-4)*

Pennsylvania Avenue (MD-4) and Suitland Parkway is an at-grade signalized intersection that connects two major arterial corridors. It serves as the eastern terminus of Suitland Parkway and is surrounded primarily by limited-access federal facilities or industrial land uses. The signalized intersection is designed to maximize vehicular capacity, with no pedestrian facilities provided across either roadway (Figure 3-121). This intersection provides high-capacity turning movements (northbound left turn and eastbound right turn) between Suitland Parkway and Pennsylvania Avenue (MD-4). Figure 3-122 summarizes the turning movement counts at the intersection. The location had a fatality in 2021.

Very high traffic volumes on both MD-4 and Suitland Parkway have led to State Highway Administration (SHA) advancing a major grade-separated interchange design for the intersection, including new and modified ramps between Pennsylvania Avenue (MD-4) and Suitland Parkway with significant regrading and open space encroachment.

The proposed SHA interchange project at MD 4 (Pennsylvania Avenue) will create a grade-separated urban diamond interchange, allowing for free-flow traffic circulation for many movements between Suitland Parkway and MD 4. The SHA interchange project proposes new sidewalk/trail connections between Old Marlboro Pike and Pennsylvania Avenue (MD 4), north of Suitland Parkway. No pedestrian facilities are proposed on the south side of Suitland Parkway. The pedestrian route across the proposed intersection is on the north side of the parkway, while the proposed trail extension is on the south side.

The Maryland State Highway Administration has completed a redesign of this intersection following a planning process and compliance that lasted several years. As a result of this process, NPS issued a Finding of No Significant Impact (FONSI). The FONSI determined that the project will have a long-term moderate adverse impact to the Suitland Parkway as a result of the required land acquisition as well as the reconstruction of the North Gate Overpass. Grading and excavation from the work will impact topography and soils, but an NPS- and Maryland Historical Trust (MHT)-approved landscaping plan and Sediment Erosion/Sediment Control (SE/SC) plan will be utilized to minimize erosion and sedimentation from ground disturbing activities. Impacts to vegetation from grading and excavation required for construction activities will include the clearing of approximately 20.7 acres of vegetation, including grasses, shrubs, and approximately 4.7 acres of forested area. The landscape plan includes afforestation and reforestation on NPS lands. The plan will incorporate grading and planting trees, shrubbery, and other plants compatible with the Suitland Parkway cultural landscape. The project was also determined to have an impact to wetlands as a result of grading and excavation during construction. The use of best management practices and treatment of stormwater quality and quantity will minimize these impacts. Areas designated for equipment access and for the removal or disposal of material will avoid impacts to streams as much as possible.

Impacts to the Suitland Parkway cultural landscape will be mitigated through stipulations in a Memorandum of Agreement (MOA) executed by NPS, the Federal Highway Administration (FHWA), MHT, and SHA on October 17, 2014. Mitigation outlined in the MOA includes salvaging and reusing the historic stone cladding from the North Gate Overpass; matching the color and texture of the mortar used on the south side of the bridge to the original; using a mason with at least five years of experience repointing historic masonry bridges; and using a stone and mortar bonding pattern on the exterior of the parapets and abutments of the directional ramps that is similar to the pattern on the overpass. The NPS- and MHT-approved landscaping plan and the design features outlined in the MOA will further minimize the effects and the perception of impact to parkway



**Figure 3-119.** Allentown Road Entrance Ramp, facing east toward eastbound lanes of Suitland Parkway (QE, 2022).

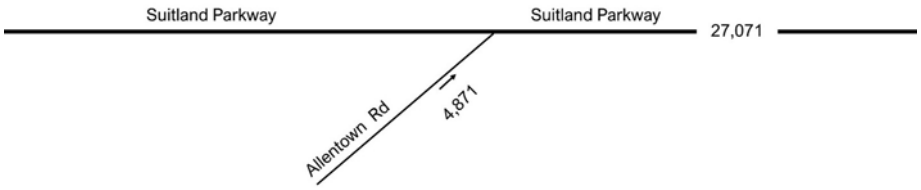



**Figure 3-120.** Average annual daily traffic at Suitland Parkway and Allentown Road on-ramp (VHB, 2022).



**Figure 3-121.** Signalized at-grade intersection at Suitland Parkway and Pennsylvania Avenue (VHB, 2022).

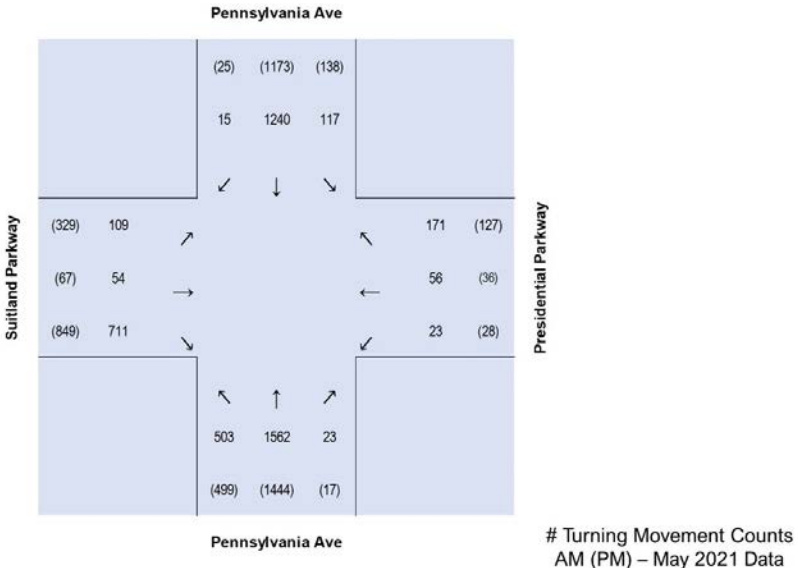



**Figure 3-122.** Turning movement counts at Suitland Parkway and Pennsylvania Avenue (VHB, 2022).



**Figure 3-123.** Circulation patterns looking south toward JBA North Gate (QE, 2023).

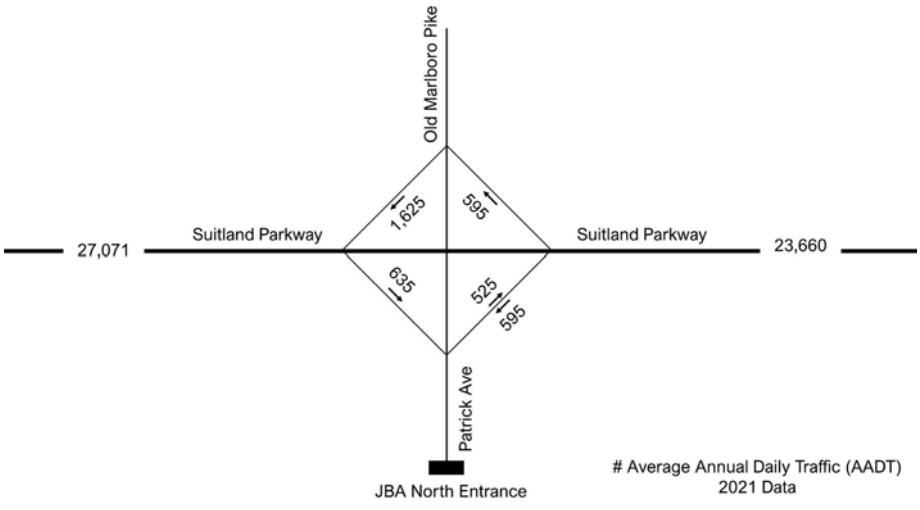



**Figure 3-124.** Average annual daily traffic at Suitland Parkway and JBA North Entrance (VHB, 2022).

users. Also under the MOA, SHA will, in consultation with MHT and NPS, develop and implement a five-year vegetation maintenance plan that will include an invasive plant removal plan for the area within the project limits. The project will not result in the Suitland Parkway being removed from the National Register of Historic Places.

### *JBA North Entrance*

The JBA North Entrance is located at the southern terminus of Old Marlboro Pike/Patrick Avenue, which are connected to the parkway through a series of on-ramps and off-ramps at the grade-separated interchange (Figure 3-123). A turnaround is situated immediately north of the entrance gate. Figure 3-124 summarizes the AADT at the interchange.

As JBA's North Entrance is permanently closed to traffic, there is a relatively low traffic volume on the interchange ramps. No pedestrian facilities are provided at this location and JBA has no plans to incorporate pedestrian facilities on their frontage along Suitland Parkway.

A proposed SHA interchange project at MD 4 (Pennsylvania Avenue) will modify access on the north side of Suitland Parkway in this location and provide new sidewalk/trail connections between Old Marlboro Pike and Pennsylvania Avenue (MD 4), north of Suitland Parkway.

#### Views

Similar to other character areas, drivers typically experience axial views along this section of the parkway bounded by a woodland buffer along the perimeter of the parkway and within portions of the median. The most significant disruption to this pattern occurs where the parkway landscape intersects the east and west flight paths at Joint Base Andrews (Figure 3-125 and Figure 3-126). The Capital Beltway Outer Loop Overpass is visible from both directions of travel just east of Forestville Road.

#### Vegetation

Woodlands are composed of mixed forest in upland areas and woody wetlands within the Henson Creek floodplain. Consistent with the overall parkway design, mown lawn occupies the shoulders and expanded areas around intersections and on/off ramps as well as narrow areas within the median. Scrub/shrub occupies portions of the Pennsylvania Avenue (MD-4) right-of-way.

The area immediately below the eastern JBA flight path is mown lawn, and the area below the western flight path is occupied by early successional shrub/scrub



**Figure 3-125.** Open view and mown lawn under JBA east flight path (QE, 2023).



**Figure 3-126.** Scrub/shrub under JBA west flight path (QE, 2023).



**Figure 3-127.** Topped trees near North Gate Overpass (QE, 2022).



**Figure 3-128.** Henson Creek and Henson Creek Culvert (Jarob Ortiz, HAER, 2023).



**Figure 3-129.** Stone-clad concrete wall at North Gate Overpass, missing stone facing and cap (QE, 2023).



**Figure 3-130.** North Gate Overpass north facade (Jarob Ortiz, HAER, 2023).



**Figure 3-131.** North Gate Overpass south facade and stone-clad retaining walls (Jarob Ortiz, HAER, 2023).




**Figure 3-132.** National Park Service identifier sign (QE, 2022).

(Figure 3-125 and Figure 3-126). In limited locations, trees that were previously topped in order to remove limbs penetrating into the Approach/Departure Imaginary Surface for the flight path remain near the North Gate Overpass (Figure 3-127). Mown shoulders are narrow along the Allentown Road (MD 337) entrance ramp, which is surrounded by dense woodlands.

Tree mapping has been undertaken separately by Joint Base Andrews to document and manage trees that are obstructions to flight operations. Trees were evaluated based on their relationship to the Approach/Departure Imaginary Surface, which is a set of mathematically defined locations within the airspace that ensures the safe arrival and departure of aircraft by restricting the height of buildings, antennas, trees, signs, and other objects near the runways. Based on 2017 Lidar data for ground and canopy elevations, a total of approximately 3,400 trees that have or are likely to penetrate the Approach/Departure Imaginary Surface were located and documented. Collected data includes species, height, average terminal growth height, diameter at breast height, top elevation, and bottom elevation.[38]

Common tree species penetrating or within 10' of the Approach/Departure Imaginary Surface are tulip poplar (*Liriodendron tulipfera*), red maple (*Acer rubrum*), sweet gum (*Liquidambar styractiflua*), southern red oak (*Quercus falcata*), black gum (*Nyssa sylvatica*), willow oak (*Quercus phellos*), northern red oak (*Quercus rubra*), and white oak (*Quercus alba*). Less commonly, pignut hickory (*Carya glabra*), shagbark hickory (*Carya ovata*), American beech (*Fagus grandifolia*), green ash (*Fraxinus pennsylvanica*), American holly (*Ilex opaca*), Eastern red cedar (*Juniperus virginiana*), white pine (*Pinus strobus*), Virginia pine (*Pinus virginiana*), aspen/cottonwood species (*Populus* spp.), black cherry (*Prunus serotina*), pin oak (*Quercus palustris*), post oak (*Quercus stellata*), black oak (*Quercus velutina*), black locust (*Robinia pseudoacacia*), and slippery elm (*Ulmus rubra*) were documented in or within 10' of the Approach/Departure Imaginary Surface.[39]

JBA's Supplemental Implementation Plan for Tree and Vegetation Management in the Suitland Parkway identifies a strategy for compliance with the 2022 Memorandum of Agreement Among the United States Air Force, Andrews Air Force Base, the National Park Service, National Capital Parks-East, and Maryland State Historic Preservation Office for the Management of Flight Obstructions on Suitland Parkway to Preserve Flight Safety at Andrews Air Force Base. The Supplemental Implementation Plan provides for:

- Removal of up to 100 tall-growing trees per year over 30 to 40 years as prioritized in the 2019 tree survey.

- Replanting trees near the removal site with shorter native species that do not attract birds or in other areas within Suitland Parkway as designated by NPS, MHT, and MDNR.
- Removal of invasive exotic trees and other trees where applicable and determined by the partners as tree obstructions impacting the airspace and as undesirable in terms of forest health and aesthetics.
- Adherence to appropriate silvicultural concepts to effectively manipulate the succession toward a native, low growing, stable tree–shrub community.
- Establishing meadow in the grounds around the approach for light planes.
- Updated tree surveys every ten years.[40]

### Buildings and Structures

#### *Culverts*

This character area includes five Culvert Type III headwalls, two Culvert Type IV headwalls, eight concrete pipe flumes, and the Henson Creek Culvert. Eight drop inlets are located along the shoulders of Suitland Parkway and the North Gate Overpass.

The Henson Creek Culvert carries Henson Creek below both the eastbound and westbound lanes of Suitland Parkway between Forestville Road and the Capital Beltway Overpass (I-495). It is a four-span skewed reinforced concrete box culvert with a mortared cut stone facing. Each box culvert opening features arch and capstone detailing, and the wall is topped with stone coping. Henson Creek Culvert is the largest culvert along the parkway. Overall, it is in good condition. The structure exhibits limited impacts from vegetative growth, mortar leaching, efflorescence in all barrels, minor cracking, and debris and vegetation present within the channel (Figure 3-128).

#### *Stone-Clad Walls*

Two stone-clad concrete walls are located adjacent to the Upper Marlboro Pike Overpass. A stone-clad wall within the median of Upper Marlboro Pike extends north and south of the overpass and connects to the central bridge pier. Another wall is on the south side of the overpass, extending from its east wing wall. Both walls are in poor condition; they are missing capstones and a substantial portion of the stone facing (Figure 3-129).

#### *North Gate Overpass*

The North Gate Overpass is a double-span, reinforced concrete rigid frame structure with stone-faced wing walls, pier, and parapet located immediately north of the Joint Base Andrews north entrance (Figure 3-130 and Figure 3-131). It has a combined clear span of 94’ and carries Suitland Parkway over Old Marlboro

Pike. The structure has stone-faced wing walls with granite quoins and coping; the granite coping also extends onto the stone-faced parapet. The arch voussoirs, side walls, and underside of the bridge are exposed concrete. Although structural deficiencies were not noted in recent surveys, the stone facades are generally in fair to poor condition due to an unfinished rehabilitation project. On the south facade, upper courses of the stone facing are missing from both wing wall and the headwall, and mortar is leaching onto the remaining stonework. The north facade does not exhibit missing or displaced stones but also shows evidence of leaching mortar. The sidewalks along the bridge parapet have extensive vegetative growth.

### Small-Scale Features

Five segments of timber guardrail line steep slopes above culverts along the eastbound and westbound lanes of the parkway. Four metal guardrails are also placed adjacent to the Capital Beltway Overpass piers.

A combination of chain-link and black powder-coated metal picket fencing lines the northern boundary of Joint Base Andrews.

Eleven signs support wayfinding and traffic safety on the westbound lanes of this LCA. There are six traffic signs on the eastbound lanes.

A National Park Service park identifier sign is located on the north side of the parkway at the west end of a mown lawn clearing associated with the east runway at JBA (Figure 3-132). Similar to the identifier sign at the west end of Suitland Parkway, it consists off a painted wood sign attached to an L-shaped stone base. A NPS arrowhead sign is affixed to the upper portion of the stone base. The sign is in fair condition. The stone base has displaced stones and mortar leaching, and the painted wood signage exhibits wear and fading.

ENDNOTES

1 Charles Birnbaum and Christine Capella Peters, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, DC: US Department of the Interior, National Park Service, 1996).

2 National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: US Department of the Interior, National Park Service, 1995), 44.

3 T. Thornberry- Ehrlich, *Natural Resource Report NPS/NRPC/GRD/NRR—2008/039* (National Park Service, Denver, Colorado: National Capital Parks–East Geologic Resource Evaluation Report, 2008), 4.

4 Thornberry- Ehrlich, *Natural Resource Report NPS/NRPC/GRD/NRR—2008/039*, 19; and USGS, Geological Units by geographic area - Maryland, accessed May 2023, https://mrdata.usgs.gov/geology/state/geog-units.html.

5 B. M. Walsh, J. P. Campbell, S. D. Costanzo, W. C. Dennison, M. Lehman, M. Milton, M. Nortrup, S. Syphax, *Natural Resource Report NPS/NACE/NRR—2016/1197* (Fort Collins, Colorado: US Department of the Interior, National Park Service, 2016), 26.

6 US Department of Agriculture, Web Soil Survey, accessed March 2023, https://websoilsurvey.nrcs.usda.gov/app/.

7 US Department of Homeland Security, FEMA Flood Maps, accessed April 2023, https://www.fema.gov/flood-maps.

8 Nelson Shepard, "Army to Build Road from Camp Springs to Bolling Field Base," *Evening Star*, August 1, 1943.

9 National Capital Region, "Geospatial data for the Vegetation Mapping Inventory Project of National Capital Parks-East," 2018.

10 Walsh et al., *Natural Resource Report NPS/NACE/NRR—2016/1197*, 39.

11 Walsh et al., *Natural Resource Report NPS/NACE/NRR—2016/1197*, 24.

12 Walsh et al., *Natural Resource Report NPS/NACE/NRR—2016/1197*, 51-52.

13 LANDSCAPES, *Colonial Parkway Context: History of the American Parkway Movement*, National Park Service Design, and Historic Preservation Contexts (Prepared for the National Park Service, November 1998), 23, 24, 30.

14 Nelson Shepard, "Camp Springs Highway Work to Start Soon," *Evening Star*, September 17, 1943; and Nelson Shepard, "Army to Build Road from Camp Springs to Bolling Field Base," *Evening Star*, August 1, 1943.

15 Nelson Shepard, "Camp Springs Highway Work to Start Soon," *Evening Star*, September 17, 1943.

16 "Opening of Highway at Camp Springs Due by End of Month," *Evening Star*, October 1, 1944.

17 US Department of Defense, "Joint Base Andrews-Naval Air Facility Washington," *Military Installations*, accessed April 13, 2013, available at https://installations.militaryonesource.mil/in-depth-overview/joint-base-andrews-naval-air-facility-washington.

18 John Gonzalez, "Prince George's County cracking down on illegal dumping with hidden camera program," *WJLA*, April 20, 2023, accessed November 16, 2023, available at https://wjla.com/news/local/illegal-dumping-prince-georges-county-hidden-camera-program-citations-fines-litter-trash-pickup-collection-roadways-tires-community-service-crime-maryland-clean-up-earth-day-police-health-eyesore-dmv.

19 Walsh et al., *Natural Resource Report NPS/NACE/NRR—2016/1197*, 110-112.

20 Krakow, National Register of Historic Places Nomination Form, "Suitland

Parkway;" and *Suitland Parkway, Plans for Project IA7-B8-C7*, drawing no. 13 (1952), eTIC. Database, National Park Service.

21 National Park Service, *Draft NACE Meadow Strategy* (Washington, DC: Department of the Interior, 2018).

22 "Suitland Parkway Conceptual Landscape Plan-Design Analysis" (March 1986), 2, National Capital Parks-East Archive.

23 "New Military Highway from Bolling Field to Camp Springs Opened," *Evening Star*, October 19, 1944.

24 *Proposal and Contract, Project C-1, Military Highway, District of Columbia to Camp Springs, Maryland, Grading from Branch Avenue to Mayhew Road*, D-22, D-27, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

25 National Capital Parks East, Bridge Preservation Design Services, 50% Preliminary Bridge Preservation Drawings, December 2022; and Michael Commisso, letter to Elizabeth Hughes, State Historic Preservation Office, Maryland Historical Trust, March 5, 2023.

26 "Suitland Parkway Henson Creek Culvert Headwall at Station 274 Plus 50," Historic American Engineering Record No. MD-100-B; "Suitland Parkway Henson Creek Culvert Headwalls at Station 200 Plus 35," Historic American Engineering Record No. MD-100-A.

27 *Proposal and Contract, Project C-1, Military Highway, District of Columbia to Camp Springs, Maryland, Grading from Branch Avenue to Mayhew Road*, D-22, D-27, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

28 State of Maryland, State Roads Commission, "Proposed Fascia, Widening Existing Two Span Reinforced Concrete Rigid Frame Bridge on Silver Hill Road (MD. Rte. 458) over Suitland Parkway," June 1964, sheet 1A of 7, National Park Service, eTic system; United States Department of the Interior, *Project NPS-SUIT-1CD14 Suitland Parkway Improvement Program* (1992) National Park Service, eTic system.

29 United States Department of the Interior, *Project NPS-SUIT-1CD14 Suitland Parkway Improvement Program* (1992) National Park Service, eTic system.

30 USDOT, Federal Highway Administration, Office of Federal Lands Highway, FLH Standard Drawings, US Customary Standard for Steel-Backed Timber Guardrail Type A & Type B, revised 6/2005, https://flh.fhwa.dot.gov/resources/standard/Std617b.pdf. Note that several of the steel-backed timber guardrail standards are under review.

31 "Konschnik site," Maryland Historical Trust Internal NR-Eligibility Review Form, Survey Number 18PR359, February 1988.

32 Maryland Archeological Site Survey: Basic Data Form, Survey Number 18PR385, May 1989.

33 "Kumbar Site 1," Maryland Inventory of Historic Properties, Archeological Site Survey: Basic Data Form, Site Number 18PR947, July 2008.

34 "Kumbar Site 2," Maryland Inventory of Historic Properties, Archeological Site Survey: Basic Data Form, Site Number 18PR948, July 2008.

35 Elizabeth Cole, "Smith Green," Maryland Historical Trust Determination of Eligibility Form, Inventory Number 18PR427, April 2008.

36 "Naylor Road Site," Maryland Historical Trust Internal NR-Eligibility Review Form, Survey Number 18PR463, January 1996.

37 "18PR847," Maryland Historical Trust Determination of Eligibility Form, Inventory Number 18PR847, March 2007.

38 The Onyx Group, *Tree Survey, Joint Base Andrews, Camp Springs, Maryland*, 1-2.

39 The Onyx Group, *Tree Survey, Joint Base Andrews, Camp Springs, Maryland*.

40 Joint Base Andrews, Supplemental Implementation Plan for Tree and Vegetation Management in the Suitland Parkway, April 2021.




# Treatment Framework

*Chapter 4*

**Chapter title page: View of Suitland Parkway, August 1955, looking east toward beginning of the parkway's Maryland portion. Photograph by Charles Ritter (NARA).**

# Chapter 4: Treatment Framework

Part 2 of this report presents the treatment plan for the Suitland Parkway cultural landscape. The treatment plan is organized into three chapters. This chapter provides an organizational framework for the recommended treatment of the study area. Guidelines for protecting the historic character of the cultural landscape are presented in Chapter 5. Treatment recommendations that apply the guidelines to specific program and maintenance needs within the study area are provided in Chapter 6.

The framework is divided into four sections:

1. Landscape Management Issues and Considerations lists topics related to managing and interpreting the study area cultural landscape.
2. Summary of Laws, Policies, and Regulations lists guidance applicable to the treatment of the study area landscape.
3. Recommended Treatment Approach describes the Secretary of the Interior's four approaches for treating historic properties and identifies rehabilitation as the most appropriate approach for the parkway's cultural landscape.
4. A Vision for the desired future conditions of the park is identified and Goals for achieving the vision are defined.

In combination, these topics form the framework for treatment guidelines and recommendations that protect the historic character of the Suitland Parkway while supporting future use.

The recommended landscape treatment is based on research and analysis of Part 1 of this CLR as well as guidance provided by the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* and *National Park Service Director's Order 28: Cultural Resources Management Guidelines*.[1] The treatment guidelines and recommendations were developed in collaboration with representatives of National Capital Parks -East, National Park Service-Region 1 National Capital Area, and Joint Base Andrews through a treatment workshop on August 22–23, 2023.

## MANAGEMENT CONSIDERATIONS AND ISSUES

Issues and considerations affecting the desired future condition, management, and program of the cultural landscape were documented through the project scope of work, December 2022 on-site kickoff meeting and field investigations, and August 2023 treatment workshop.

### NATURAL SYSTEMS AND FEATURES

- High volume and velocity stormwater, coupled with undersized infrastructure, is causing erosion and flooding impacts along the parkway. Several projects are underway to address specific issues or locations.
    - Erosion frequently undercuts tree roots, resulting in hazardous tree conditions. NPS noted an area of concern near the Carriage Hill apartment complex located between Branch Avenue and Suitland Parkway south of the Naylor Road Metro Station.
    - Flooding occurs near the metro and at Branch Avenue.
    - Permanent water retention ponds associated with large construction projects are proposed at the east end of Suitland Parkway where it meets Highway 4.
    - The US Department of Defense funded a military installation resilience (MIR) grant for Prince George's (PG) County to investigate stormwater infrastructure improvements to mitigate soil compaction and stormwater retention to improve base access by JBA personnel during extreme rain events. In PG County, stormwater infrastructure was constructed to accommodate ten-year—not one hundred-year—flood events. The military installation resilience study investigates the Henson Creek area to the northwest of JBA that impacts base access along four main routes to JBA. The 18-month long study is slated to be completed in March 2024.
- The CLR provides guidelines for stormwater infiltration, streambank stabilization, and erosion control compatible with the historic character of the landscape.

### LAND USE AND ADJACENCIES

- The Joint Base Andrews north entrance is closed, and JBA has no plans to reopen it. Although the gate is not actively staffed, it is the only gate that can accommodate large construction/equipment access and must remain accessible for infrequent use. The CLR provides guidance for de-emphasizing views at this location.

### CIRCULATION

- The Suitland Parkway Trail Extension project proposes a 10-foot-wide bicycle trail on the westbound side of the parkway from the DC border to Naylor Road, a trail crossing at Branch Avenue, and a 10-foot-wide bicycle trail on the eastbound side of the road from Branch Avenue to the trail end.
    - The DC portion of the trail has already been completed. Concepts are underway for future rehabilitation of the DC portion of the trail.

    - The western end of the Suitland Parkway Trail extension (between DC/MD border and Naylor Road) is the highest priority location for trail installation. Design work is funded for this section, but construction is not yet funded. Other trail locations are at earlier stages of planning.
    - As part of trail installation, the plan proposes removing and relocating the existing Suitland Parkway on- and off-ramps on the southwest side of the intersection as well as constructing a new intersection and traffic signal along Silver Hill Road. The CLR provides guidance on ramp modifications that balance cultural landscape character and trail user safety.
    - The proposed trail route passes through known wetland locations and may result in significant tree removal. The CLR evaluates benefits and risks of trail proximity to the road and wetlands and provides options for placement that are compatible with the historic character of the landscape.
    - The CLR provides guidelines for appropriate locations for tree planting in open areas sensitive to sightlines and historic character along the parkway.
    - The CLR provides recommendations for a palette of trail features (trail surface, guard rails, guard walls, retaining walls, signage) consistent with the historic character of the parkway.
- Multiple fatal accidents have occurred in the westbound lane at the Naylor Road intersection. A safety audit was completed May 3, 2022, to determine why this location has more incidents despite a design similar to other intersections. The CLR identifies recommended intersection safety improvements compatible with the character of the cultural landscape.
- Excessive speed is common along the parkway. The CLR provides guidelines for traffic calming, advance warning, or other safety improvements that are compatible with the character of the parkway corridor.

## VEGETATION

- Joint Base Andrews flight path:
    - NPS and JBA have a recently updated memorandum of agreement related to tree removal within the base's flight path. The MOA is accompanied by a Supplemental Implementation Plan that identifies phased removal of approximately 3,400 trees over the course of 30 years. The tree removal study aims to balance cultural, natural, and US Air Force requirements to ensure flight path safety and security with limited impacts to the forest.
        - Tree removal was identified as an adverse effect through Section 106 consultation. Coordination with the Maryland State Historic Preservation Office (SHPO) resulted in a recommendation to remove a maximum of 100 trees per year. Trees exceeding height requirements will be removed only (no topping).
    - Maryland requires 1:1 tree replacement; however, the FAA exempts tree planting underneath FAA controlled airspace. JBA has agreed to replant trees in other locations to replace those removed. Trees cannot be planted within 25 feet on either side of the existing

subsurface pipeline. CLR treatment guidelines identify appropriate locations within the parkway for tree replanting.

- Tree removal will result in alterations to viewsheds along the parkway, as many of the trees to be removed are clustered.
- Tree removal must also consider natural resource requirements, such as those for birds, bats, and special status species.
- The CLR provides an approach for vegetation community selection in the area under the JBA approach/departure airspace. The strategy for vegetation selection and replanting will establish an adaptive testing process to minimize impacts and risks to affected plant communities, minimize historic forest locations and visual buffers, and enable efficient long-term maintenance.

- Hazard trees are currently addressed on an as-needed basis (for example, when they fall into the roadway). CLR treatment guidelines provide codification of routine monitoring and removal.
- There are currently no specific invasive vegetation documentation or guidelines for Suitland Parkway. The CLR provides guidelines to support existing policies.

### SMALL-SCALE FEATURES

- The existing steel-backed timber guardrails used along the parkway do not meet Manual for Assessing Safety Hardware (MASH) crash standards to passengers and vehicles in a collision. The CLR provides guidance for MASH-compliant guardrails compatible with the character of the cultural landscape.
- Entry sequences, identity, and signage:
  - NPS notes that drivers cannot tell the difference between DC and NPS portions of the parkway. The CLR provides strategies to demarcate the NPS segment of the parkway at its two ends.
  - The CLR provides guidance for signs and overhead elements compatible with the historic character of the landscape.

## SUMMARY OF APPLICABLE LAWS, POLICIES, AND REGULATIONS

The National Historic Preservation Act (NHPA) is legislation intended to preserve historic sites in the United States. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) with a reasonable opportunity to comment. Section 110 of NHPA defines the responsibilities of federal agencies in ensuring that historic properties are identified and protected, avoiding unnecessary damage to them in accordance with the *Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs*. Of particular relevance to cultural landscapes is the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and *Guidelines for the Treatment of Cultural Landscapes*. Additional guidance is provided by the National

Park Service through Director's Order #28 and Chapter 5: Cultural Resource Management in NPS *Management Policies*, 2006.[5]

The National Environmental Policy Act of 1969 (NEPA) as amended requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The Environmental Quality Improvement Act of 1970 authorized the creation of the Office of Environmental Quality to ensure federal departments conducting or supporting public works activities that affect the environment implement them according to legal policies. This placed responsibility on the Council on Environmental Quality.[6]

National Park Service floodplain management guidelines in accordance with Executive Order 11988 ("Floodplain Management") and Director's Order 77-2: Floodplain Management, apply to alterations made within the 100-year and 500-year floodplains.[7]

The Endangered Species Act of 1973 requires federal agencies consult with the US Fish and Wildlife Service to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in destruction or adverse modification of designated critical habitat of such species.[8]

The National Park Service Denver Service Center accessibility and universal design standards provide guidance for application to NPS projects to ensure they are compliant with the Architectural Barriers Act (1968), Americans with Disabilities Act (1990), Rehabilitation Act of 1973, and Telecommunications Act of 1996, Executive Order 13164, and applicable regulations.[9] The National Park Service provides additional guidance for application of accessibility standards to historic properties. *Preservation Brief 32: Making Historic Properties Accessible* provides guidance and examples for making historic properties accessible while balancing historic preservation concerns.[10]

# TREATMENT VISION AND GOALS

## LANDSCAPE TREATMENT VISION

*Protect the historic character of Suitland Parkway as a prominent parkway serving as the ceremonial entrance to the nation's capital while improving safety and naturalistic experiences for people using all modes of transportation.*

## LANDSCAPE TREATMENT GOALS

Goals for treatment of the cultural landscape are to:

1. Preserve the significant cultural landscape and its associated contributing features.
2. Enhance the character of the parkway as a dignified ceremonial entrance into the nation's capital.
3. Balance the parkway's original design intent with its heavy use as a commuter route.
4. Address resilience and climate change.
5. Improve pedestrian, vehicular, and aircraft safety within the character of the cultural landscape.
6. Identify strategies for integrating proposed adjacent projects into the parkway landscape.
7. Enhance visitors' understanding of the cultural landscape and its significance.

## SECRETARY OF THE INTERIOR'S STANDARDS

The US Secretary of the Interior (SOI) provides professional standards and guidelines for the treatment of cultural landscapes listed in or eligible for that National Register of Historic Places. Four approaches to the treatment of cultural landscapes are defined, including Preservation, Restoration, Rehabilitation, and Reconstruction. Each approach is defined below and its potential appropriateness for application to the study area is explained.

## REHABILITATION (SELECTED APPROACH)

Rehabilitation allows repairs, alterations, and additions necessary to enable a compatible use for a property as long as the portions or features that convey the historical, cultural, or architectural values are preserved.

Rehabilitation is the most appropriate treatment approach for the Suitland Parkway cultural landscape and is the selected approach for guidelines and treatment recommendations presented in Chapters 5 and 6. This approach provides an umbrella that allows for the preservation of contributing features and aspects while allowing for new additions to the landscape to support safety

and new user types along the parkway. Under this approach, features that are not compatible with the historic character of the property may be removed.

New elements that are compatible with historic conditions may be added to address current needs, such as improving safety in the area under the JBA approach/departure airspace, extending the Suitland Parkway Trail, screening adjacent modern development, and improving ecological function and addressing stormwater management throughout the study area. Design of these elements requires careful consideration to provide additions that complement the historic features without creating a false sense of history. To support subsequent design projects along the parkway, this CLR provides guidelines identifying the character, materials, massing, form, and detailing appropriate for new or modified features and identifies specific treatment recommendations for compatible alterations to meet future needs.

### PRESERVATION

Preservation is the act of sustaining the existing form, integrity, and materials of a historic property. This approach is most appropriate for properties that have a high level of integrity and often includes presence of features or conditions from multiple time periods. Although preservation is an appropriate approach for treatment of the study area landscape, preservation limits the ability to make changes to accommodate new uses (for example the Suitland Parkway Trail extension).

### RESTORATION

Restoration is the process of depicting the form, features, and character of a property as it appeared at a particular period in time. Elements that relate to earlier or later periods are removed in order to clearly represent one time period. A high level of documentation is necessary to ensure that the site accurately represents the historic period. Because the study area possess two periods of significance, restoration is not the most appropriate treatment approach for the parkway landscape. Restoration to one period may necessitate removal of contributing features from the other.

### RECONSTRUCTION

Reconstruction is the act of using new construction to depict a non-surviving site, landscape, building, structure, or object as it appeared at a specific period of time in its historic location. This approach is used only in cases where the highest level of significance applies and detailed documentation exists regarding the historic conditions of the property. Reconstruction is not the most appropriate treatment

approach for the project area. Given the study area's two periods of significance, it is not desirable to reconstruct the landscape to highlight one over the other.

## STANDARDS FOR REHABILITATION

The Secretary of the Interior's Standards for rehabilitation of cultural landscapes are as follows:

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

ENDNOTES

1 National Park Service, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes, United States Department of the Interior,* https://www.nps.gov/tps/standards/ four-treatments/landscape-guidelines; and NPS DO 28, 1997.

2 H.R. 2214, 81st Cong. (1949).

3 "Parkway Transferred," *Evening Star*, October 20, 1949.

4 National Park Service, *National Capital Parks - East Foundation Document Overview* (Washington, DC: US Department of the Interior, National Park Service, 2019).

5 National Park Service, "Director's Order #28,"accessed May 2021, https://www.nps.gov/policy/dorders/dorder28.html; and National Park Service, *Management Policies* (Washington, DC: US Department of the Interior, National Park Service, 2006).

6 National Environmental Policy Act of 1969, https://ceq.doe.gov/laws-regulations/laws.html; and USLegal, Environmental Quality and Improvement Act, https://environmentallaw.uslegal.com/federal-laws/environmental-quality-andimprovement- act/; and https://ceq.doe.gov/laws-regulations/laws.html.

7 Executive Order 11988--Floodplain management, 42 FR 26951, 3 CFR, 1977 Comp., p. 117, https://www.archives.gov/federal-register/ codification/ executive-order/11988.html; and National Park Service, "Director's Order #77-2: Floodplain Management," https://www.nps.gov/policy/DOrders/DO_77-2.pdf.

8 United States Environmental Protection Agency, Laws and Regulations, *Summary of the Endangered Species Act*, https://www.epa.gov/ lawsregulations/summary-endangered-species-act.

9 National Park Service, *Denver Service Center Workflows, Accessibility and Universal Design Standards*, https://www.nps.gov/dscw/dsaccessibility-universal-design.htm#laws.

10 Thomas C. Jester and Sharon C. Park, United States Department of the Interior, National Park Service, *Preservation Brief 32: Making Historic Properties Accessible*, https://www.nps.gov/tps/how-to-preserve/riefs/32-accessibility.htm#historic-landscapes.

11 National Park Service, *Guidelines for Rehabilitating Cultural Landscapes: Standards for Rehabilitation*, accessed February 2020, https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/rehab/index.htm.

12 Robert R. Page, Cathy A. Gilbert, and Susan Dolan, *A Guide to Cultural Landscape Reports: Contents, Processes, and Techniques* (Washington, DC: US Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998).

13 Charles Birnbaum and Christine Capella Peters, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, DC: US Department of the Interior, National Park Service, 1996).

14 John Nolen, Jr., to Frederic A. Delano, August 17, 1942, National Archives and Records Administration (NARA), Record Group ( RG) 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

This page intentionally left blank.



# TREATMENT GUIDELINES

*CHAPTER 5*

**Chapter title page: Suitland Parkway traveling under Silver Hill Road underpass, looking northwest (HAER, 2023).**

# Chapter 5: Treatment Guidelines

This chapter presents landscape treatment guidelines for the overall Suitland Parkway cultural landscape. This CLR applies an overall treatment approach of rehabilitation to the cultural landscape. This approach enhances visitor, pedestrian, and vehicular experience of the parkway and recreational opportunities on its trails while preserving the pastoral character of the landscape and interpreting the site's historical significance. The guidelines provide broad-scale strategies for addressing issues that affect the entire study area and general recommendations for protecting the character of the cultural landscape when compatible modifications are required to support future needs.

The rationale for rehabilitation as the most appropriate treatment approach is provided in Chapter 4 of this document. Chapter 4 also presents specific landscape management issues identified by NPS and Joint Base Andrews that are addressed by the treatment guidelines and recommendations. Detailed treatment concepts that identify opportunities for application of the guidelines to individual landscape character areas are provided in Chapter 6.

## SUMMARY OF PREFERRED TREATMENT

The preferred treatment for Suitland Parkway balances protecting the historic character of the parkway as the ceremonial entrance into the nation's capital with necessary safety improvements for multiple modes of transportation utilizing the parkway and adjacent spaces, including vehicles, pedestrians, bicycles, and aircraft. Treatment guidelines and recommendations center around the historic design intent described in Chapter 3: Existing Condition and Analysis, which drives selection of strategies and features compatible with the cultural landscape character.

Safety improvements are addressed at multiple scales within the guidelines and treatment recommendations. The guidelines recommend replacement of all guardrails with **Manual for Assessing Safety Hardware (**MASH)-compliant features and provide parkway-wide protocols for vegetation management to improve visibility and safety. Safety improvements are also tailored to issues identified at specific intersections.

Along the length of the parkway, the preferred treatment concept identifies opportunities to integrate the proposed Suitland Parkway Trail extension (addressed in a separate project) into the narrow corridor of NPS-owned land through strategies that draw on the parkway's original design intent and to spatially separate different modes of transportation to improve the safety and experience of all.

Vegetation treatment centers on the need to address trees extending into the JBA approach/departure airspace while maintaining the pastoral experience of the parkway. The treatment recommends developing a testing-based Adaptive Vegetation Management Plan to identify sustainable approaches to vegetation below the approach/departure airspace while screening views of adjacent development. Invasive vegetation management priorities are identified, along with locations for tree replanting to complement vegetation modification adjacent to JBA.

To address widespread flooding and erosion issues throughout the parkway landscape, treatment recommendations propose a comprehensive assessment of stream conditions and current and predicted stormwater conditions, paired with recommendations for future stormwater management. Pairing the assessment and recommendations with understanding of culverts as historic structures that contribute to the significance of the parkway will inform rehabilitation of the culverts as part of the comprehensive stormwater management system.

## OVERALL STUDY AREA HISTORIC LANDSCAPE CHARACTER GUIDELINES

Landscape treatment guidelines are organized by landscape characteristic: natural systems and features, topography, land use, spatial organization, circulation, views, vegetation, buildings and structures, small-scale features, and archeological sites. Refer to Chapter 3 for detailed existing condition, including plant species and individual landscape features.

### NATURAL SYSTEMS AND FEATURES GUIDELINES

- **Undertake a comprehensive assessment of stream conditions and current and predicted stormwater conditions affecting the area.**
    - Identify undersized culverts.
    - Identify critical stormwater erosion/flooding impacts.
    - Identify locations for stormwater retention/detention.
    - Coordinate with existing and planned stormwater and stream restoration projects within the study area/watershed.

- Develop recommendations for future stormwater management.

- **Preserve or rehabilitate the stormwater drainage system associated with the parkway.**
  - Based on the comprehensive assessment of stream and stormwater conditions, consider incorporating upstream infiltration best management practices to slow or reduce stormwater quantity at parkway culverts.
  - Based on the comprehensive assessment of stream and stormwater conditions, consider rehabilitating the stormwater system to address predicted runoff while preserving contributing features. Design new stormwater system to address at least one-hundred-year storm events.[1]
  - Monitor and repair existing poor-condition culverts by removing sediment and vegetation, resetting stones, repointing masonry, repairing culvert barrels, and/or other preservation treatment.
  - Stabilize erosion at culvert inlets and outlets using streambank stabilization best management practices (BMPs) compatible with the historic character of the landscape. Table 5.1 identifies criteria for the selection of an appropriate best management practice:
    - Vegetated stabilization: the BMPs in this category utilize new plantings, dormant woody vegetation, and degradable manufactured natural fiber products to stabilize and protect eroded stream banks.
    - Hard stabilization: stone revetment structures or armament are appropriate for higher-flow streams and extensive bank cutting. This category also includes in-stream BMPs constructed of cut stone or native rock.
    - Visible from parkway: vegetated or in-flow BMPs that do not create a false sense of history are appropriate in locations visible from the parkway, including within the median. Avoid new stone features that may appear historic.
    - Extensive bank cutting: BMPs in this category address extensive bank destabilization due to erosion through bank armament, grade modification, vegetation, or a combination of multiple strategies.
    - High stream flow: hard or vegetated stabilization BMPs in this category are appropriate to address erosion along steep, high volume, or high velocity streams.
    - Narrow corridor: hard stabilization techniques or in-stream structures in this category slow water velocity or protect banks within a narrow corridor along the stream and are appropriate where infrastructure or property boundaries restrict land available for streambank stabilization.
    - Upstream NPS land: grade control or in-stream structures may be utilized in locations where parkway property encompasses a larger proportion of the stream channel, allowing these interventions to slow water velocity before it reaches downstream structures.

**TABLE 5.1: COMPATIBLE STREAMBANK STABILIZATION BEST MANAGEMENT PRACTICES (BMPs)**

| STABILIZATION BMP | VISIBLE FROM PARKWAY | EXTENSIVE BANK CUTTING | HIGH STREAM FLOW | NARROW CORRIDOR | UPSTREAM NPS LAND | VEGETATED STABILIZATION | HARD STABILIZATION |
|---|---|---|---|---|---|---|---|
| *Bank Stabilization Techniques* | | | | | | | |
| **Live cribwall** (Figure 5-1) | x | x | x | x | | x | x |
| **Imbricated rip-rap** (Figure 5-2) | | x | x | x | | | x |
| **Joint planting/ vegetated rip-rap** (Figure 5-3) | x | x | x | x | | x | x |
| **Root wad revetments** (Figure 5-4) | x | | | | | x | |
| **Coir logs** (Figure 5-5) | | | | | | x | |
| **Stone toe protection** (Figure 5-6) | | x | x | x | | | x |
| **Live stakes** (Figure 5-7) | x | x | | | | x | |
| **Soil lifts** | x | x | | | | x | |
| **Vegetated geogrid** (Figure 5-8) | x | x | x | x | | x | |
| *Grade Control* | | | | | | | |
| **Cross vane** (Figure 5-9) | x | x | | x | x | | x |
| **Step pool** (Figure 5-10) | x | x | | x | x | | x |
| **Rock weirs** | | | | x | x | | x |
| *In-Stream Flow Structures* | | | | | | | |
| **Log vanes** (Figure 5-11) | x | | | | x | x | |
| **J hooks** (Figure 5-12) | x | | | | x | | |

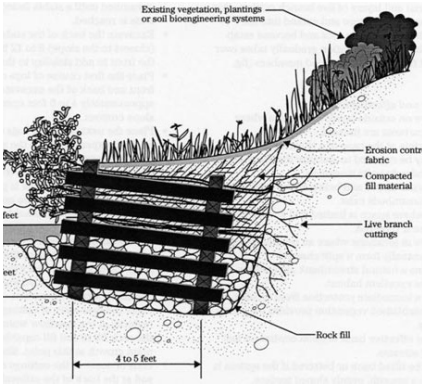



**Figure 5-1.** Live cribwalls are constructed of hollow, box-like interlocking members filled with rock or soil. Live cuttings inserted through openings between the logs root within the fill, reinforcing the structure (VDOT/USDA).



**Figure 5-2.** Imbricated rip-rap consists of a neatly stacked stone wall designed to resist both the force of channelized water within the stream and the lateral force of the enveloped bank (Montgomery County, MD).



**Figure 5-3.** Vegetated rip-rap stabilizes eroded streambanks while improving the aesthetic appearance of riprap, providing habitat, and binding the revetment to the bank to reduce failures (VDOT).



**Figure 5-4.** Rootwad revetments can be effective in protecting the toe of the slope as well as providing fish habitat and collecting sediment and debris (Montgomery County, MD, "Stream Restoration Techniques").



**Figure 5-5.** Fiber rolls are made of coconut fibers bundled together with biodegradable netting and can provide temporary protection for the bank while vegetation is established (Montgomery County, MD, "Stream Restoration Techniques").



**Figure 5-6.** Rock revetment structures provide durable protection to the lower portion of the streambank and may be combined with integrated bank treatment (James Long Park, Prince William County Environmental Services).



**Figure 5-7.** Branch layering stabilizes the bank with alternating layers of soil and live branches. Branches extend from the stabilized face of the bank into the original bank material (Montgomery County, MD, "Stream Restoration Techniques").



**Figure 5-8.** Vegetated geogrids combine soil lifts and brush layering to reinforce a stream bank through both mechanical earth stabilization and vegetative cover (SierraScape).

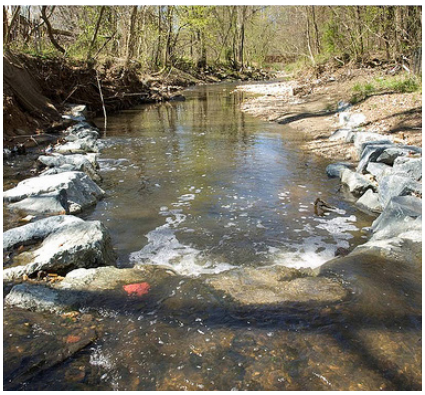


**Figure 5-9.** Rock cross vanes are constructed to provide grade control and reduce bank erosion (Montgomery County, MD, "Stream Restoration Techniques").



**Figure 5-10.** Step pools are constructed in the stream channel to recreate natural channel morphology. As flow moves over the step, energy is dissipated into the pool (Montgomery County, MD, "Stream Restoration Techniques").



**Figure 5-11.** Log vanes function similar to rock vanes but are more appropriate for stream beds with higher proportions of sand, silt, and clay (Montgomery County, MD, "Stream Restoration Techniques").



**Figure 5-12.** J-hook vanes direct erosional forces away from unstable streambanks and improve aquatic habitat by forming scour pools (Montgomery County, MD, "Stream Restoration Techniques").

- **If the comprehensive assessment of stormwater conditions indicates that additional culvert capacity is required to manage stormwater impacting the parkway, rehabilitate the system to address current and anticipated future needs.**
  - Preserve contributing culverts.
  - Whenever possible, prioritize upstream interventions or infiltration instead of the addition of new culverts. Table 5.2 identifies criteria for the selection of an appropriate best management practice:
    - Maintenance mowing: prioritize selection of low-maintenance BMPs that may be addressed using existing mowing practices.
    - Visible from parkway: sand infiltration strips and grass swales that utilize vegetation communities consistent with the design intent of the parkway {i.e., woodlands and mown turf) are appropriate in locations visible from the parkway.
    - Upland NPS land: small-scale, distributed sand infiltration strips, grass swales, check dams, and bioswales may be utilized where upland parkway property will accommodate land-based stormwater management.
    - Floodplain NPS land: wetlands and detention basins are appropriate to address high stormwater volumes where NPS property within the floodplain can accommodate large-scale applications.
    - Narrow corridor: linear applications of sand infiltration strips, grass swales, check dams, and bioswales is appropriate where infrastructure or property boundaries restrict land available for stormwater infiltration, including within the median.
  - Site new culverts in locations that are not visible from the parkway or associated proposed trails.
  - Use a design for new culverts that is compatible but differentiated from historic culverts (see Buildings and Structures guidelines).

**TABLE 5.2: COMPATIBLE STORMWATER INFILTRATION BEST MANAGEMENT PRACTICES (BMPs)**

| STORMWATER INFILTRATION BMP | MAINTENANCE MOWING | UPLAND NPS LAND | FLOODPLAIN NPS LAND | VISIBLE FROM PARKWAY (INCLUDING MEDIAN) | NARROW CORRIDOR |
|---|---|---|---|---|---|
| **Stormwater wetland** (Figure 5-13) | | | x | | |
| **Detention basin** (Figure 5-14) | x | | x | | |
| **Grass swale** (Figure 5-14) | x | x | x | x | x |
| **Sand infiltration strip** (Figure 5-15) | x | x | x | x | x |
| **Check dams** (Figure 5-15) | | x | | | x |
| **Bioswales** (Figure 5-16) | | x | x | | x |



**Figure 5-13.** Stormwater wetlands are a large-scale intervention to treat stormwater within the floodplain. These shallow wetlands incorporate small permanent pools and extended detention storage as well as a naturalistic appearance and wildlife habitat (Maryland SHA).



**Figure 5-14.** Detention basins temporarily store and slow the flow of stormwater (Clermont Soil and Water Conservation District).



**Figure 5-18.** Grass swales convey stormwater runoff, provide water quality treatment, and decrease flow within narrow graded channels. The linear nature of swales makes them well suited to parkway medians or shoulders, and grass swales are compatible with historic vegetation patterns within the cultural landscape (Maryland SHA).



**Figure 5-15.** Sand infiltration strips capture and store runoff before passing it through a filter bed of sand. Filtered runoff may collect and return to a conveyance system or infiltrate into the soil (Maryland SHA).



**Figure 5-16.** Check dams slow runoff within swales, drainage ditches, or other locations where water channels. They are most appropriate upstream of tributaries, creeks, and culverts. Check dams may be constructed of stone or coir fiber logs (Minnesota Stormwater Manual/Limnotech).



**Figure 5-17.** Similar to grass swales, bioswales collect stormwater runoff and allow it to filter through layers of soil, sand, and stone, eventually discharging through a storm drain. Vegetation within the bioswale is not limited to grass, and the swale may incorporate check dams or other engineered drainage solutions and may require additional routine maintenance (Hunters Point Park Conservancy).

- **Monitor and repair stream conditions within the study area.**
  - Develop a stream conservation plan for monitoring, maintenance, and treatment.
  - Incorporate best management practices for stream stabilization compatible with the historic character of the landscape, including the parkway median. Refer to Table 5.1.

- **Collaborate with MDOT, WMATA, and other local agencies and landowners to monitor and manage stormwater runoff from projects with the potential to affect the study area.**

- **Manage deer consistent with Deer Management Plan and Environmental Assessment for National Capital Parks - East.[2]**

## TOPOGRAPHY GUIDELINES

- **Preserve existing topography.**
  - Maintain the parkway's relationship to the stream valleys of Henson Creek and Oxon Run.
  - Maintain existing grade separation between the parkway's eastbound and westbound lanes.

- **Protect steep slopes**
  - Monitor annually and as needed after storm events for erosion damage. Slopes over 25% are at higher risk for erosion (Figure 5-19).
  - Develop a routine maintenance and monitoring schedule that is reasonable given staff and funding. Consider utilizing a standard monitoring approach using a form approved by resource managers. An example format is described below.
    - Asset Location: Using updated site FMSS data, sort assets (features) by asset location (property) for monitoring purposes.
    - Asset: Using updated site FMSS data, list assets (features) individually.
    - Asset number: FMSS asset numbers should be assigned to all assets that do not currently have asset numbers assigned; assets associated with current asset numbers should be specifically described in record keeping strategies to avoid confusion among assets.
    - Sequence: Assign a season for monitoring to occur for each asset. Assets should also be inspected as needed after storm events.
    - Deficiencies: Note all damage or deterioration present at the time of monitoring.
    - Condition: Indicate the current condition of the feature (good, fair, or poor).
    - Date last checked: Following completion of the monitoring, update the form to indicate that the asset has been checked for future reference.
    - Last checked by: Provide initials of the staff or volunteer who last completed the monitoring.

- Repair by establishing erosion-resistant ground surfaces using vegetation, riprap, or a combination of stabilization techniques.
- Maintain woodland on steep slopes and within floodplains. Limit disturbance or removal of woodlands in these areas unless required for safety and security improvements.
- When changes to topography are necessary to support new use or safety improvements along the parkway:
  - Utilize the native topography to inform site selection and design of new elements so that they are unobtrusive and blend with the surrounding landscape.
  - Do not place a new feature where it will require extensive grading or disrupt historic parkway grades.
  - Site the features to incorporate a grade separation from existing features where possible.
  - Placement recommendations specific to the proposed Suitland Parkway Trail Extension are provided in Chapter 6.

### LAND USE GUIDELINES

- **Keep the parkway a parkway.** Do not change the road type or use.

- **Remove litter and debris along the parkway to enhance its character as a ceremonial entrance to the nation's capital.**
  - Establish regular monitoring and maintenance.
  - Consider installing cameras and signs to inform and enforce penalties for littering. Priority locations include:
    - Exit of Joint Base Andrews north gate
    - On-grade intersections at Naylor Road and Forestville Road
  - Install additional trash cans at high litter locations when/if ongoing maintenance can be identified for trash removal.

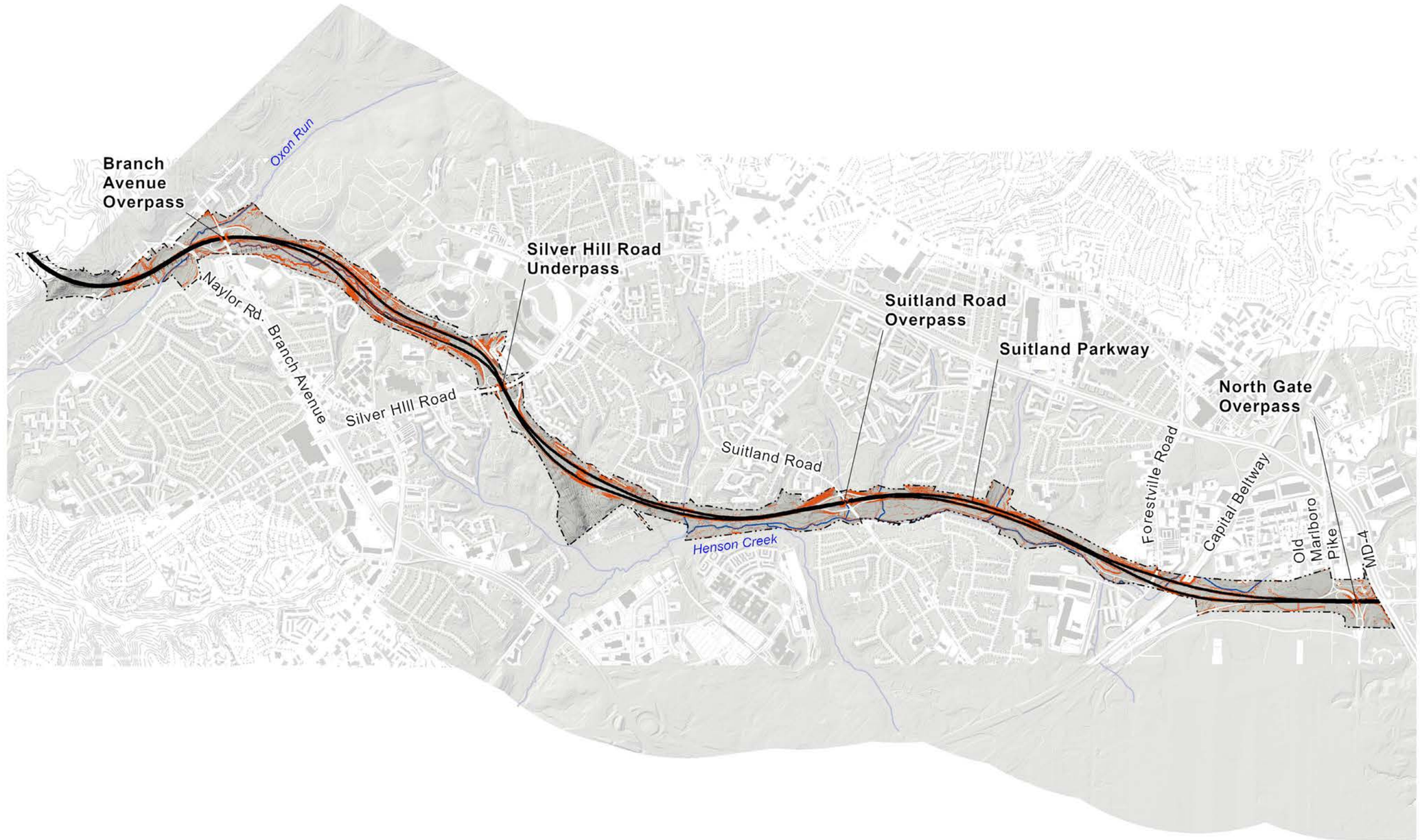
- **Maintain vegetated buffer between the parkway and adjacent land use.**

- **Coordinate with adjacent landowners to avoid or reverse encroachment onto NPS property.**
  - Monitor for land management and encroachment issues annually.
  - Continue to document and pursue System Unit Resource Protection Act (SURPA) violations.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Slope Analysis Diagram**




**National Park Service**
**National Capital Region**

**Sources**
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

**Drawn By**
Quinn Evans, ArcGIS Pro 2.6, 2023

Legend
- NPS Boundary
- Suitland Parkway
- Contours
- Slopes over 25%

**Notes**
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N
0 1,000 2,000 4,000 6,000
Feet

This page intentionally left blank.

## SPATIAL ORGANIZATION GUIDELINES

- **Maintain parkway alignment, including separate eastbound and westbound lanes, nine original intersections, and vegetated, variable-width median.**
  - Maintain 40' minimum width for forested median.
  - Maintain mown lawn in the area encompassed by on- and off-ramps at grade-separated intersections. Do not add trees in these locations.

- **Maintain pattern of forested right-of-way north and south of the parkway.**
  - If forest die-back occurs along the parkway corridor, prioritize these areas for replanting to maintain the woodland/enclosed character. Refer to vegetation treatment guidelines.

- **Maintain unobstructed overhead space along the parkway.** Do not add new overpasses, power lines, or other overhead elements.

- **When new additions (trails, intersection safety improvements, signs, etc.) are necessary to support new use or safety improvements along the parkway, design these features to avoid intrusion on the site's historic spatial organization.**
  - Place new features within the native topography to minimize scale and visibility. Ensure that new fixed objects on the roadside are outside of the American Association of Highway and Transportation Officials (AASHTO)-recommended clear zone. Refer to Circulation Guidelines.
  - Design new features to be compatible with the size, scale, design, materials, color, and texture of the original design intent. Refer to Circulation, Buildings and Structures, and Small-Scale Features Guidelines.
  - Differentiate new additions from contributing features to avoid creating a false sense of history.

## CIRCULATION GUIDELINES

- **Preserve the width, alignment, curbs, and surface character of contributing circulation routes, including Suitland Parkway and its relationship to the nine intersections within the study area.**

- **Provide intersection safety improvements at on-grade intersections compatible with the historic character of the landscape.**
  - Intersection safety improvements compatible with the historic character of the landscape are listed in Table 5.3 and illustrated in Figure 5-19 through Figure 5-23.
  - Intersection safety improvements that are not appropriate within the parkway cultural landscape are listed in Table 5.4.

- **Limit the addition of new circulation routes within the parkway corridor.** When new circulation routes are required to support safety or new user groups within NPS property, design new or modified routes to be compatible with the parkway's historic character.
  - Do not locate new features to detract from or alter historic circulation patterns.
  - Maintain a visual buffer between parkway lanes and new circulation features.
  - Utilize materials, width, and edge treatment compatible with historic features. Refer to the original design intent for the parkway in Chapter 3.
  - Differentiate new routes from historic circulation routes.

**TABLE 5.3: INTERSECTION SAFETY IMPROVEMENTS APPROPRIATE FOR THE PARKWAY CULTURAL LANDSCAPE**

- Provide automatic pedestrian recall for crosswalks or modify pedestrian signal operations to provide extended pedestrian lead time/all red time.[7]
- Provide pedestrian refuge where possible within the median (Figure 5-19). Create a protected location within the median either on a paved, raised surface at the level of the median island, or surrounded by curbs that discourage vehicular access.
- Limit vegetation and other raised objects at intersections to maintain adequate sight lines and pedestrian visibility.
- Widen pavement markings and/or install new pavement markings to support pedestrian crosswalk (10-inch-wide lane line markings approaching intersection, yield to pedestrian markings, yield line markings, reflectors, transverse visibility markings) (Figure 5-20).
- Incorporate MASH-compliant guardrails compatible with the parkway's historic character where necessary to protect vehicles from fixed objects or roadside downslopes (per AASHTO clear zone requirements). Refer to Small-Scale Features Guidelines.
- Increase lighting within on-grade intersections. Ensure that lighting is distributed in intersections to support pedestrian visibility and safety (over crosswalks).
- Provide rumble strips approaching intersections, consistent with other locations along the DC portion of the parkway (Figure 5-21).
- Provide advance pedestrian signage and/or curve warning signage (Figure 5-22).
- Trim trees and/or remove vines to improve visibility at intersections. Refer to Vegetation Guidelines.
- Limit addition of signage not at intersections to signs necessary for wayfinding.
- Flexible delineator posts may be appropriate with color selection compatible with the parkway landscape (white with reflective markings or matching NPS branding) (Figure 5-23).

**TABLE 5.4: INTERSECTION SAFETY IMPROVEMENTS NOT APPROPRIATE FOR THE PARKWAY CULTURAL LANDSCAPE**

- Do not reduce lane widths.
- Do not add roundabouts.
- Do not reconstruct intersections/interchanges with on-grade crossing to grade-separated or grade-separated crossing to on-grade.
- Do not change the current parkway alignment.
- Do not install fixed bollards.
- Do not incorporate lighting beyond immediate intersection areas.
- Do not construct raised pedestrian crossings on either the parkway or cross-streets.
- Do not construct secondary pedestrian bridges adjacent to contributing vehicular bridges along the parkway.



**Figure 5-19.** Pedestrian refuge within the median (FHWA).




**Figure 5-20.** Yield markings ahead of pedestrian crossing (IIHS).



**Figure 5-21.** Rumble strip (CBS58).




**Figure 5-22.** Advance pedestrian signage (pedbikeimages.org).



**Figure 5-23.** Flexible delineator posts (Tactical Urbanism Guide).

- **When new trails are required to support additional user groups within the parkway landscape, design to be compatible with the historic character of the landscape and support safety for pedestrians, bicyclists, and vehicles.**
    - Figure 5-24 through  illustrate recommendations for four typical trail types.
        - **Grade-separated trails (Figure 5-24)**: this trail design incorporates physical separation of uses, reflecting the original design principle of grade separation. Here, it is also used to avoid conflicts between vehicles and pedestrians/bicycles while maintaining visibility.
        - **Buffered trails (Figure 5-25):** This design incorporates a wide buffer between the parkway and the trail, creating physical and visual separation between vehicles and pedestrians/bicycles. The section is consistent with separated lanes established in the original design and reduces user conflicts while maintaining a filtered visual connection. Determine spacing between the parkway and trees using AASHTO Roadside Design Guide clear zone guidance and stagger tree spacing to maintain naturalistic character along the trail.
        - **Restricted trails (Figure 5-26):** The restricted trail section aligns with existing conceptual studies for the Suitland Parkway Trail extension (developed through a separate project). This section should be avoided where possible, as the trail is readily visible from the parkway, impacting historic character. Proximity of trail users to the road also negatively impacts trail experience. The use of a guardrail in this configuration is recommended only as a separator for pedestrian/cyclist comfort due to the proximity of the trail to the edge of the roadway.
        - **Wetland boardwalk trails (Figure 5-27):** The wetland boardwalk trail provides physical separation from the parkway corridor for trail users as well as opportunities for wetland interpretation. Visibility and perception of safety may be limited due to the distance between the boardwalk and parkway. Minimize disturbance by limiting in-ground connections as structurally feasible, completing all work by hand, and staging construction materials outside of designated wetland areas. Guardrails along these sections of trails are required only requires it if the backslope exceeds AASHTO specified grade thresholds in the clear zone.
    - Site trails to incorporate a vegetated buffer between the road curb and trail while maintaining a visual connection between the two routes for pedestrian safety when possible.
    - Utilize grade separation between the two routes when possible.
    - Site the trail to minimize road crossings.
        - Where possible, avoid routing trails across Suitland Parkway or cross-streets at unsignalized intersections.
        - Incorporate a multi-pronged approach to traffic safety at intersections with trail crossings.
        - Coordinate with ongoing projects for efficient trail layout that minimizes road crossings.

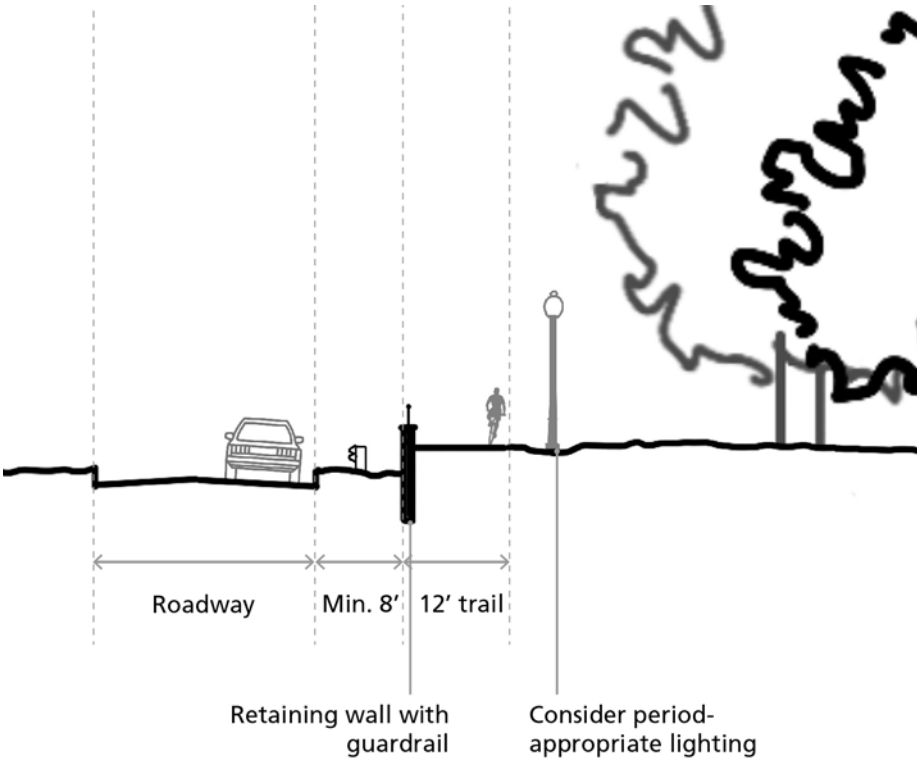



**Figure 5-24.** Grade-separated trail section.

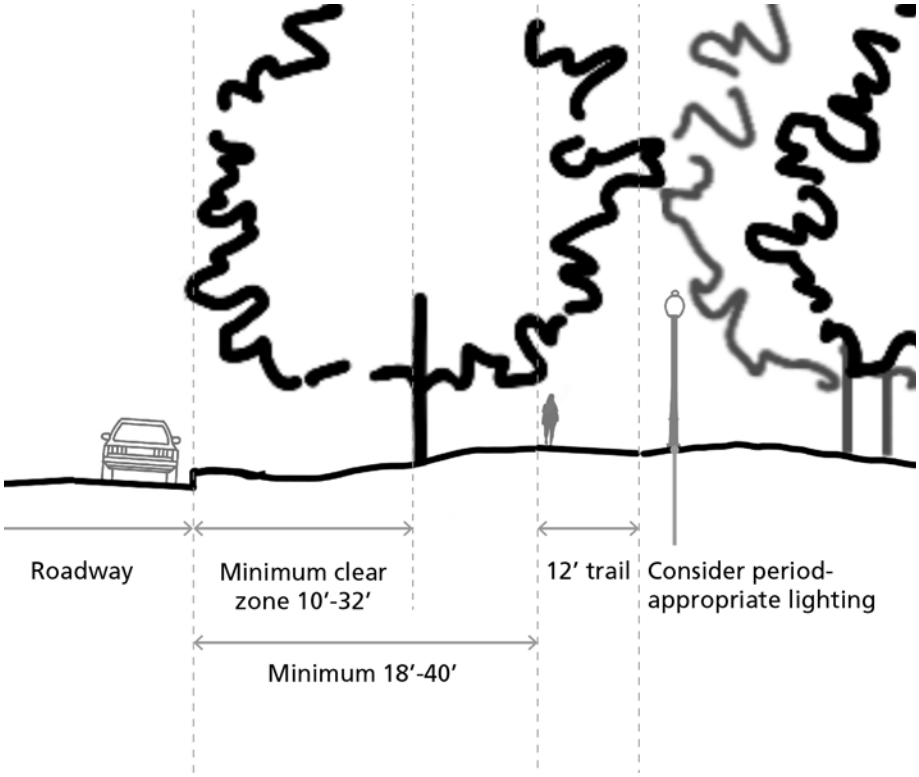



**Figure 5-25.** Buffered trail section.

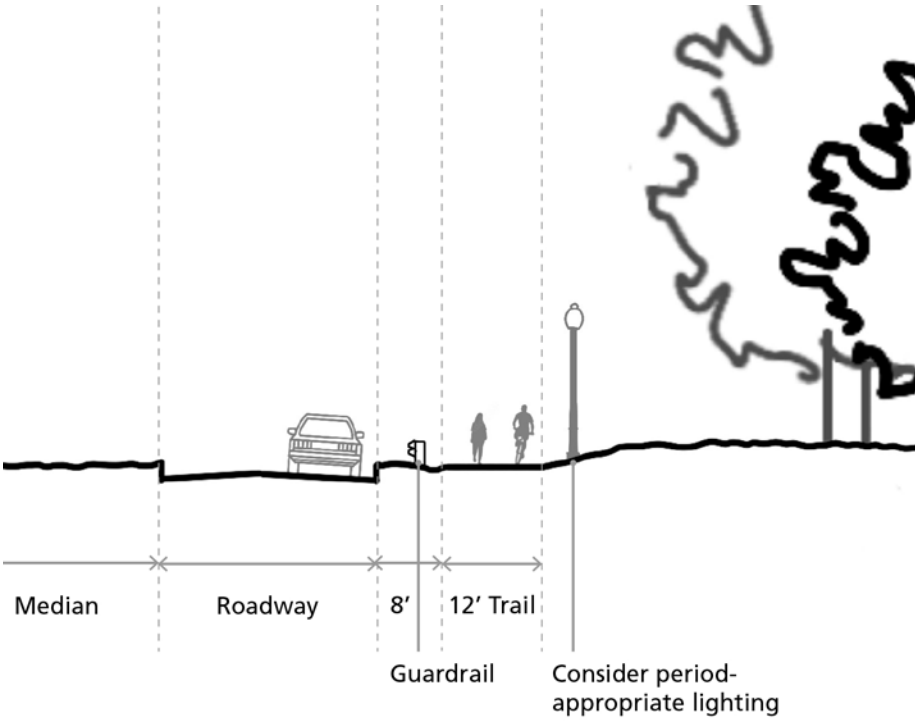



**Figure 5-26.** Restricted trail section.

**WETLAND BOARDWALK TRAIL SECTION**

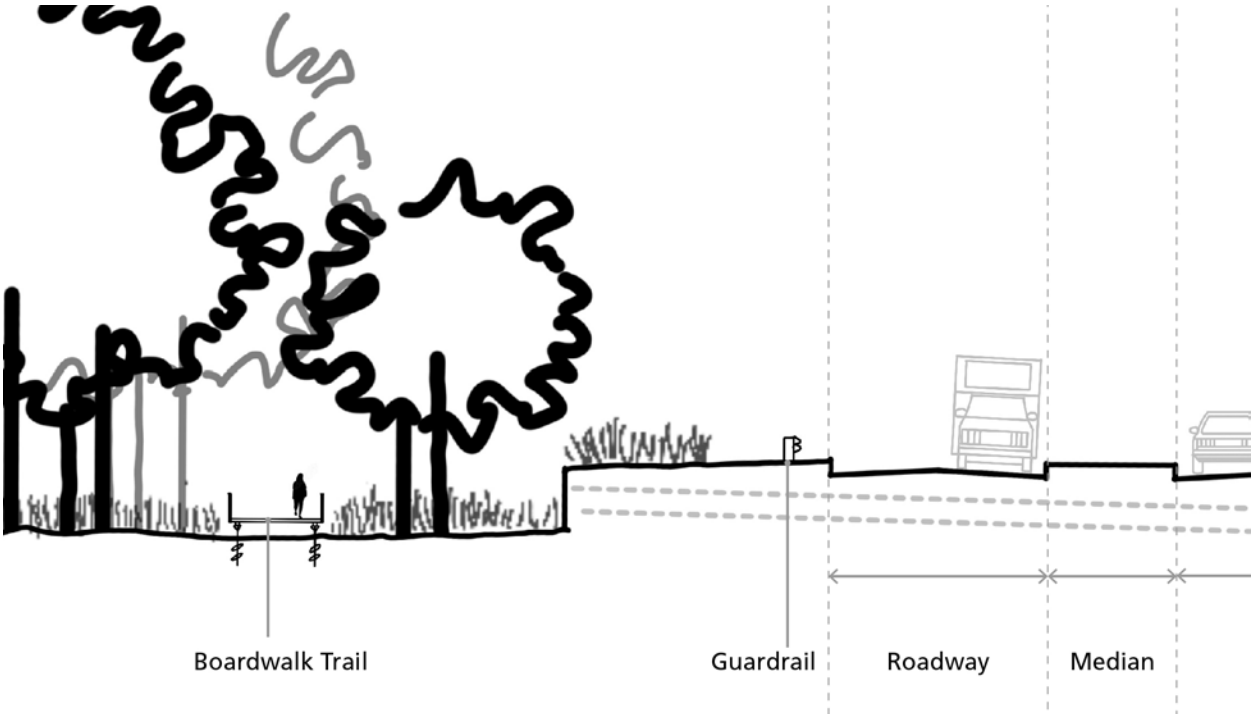



**Figure 5-27.** Wetland boardwalk trail section.

- Utilize materials, color, width, and edge treatment for new circulation routes that are compatible but differentiated with the historic features. Consider life cycle, longevity, and maintenance in selection of sustainable materials within the landscape.
- Limit addition of small-scale features such as wayfinding, site furnishings, lighting, signage, fall protection, and guardrails.
  - Select guardrail locations dependent on obstructions and slope conditions within the roadside clear zone and/or NPS preferences for trail separation.
  - Utilize trail features compatible with the historic character of the landscape (refer to Small-Scale Features Guidelines).
  - Include mile markers or other features to address emergency medical services (EMS) needs (refer to Small-Scale Features Guidelines).
- Coordinate trail layout to account for the JBA jet fuel pipeline alignment and avoid subsurface impacts to the pipeline from any structural foundations or other elements (i.e., walls, guardrails, barriers, etc.).
- Align trail to avoid sensitive vegetation and vegetative communities where possible.

## VIEWS GUIDELINES

- **Protect key characteristics of contributing views.** Views within the study area are primarily defined by vegetation, circulation routes, and structures as described in the views narrative and location diagram in Chapter 3. The guidelines below are intended to provide general direction on protection of significant views, and are supported by the Circulation, Vegetation, and Buildings and Structures Guidelines sections of this chapter. Tasks to address specific views are identified in Chapter 6.

- **Preserve the visual separation of the parkway and adjacent development by maintaining the existing vegetated buffer and topographic differentiation.**

- **Avoid adding buildings, structures, circulation routes, and vegetation that impact or obscure contributing viewsheds within the study area.**

- **Coordinate with adjacent landowners and agencies to limit development that may impact views along the parkway.**
  - Avoid constructing buildings or structures over three stories immediately adjacent to Suitland Parkway property.
  - Maintain woodland buffer on private property where possible.



**Figure 5-28.** Example of wetland boardwalk with wood railing and wood bumper (Schwartz).



**Figure 5-29.** Example of wetland boardwalk with wood railing (Schwartz).

## VEGETATION GUIDELINES

- **Maintain contributing forest communities.** Refer to mixed forest and woody wetlands vegetation communities documented in Chapter 3.
    - Refer to Natural Systems Guidelines for deer management and invasive vegetation recommendations.
    - Monitor annually for hazard trees that threaten the roadway or utilities. Prune or remove trees following NPS or Maryland State Highway Administration protocols.

- **Trim or remove trees that impact visibility at intersections.** Refer to Maryland State Highway Administration Landscape Design Guide Chapter 7.0 - Safety, Sightlines, and Offsets presented in Appendix D.[3]

- **Remove and do not replace deteriorating or dead non-contributing vegetation at intersections.**

- **Establish invasive vegetation monitoring and maintenance protocols within the study area.**
    - Initiate National Capital Region Network Long-Term Forest Vegetation Monitoring Protocol.
    - Develop preventive measures or standard operating procedures (SOPs) for invasive species removal specific to parkway management and maintenance (e.g., cleaning mowers before moving from one area to the next, verify plant materials before planting new trees/ shrubs, etc.).
    - Prioritize invasive vegetation treatment locations:
        - Along forest margins;
        - At intersections, particularly where vegetation restricts views;
        - Along future trail extension locations to ensure visibility between trail and road;
        - In the area under the JBA approach/departure airspace.

- **Remove all invasive vines from parkway property except where occurring on historic masonry structures.**
    - Prioritize locations meeting the following conditions:
        - Vines inhibiting visibility at intersections. Refer to Maryland State Highway Administration Landscape Design Guide Chapter 7.0 - Safety, Sightlines, and Offsets.[4]
        - Blocking access to infrastructure (pipeline, culverts, electrical, sewer/water, etc.).
        - Vines with proximity to road edge and/or inhibiting visibility at curves. Remove vegetation to meet the minimum requirements of the Stopping Sight Distance requirements for segments/curves where there are no intersections from AASHTO, A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.
        - Impacting mature trees (for example, see Figure 5-30).



**Figure 5-30.** Remove vines impacting mature trees north of Branch Avenue Overpass (QE, 2022).

- **Consult with cultural resources staff or masonry preservation specialist to remove invasive vines from historic structures.**

- **When tree replacement is desired within the study area boundary outside of the area under the JBA approach/departure airspace, place new trees along the roadway shoulders and within the median.**
  - Refer to Chapter 6 for vegetation management recommendations within the area under the JBA approach/departure airspace.
  - Select planting locations based on the following criteria:
    - At least 10' from the road curb or outside of the minimum clear zone distance specified by the AASHTO Roadside Design Guide based on design speed, design average daily traffic, and roadside slope (Figure 5-31). Note that design speed is typically considered 5–10 mph greater than posted speed limits).
    - At least 50' from the pipeline (note that JBA coordinated with the pipeline owner to allow tree planting within 25' of the pipeline).
    - Prioritize areas requiring slope repair/erosion control (Figure 5-32).
    - Prioritize locations of tree dieback to maintain or reestablish the enclosed, wooded character along the parkway. Known tree dieback locations are identified on Figure 5-32. Additional locations may develop over time as climate change alters vegetation community composition, and this may result in new priority areas for tree replacement.
    - Prioritize locations where additional woody vegetation will support visual buffer to adjacent development.

| Design Speed (MPH) | Design ADT | Foreslopes (ft) | | | Backslopes (ft) | | |
|---|---|---|---|---|---|---|---|
| | | 1V:6H or flatter | 1V:5H to 1V:4H | 1V:3H | 1V:3H | 1V:5H to 1V:4H | 1V:6H or flatter |
| ≤40 | UNDER 750[c] | 7-10 | 7-10 | [b] | 7-10 | 7-10 | 7-10 |
| | 750-1500 | 10-12 | 12-14 | [b] | 10-12 | 10-12 | 10-12 |
| | 1500-6000 | 12-14 | 14-16 | [b] | 12-14 | 12-14 | 12-14 |
| | OVER 6000 | 14-16 | 16-18 | [b] | 14-16 | 14-16 | 14-16 |
| 45-50 | UNDER 750[c] | 10-12 | 12-14 | [b] | 8-10 | 8-10 | 10-12 |
| | 750-1500 | 14-16 | 16-20 | [b] | 10-12 | 12-14 | 14-16 |
| | 1500-6000 | 16-18 | 20-26 | [b] | 12-14 | 14-16 | 16-18 |
| | OVER 6000 | 20-22 | 24-28 | [b] | 14-16 | 18-20 | 20-22 |
| 55 | UNDER 750[c] | 12-14 | 14-18 | [b] | 8-10 | 10-12 | 10-12 |
| | 750-1500 | 16-18 | 20-24 | [b] | 10-12 | 14-16 | 16-18 |
| | 1500-6000 | 20-22 | 24-30 | [b] | 14-16 | 16-18 | 20-22 |
| | OVER 6000 | 22-24 | 26-32[a] | [b] | 16-18 | 20-22 | 22-24 |
| 60 | UNDER 750[c] | 16-18 | 20-24 | [b] | 10-12 | 12-14 | 14-16 |
| | 750-1500 | 20-24 | 26-32[a] | [b] | 12-14 | 16-18 | 20-22 |
| | 1500-6000 | 26-30 | 32-40[a] | [b] | 14-18 | 18-22 | 24-26 |
| | OVER 6000 | 30-32[a] | 36-44[a] | [b] | 20-22 | 24-26 | 26-28 |
| 65-70[d] | UNDER 750[c] | 18-20 | 20-26 | [b] | 10-12 | 14-16 | 14-16 |
| | 750-1500 | 24-26 | 28-36[a] | [b] | 12-16 | 18-20 | 20-22 |
| | 1500-6000 | 28-32[a] | 34-42[a] | [b] | 16-20 | 22-24 | 26-28 |
| | OVER 6000 | 30-34[a] | 38-46[a] | [b] | 22-24 | 26-30 | 28-30 |

**Figure 5-31.** Suggested Clear Zone Values (MDOT Guidelines for Traffic Barrier Placement and End Treatment Design, 2021).

- Plant a mix of native trees and understory woody species appropriate to the uplands or lowlands of the selected planting area to reflect existing forest communities. See Table 5.5 for the recommended plant palette and example species photographs provided in Figure 5-33 through Figure 5-50.
  - Consider placing flowering understory trees along forest edges or other high visibility locations.
  - Select species for climate resilience. For example, plant the same species as present in the parkway landscape from southern nursery stock.

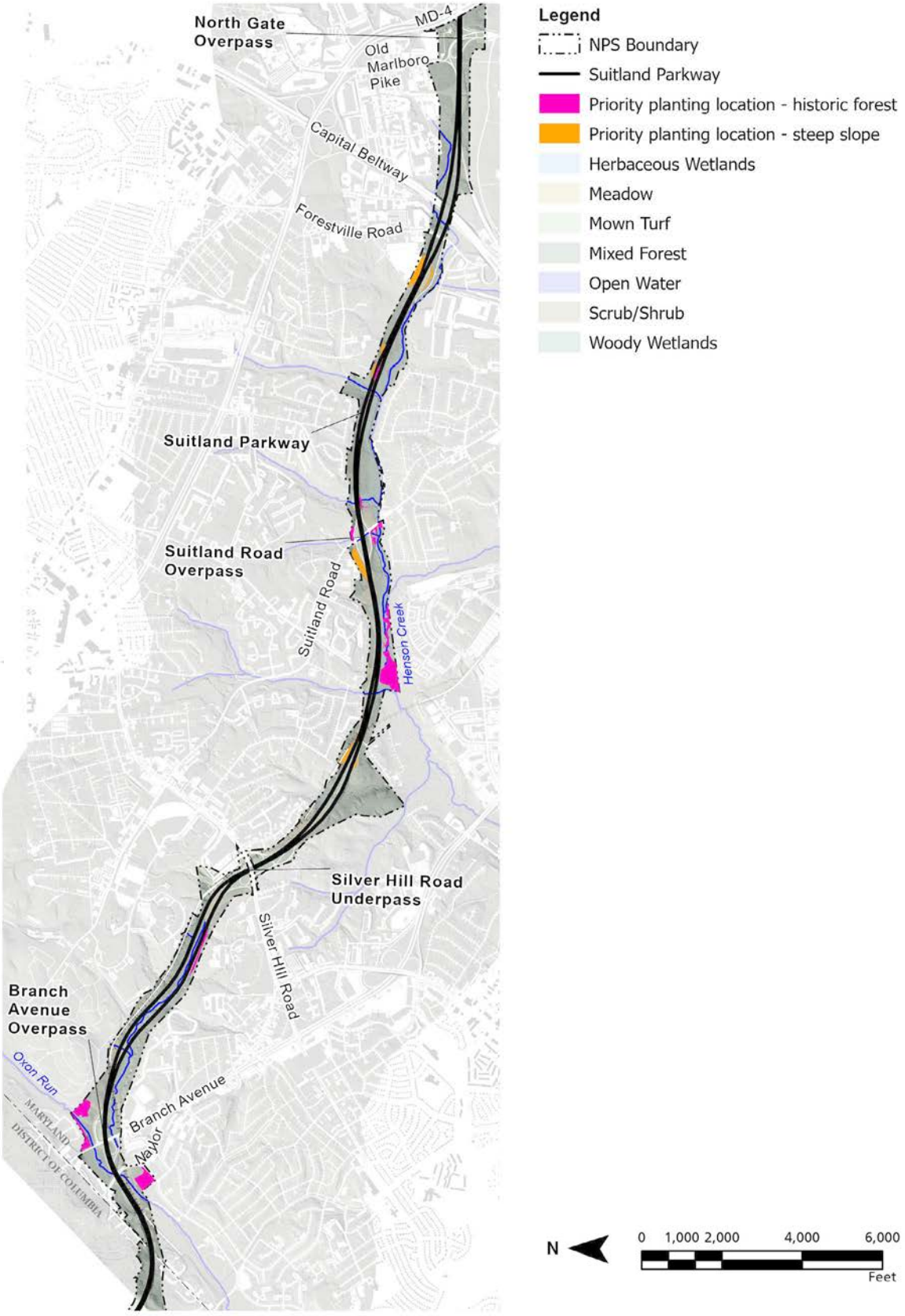



**Figure 5-32.** Priority tree planting locations outside of the area below the JBA approach/departure airspace

**TABLE 5.5: RECOMMENDED PLANT PALETTE**

| Scientific Name | Common Name | Height (ft) | Tolerances (Full Shade - S; Drought - D; Extended Flooding - F) | Growth Rate |
|---|---|---|---|---|
| *Canopy Trees* | | | | |
| ***Acer rubrum*** | **Red maple** | 60 - 75 | D, F | Fast |
| ***Betula nigra*** | **River birch** | 40 - 50 | F | Fast |
| ***Carya* spp.** | **Hickory** | 60 - 80 | D | Slow |
| ***Celtis occidentalis*** | **Hackberry** | 45 - 80 | D, F | Fast |
| ***Fagus grandifolia*** | **American beech** | 50 - 75 | S | Medium |
| ***Nyssa sylvatica*** | **Blackgum** | 65 - 75 | S, D, F | Slow |
| ***Liquidambar styraciflua*** | **Sweetgum** | 60 - 75 | F | Fast |
| ***Liriodendron tulipifera*** | **Tuliptree** | 80 - 100 | D | Medium |
| ***Quercus alba*** | **White oak** | 60 - 100 | | Slow |
| ***Quercus bicolor*** | **Swamp white oak** | 50 - 70 | F | Medium |
| ***Quercus lyrata*** | **Overcup oak** | 40 - 50 | F | Fast |
| ***Quercus montana*** | **Chestnut oak** | 50 - 60 | D | Medium |
| ***Quercus nuttallii*** | **Nuttall oak** | 60 - 80 | D, F | Medium |
| ***Quercus palustris*** | **Pin oak** | 50 - 75 | F | Medium |
| ***Quercus phellos*** | **Willow oak** | 50 - 75 | D, F | Medium |
| ***Quercus shumardii*** | **Shumard oak** | 55 - 80 | D | Fast |
| ***Pinus taeda*** | **Loblolly pine** | 55 - 80 | | Fast |
| ***Platanus occidentalis*** | **American sycamore** | 75 - 90 | F | Fast |
| **Taxodium distichum** | **Baldcypress** | 60 - 80 | D, F | Fast |
| ***Ulmus americana* 'Jefferson'** | **Jefferson elm** | 70 - 90 | D, F | Fast |
| *Understory Trees* | | | | |
| ***Amelanchier canadensis*** | **Shadblow serviceberry** | 15 - 30 | S | Medium |
| ***Amelanchier laevis*** | **Allegheny serviceberry** | 20 - 25 | | Medium |
| ***Carpinus caroliniana*** | **American hornbeam** | 20 - 30 | S | Slow |
| ***Cercis canadensis*** | **Eastern redbud** | 15 - 30 | D | Fast |
| ***Chionanthus virginicus*** | **Fringetree** | 12 - 20 | S | Slow |
| ***Cornus florida*** | **Flowering dogwood** | 20 - 30 | S | Medium |
| ***Cotinus coggygria*** | **Smoketree** | 20 - 30 | D | Slow |
| ***Diospyros virginiana*** | **Persimmon** | 40 - 60 | D, F | Medium |

**TABLE 5.5 cont.: RECOMMENDED PLANT PALETTE**

| Scientific Name | Common Name | Height (ft) | Tolerances (Full Shade - S; Drought - D; Extended Flooding - F) | Growth Rate |
|---|---|---|---|---|
| ***Ilex opaca*** | **American holly** | 35 - 50 | S, D, F | Slow |
| ***Magnolia virginiana*** | **Sweetbay magnolia** | 25 - 35 | F | Medium |
| ***Ostrya virginiana*** | **American hophornbeam** | 25 - 40 | S, D | Slow |
| ***Oxydendron arboreum*** | **Sourwood** | 30 - 50 | | Slow |
| ***Sassafras albidum*** | **Sassafras** | 30 - 50 | D | Medium |
| *Understory Woody Plants* | | | | |
| ***Callicarpa americana*** | **Beautyberry** | 5 - 8 | D | Medium |
| ***Calycanthus floridus*** | **Common sweetshrub** | 6 - 12 | F | Medium |
| ***Cephalanthus occidentalis*** | **Buttonbush** | 5 - 12 | F | Medium |
| ***Cornus sericea*** | **Red twig dogwood** | 6 - 9 | F | Fast |
| ***Gaylussacia baccata*** | **Black huckleberry** | 3 - 5 | | Medium |
| ***Hamamelis virginiana*** | **Witch hazel** | 15 - 25 | S | Medium |
| ***Ilex glabra*** | **Inkberry** | 12 - 20 | F | Slow |
| ***Kalmia latifolia*** | **Mountain laurel** | 6 - 10 | S | Medium |
| ***Lindera benzoin*** | **Spicebush** | 8 - 15 | S, F | Slow |
| ***Rhododendron catawbiense*** | **Mountain rosebay** | 6 - 10 | S | Medium |
| ***Sambucus canadensis*** | **American black elderberry** | 5 - 12 | | Medium |
| ***Vaccinium corymbosum*** | **Highbush blueberry** | 6 - 12 | F | Slow |
| ***Viburnum nudum*** | **Smooth witherod** | 5 - 12 | F | Medium |
| ***Viburnum prunifolium*** | **Blackhaw viburnum** | 15 - 20 | D | Slow |

## CANOPY TREE PALETTE



**Figure 5-33.** American beech (*Fagus grandifolia*) (Coastal Maine Botanical Gardens)



**Figure 5-34.** White oak (*Quercus alba*) (North Carolina Extension)



**Figure 5-35.** Hickory species (*Carya* spp.) (North Carolina Extension)



**Figure 5-36.** Tuliptree (*Liriodendron tulipfera*) (HGTV)



**Figure 5-37.** Chestnut oak (*Quercus montana*) (NC State Extension)



**Figure 5-38.** American sycamore (*Platanus occidentalis*) (Gardenia.net)



**Figure 5-39.** River birch (*Betula nigra*) (HGTV)



**Figure 5-40.** Sweetgum (*Liquidambar styraciflua*) (Maryland DNR)



**Figure 5-41.** Blackgum (*Nyssa sylvatica*) (University of Maryland Extension)

## UNDERSTORY WOODY PLANT PALETTE



**Figure 5-42.** American holly (*Ilex opaca*) (Arbor Day)



**Figure 5-43.** Mountain laurel (*Kalmia latifolia*) (The Spruce)



**Figure 5-44.** American hornbeam (*Carpinus caroliniana*) (Casey Trees)



**Figure 5-45.** Sassafras (*Sassafras albidum*) (Florida Native Plant Society)



**Figure 5-46.** Flowering dogwood (*Cornus florida*) (UGA Cooperative Extension)



**Figure 5-47.** Allegheny serviceberry (*Amelanchier laevis*) (The Spruce)



**Figure 5-48.** Eastern redbud (*Cercis canadensis*) (University of Maryland Extension)



**Figure 5-49.** Spicebush (*Lindera benzoin*) (Gardenia.net)



**Figure 5-50.** Black huckleberry (*Gaylussacia baccata*) (Gardenia.net)

- Maintain and monitor trees for the first five years after planting to ensure success of new trees. Work with Natural Resource staff to confirm an appropriate planting, watering, and protection plan for new trees. For example:
  - Inspect the condition of all trees before planting. When possible, do so at the nursery before purchasing. Avoid girdling roots, cankers, bark injuries, cracks, co-dominant leaders, etc.
  - Make plant size selections appropriate for planting goals and maintenance regimes. Smaller, younger plants will increase survivability in reforestation areas and zones with less access to regular watering. Consider whips and container trees no larger than 10-gal for large-scale planting and 2" caliper or 10'–12' height for specimen trees in high-visibility areas.
  - Plant during the fall or spring, following best practices for species, root ball types, fall dig hazards, and soil conditions.
  - Provide tree protection against deer antler rubbing and forage. Use individual enclosures (hardwood stakes and metal wire mesh) for deer protection for single tree plantings. Large area enclosures may be suitable for zones of reforestation but only when the fence height is a minimum of 6' high and maintenance access is accommodated.
    - Large enclosures can be transitioned to individual tree protection enclosures when trees reach 1" caliper.
    - Tree protection for individual trees can be removed when the tree reaches 4" caliper.
  - Check soil moisture and water deeply as needed for the first two weeks after planting.
  - Water weekly or as needed for the first two years after planting.
  - Individual trees that die within the first five years after planting should be replaced.
    - Consult plant warranty periods from the source nursery or provider to determine if replacement trees are covered at no cost.
    - Identify possible causes for mortality before replacing trees in-kind.



**Figure 5-51.** Example of replacement concrete box culvert at Naylor Road compatible with parkway historic character (QE, 2022).



**Figure 5-52.** Example of replacement four-barrel concrete pipe culvert at Naylor Road compatible with parkway historic character (QE, 2022).

- **Maintain mown turf along roadway shoulders, median, and in the area surrounding intersections.**
  - Maintain at least a 10' mown edge along the roadway shoulders.
  - Maintain mown lawn in the area encompassed by on- and off-ramps at all grade-separated intersections. Limited scattered canopy trees may also be appropriate in these areas.

- **Maintain meadow through periodic mowing.**
  - Mow once per year outside of ground nesting and small mammal breeding season to manage woody plants and invasive vegetation. Work with natural resource staff to confirm a mowing regime that will avoid disturbance of nesting grassland birds.
  - Where new meadows or grasslands are planned to be established (e.g., under the JBA air space), work with regional natural resource staff to identify a mix of species that will balance habitat, erosion control, and aesthetic needs. Consider establishing a matrix of warm season grasses and forbs including switchgrass (*Panicum virgatum*), big bluestem (*Andropogon gerardi*), little bluestem (*Schizachyrium scoparium*), Indian grass (*Sorgastrum nutans*), goldenrod (*Solidago* spp.), butterfly weed (*Asclepias tuberosa*), Turk's-cap lily (*Lilium superbum*), rudbeckia varieties (*Rudbeckia* spp.), scarlet beebalm (*Monarda didyma*), cardinal flower (*Lobelia cardinalis*), and blue wild indigo (*Baptisia australis*).

### BUILDINGS AND STRUCTURES GUIDELINES

- **Monitor condition of structures annually and repair following rehabilitation standards.**
  - Develop a simple GIS-based field assessment method for parkway structures, including culverts and bridges. At a minimum, track the following data:
    - FMSS data
    - Access considerations
    - Vegetation impacts
    - Structural condition and/or deficiencies
    - Masonry condition and/or deficiencies
    - Culvert monitoring should note the presence of sedimentation, debris, or erosion damage, embankment condition, and channel alignment
    - Coordinate bridge monitoring and repair with appropriate agencies
  - Repair by reinforcing historic materials, and do not replace when repair is possible.
  - Do not remove a contributing structure and not replace it.
    - If replacement is necessary, design using physical evidence of the form, scale, material, and detail of the original structure.

        - Stone from the original quarry is not available. If replacement stone is required for masonry repair, match color, texture, finish, strength, and permeability.
    - Maintain the character of existing bridges when any safety modifications are required.

- **Do not add buildings within the study area.**

- **Do not add any structures or utilities within 50' of the pipeline.**

- **Continue to utilize stone-faced walls along the parkway.**
    - Monitor and repair existing walls west of JBA in keeping with their original character where they continue to provide safety or noise reduction along the parkway.
    - Evaluate walls at JBA to identify if any non-contributing, poor-condition walls can be removed. Refer to landscape character area treatment recommendations in Chapter 6.
    - Avoid adding new walls within the minimum clear zone distance specified by the AASHTO Roadside Design Guide (Figure 5-31) except for critical new facilities (for example, a grade-separated trail route). If new walls are proposed in the clear zone, these will constitute new fixed objects and should be accompanied by a MASH-compliant barrier or guardrail treatment to protect vehicles from striking the wall.

- **If necessary to support new or expanded use within the study area, design new structures to be compatible with the historic character of the landscape.**
    - Do not place a structure where it may cause damage or be incompatible.
    - Do not design new structures to create a false sense of history.
    - Ensure that the location, design, and construction of new features are subordinate to the surviving cultural landscape features. Utilize topography and vegetation to ensure that any new structures are located outside of the viewshed of parkway users.
    - Consider the long-term maintenance and life cycle costs of materials selected for new design and construction.
    - Use design detailing consistent with existing non-contributing compatible structures within the parkway landscape. Preferred types for new culverts meet the following criteria and are illustrated in Figure 5-52:
        - Concrete box or pipe culvert
        - Mortared cut stone facing with no stone arch detail
        - Concrete caps



**Figure 5-53.** Existing MASH-approved compatible guardrail at Capital Beltway overpass (QE, 2022).



**Figure 5-54.** End treatment of existing MASH-approved compatible guardrail at Capital Beltway overpass (QE, 2022)




**Figure 5-55.** Anacostia River Trail wayfinding sign (DC Memorialist).




**Figure 5-56.** Example trailhead wayside (Rock Creek Conservancy).




**Figure 5-57.** Example interpretive wayside (NPS).




**Figure 5-58.** Example routed wood mile marker (Everypixel).




**Figure 5-59.** Example above-grade concrete and metal mile marker (The Trail Conservancy).



**Figure 5-60.** Acorn lighting along Anacostia River Trail (Beside Media).



**Figure 5-61.** Example acorn lighting (Great River Greenway).



**Figure 5-62.** Washington, DC standard bench (Victor Stanley).

## SMALL-SCALE FEATURES GUIDELINES

- **Conduct a sign survey for the parkway.**
  - To date, NPS has compiled no consistent survey data or inventory of existing signage. The recommended survey will ensure that only signs necessary for safety and wayfinding are within the parkway landscape, protecting the historic character of the parkway.
  - Collect location, content, and condition information for all sign features within the study area.
- **Limit addition of new small-scale features within the study area.**
  - Prioritize addition of signs and safety features at intersections or in select locations along the proposed Suitland Parkway Trail extension.
- **Remove and replace outdated or faded signage.**
  - Continue to use wayfinding signs consistent with NPS graphic standards within the study area.
- **Replace existing steel-backed timber guardrails with MASH-approved barrier types compatible with the historic character of the landscape.**
  - Appendix B summarizes guidance from the AASHTO Roadside Design Guide 4th Edition 2011, and other relevant resources regarding barrier, guardrail, and MASH compliance requirements.
  - Select a guardrail color and end treatment that visually recede into the surrounding landscape. An example compatible brown-painted guardrail is present below the Capitol Beltway overpass east of Forestville Road (Figure 5-53 and Figure 5-54). Refer to the 2021 MDOT SHA Guidelines for Traffic Barrier Placement and End Treatment Design for other appropriate MASH-approved guardrail types.[5]
  - When new guardrails needed along the parkway, site the features 5' from the curb consistent with existing guardrails.
- **If signage is required as part of the Suitland Parkway Trail extension project, provide a consistent style for signs compatible with the historic setting.**
  - Use wayfinding signage consistent with existing Anacostia River Trail signage (Figure 5-55), with trailheads meeting Harpers Ferry Center Standards (Figure 5-57).
  - Limited waysides are acceptable for interpretation of both natural resources and landscape significance (Figure 5-57).
  - Mile markers are desired along the trail and should be incorporated as physical objects rather than pavement stamps (Figure 5-58, Figure 5-59).
- **If lighting is required as part of the Suitland Parkway Trail extension project, install features compatible with the historic character of the parkway.**

- Acorn lighting is period-appropriate for mid-century parkways (Figure 5-60, Figure 5-61).
- Follow NCPC Lighting Policy and Framework for downlighting and wildlife guidelines.[6]

- **If site furnishings are required as part of the Suitland Parkway Trail extension project, utilize furnishings compatible with the historic setting and consistent with NPS maintenance requirements.**
  - Picnic tables and waste receptacles are not appropriate within the parkway landscape.
  - Utilize a simple, consistent style for benches (for example, Victor Stanley benches are used at other NACE sites, see Figure 5-62).

- **Continue to follow the NPS National Capital Region non-codified policy toward informal tributes.** Do not encourage placement of tributes, and do not replace when they are removed.

## ARCHEOLOGICAL SITES GUIDELINES

- **During development of implementation plans for individual projects, work with park cultural resources staff and State Historic Preservation Office to determine an appropriate process for archeological monitoring.**

- **Conduct Phase I Archeological Survey in advance of any ground-disturbing activity within the study area.**

ENDNOTES

1 Per Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE) Techno-Gram 002-2019 Revised. Accessed September 2023, https://www.princegeorgescountymd.gov/DocumentCenter/View/27077/Techno-gram-002-2019-REVISED-100-YEAR-STORMWATER-MANAGEMENT-PDF.

2 National Capital Parks - East, White-Tailed Deer Management Plan and Environmental Assessment, accessed September 2023, https://parkplanning.nps.gov/document.cfm?parkID=428&projectID=102432&documentID=115847.

3 Maryland State Highway Administration, *Landscape Design Guide*, accessed November 2023, https://www.roads.maryland.gov/OED/SHALandscapeDesignGuide.pdf.

4 Maryland State Highway Administration, *Landscape Design Guide*, accessed November 2023, https://www.roads.maryland.gov/OED/SHALandscapeDesignGuide.pdf.

5 Maryland State Highway Administration, *Guidelines for Traffic Barrier Placement and End Treatment Design*, accessed November 2023, https://roads.maryland.gov/ohd2/2021_MDOT_SHA_Guidelines_for_Traffic_Barrier_Placement_and_End_Treatment_Design.pdf.

6 National Capital Planning Commission, Monumental Core Streetscape Project - Urban Design Streetscape Framework and Lighting Policy, 2019, accessed November 2023, https://www.ncpc.gov/docs/actions/2019November/7886_Monumental_Core_Streetscape_Project_-_Urban_Design_Streetscape_Framework_and_Lighting_Policy_Staff_Report_Nov2019.pdf.

7 Automatic recall for pedestrian signals means the Walk phase will be automatically triggered in each signal cycle, so pedestrians will not feel like they missed their soonest safe opportunity to cross if they forget to activate the pedestrian pushbutton. Some pedestrians may decide to cross the parkway during the Don't Walk phase if they feel they are waiting too long. The only potential con for this measure is that minimum walk and clearance times for the pedestrian signals must be met/exceeded, which might reduce the proportion of green time for mainline Suitland Parkway within a given cycle (potentially leading to some increase in traffic delay). Pedestrian lead time (officially referred to as a Lead Pedestrian Interval or LPI) is a way to provide 3–7 seconds of pedestrian walk time before the green signal for a concurrent traffic phase is activated. This helps pedestrians conspicuously establish themselves in the crosswalk before other traffic starts moving. The con for LPI is that it reduces the green time (and hence increases delay) for traffic movements by a few seconds.



# Recommended Treatment by Landscape Character Area

*Chapter 6*

**Chapter title page: Junction of Suitland Parkway and Allentown Road (Maryland 337), looking west, January 1952. Photograph by Charles Ritter. (NARA).**

# Chapter 6: Recommended Treatment by Landscape Character Area

This section provides treatment recommendations tailored to specific issues within each of the landscape character areas along the parkway. Overall treatment guidelines for the entire parkway cultural landscape are presented in Chapter 5. For each of the five landscape character areas, treatment recommendations present a range of options that can be combined based on program needs. The recommendations are conceptual and give guidance and direction to future projects but will require adjustment and refinement as each design is developed. The narrative is accompanied by recommended treatment drawings RT-1 through RT-5.

## DC/MD BORDER TO BRANCH AVENUE LCA TREATMENT

DC/MD Border to Branch Avenue LCA treatment recommendations provide guidance on integrating the Suitland Parkway Trail extension into the cultural landscape, improving safety at the parkway's intersections with Naylor Road and Branch Avenue, and enhancing parkway identity at its west terminus. Guidelines for protection of features not addressed by these tasks are provided in Chapter 5. Recommended treatment tasks for the DC/MD Border to Branch Avenue LCA are illustrated on RT-2.

### CIRCULATION

1. Continue to follow Maryland State Highway Administration Road Safety Audit (RSA) recommendations for safety improvements at the parkway's intersection with Naylor Road. Refer to the list of compatible intersection safety improvements in Chapter 5, Circulation Guidelines (Page 5-15). Preferred improvements at Naylor Road include:
    - rumble strips
    - advance warning signage
    - pedestrian refuge in the median
    - improved pedestrian recall/interval timing

2. Work with Maryland State Highway Administration (SHA) and Prince George's County Department of Public Works & Transportation (DPWT) to identify a route for the Suitland Parkway Trail extension between the DC/MD Border and Branch Avenue that is compatible with the historic character of the landscape. Two options are illustrated in Figure 6-1 and Figure 6-2. The options aim to reduce the number of pedestrians crossing at Naylor Road and limit unsignalized crossings along the length of the LCA.
    - **Option 1** (Figure 6-1) provides a route along the wetlands north of Suitland Parkway. A new crossing at Naylor Road north of the parkway would support the trail alignment and provide an alternative route for many pedestrians and cyclists on the trail to cross under the parkway at Branch Avenue rather than on-grade at Naylor Road. Filtered views between the parkway and trail would maintain a visual connection between the two routes while increasing the physical distance between vehicular traffic and trail users. This option would also provide enhanced opportunities for interpretation related to the parkway's history or adjacent ecosystems.
    - **Option 2** (Figure 6-2) extends the trail along the parkway shoulder on the north side of the westbound lanes, consistent with DC portions of the existing Suitland Parkway Trail. Option 2 routes pedestrians closer to vehicular traffic, increases the number of pedestrians crossing on-grade at Naylor Road, and may intersect with the right-of-way associated with the pipeline. The option reduces impact to wetlands.
    - Refer to trail guidelines in Chapter 5 for trail design parameters, furnishings, lighting, and signage.

3. Work with the Maryland State Highway Administration to evaluate adding a new signal to address high traffic loads at the parkway's eastbound off-ramps at Branch Avenue. A formal traffic signal warrant study is likely necessary to confirm whether existing traffic volumes exceed new signal thresholds and is useful for evaluating which crossing location may benefit most from greater control of turning conflicts. Two compatible options are illustrated in Figure 6-3 and Figure 6-4.
    - **Option 1** (Figure 6-3) adds a signalized pedestrian crossing at the eastbound parkway on-ramp. This option is most appropriate for a trail connection below Suitland Parkway at Branch Avenue (Task 2 Option 1). An unsignalized crossing extends southeast across the parkway off-ramp.
    - **Option 2** (Figure 6-4) adds a signalized pedestrian crossing at the parkway off-ramp. This option is most appropriate for a trail connection extending along the south side of the parkway and along the off-ramp (Task 2 Option 2). Observations at this location suggest that sight lines at the parkway off-ramp intersection with Branch Avenue are constrained and off-ramp traffic volumes may currently exceed traffic signal warrant thresholds, both of which can be assessed in a more detailed engineering evaluation. The on-ramp would incorporate an unsignalized pedestrian crossing.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**RT-1 Overall Study Area**
**Recommended Treatment Drawing Key**

**National Park Service**
**National Capital Region**




**Sources**
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

**Drawn By**
Quinn Evans, ArcGIS Pro 2.6, 2023

Legend
- Contours
- NPS Boundary
- Enlarged Maps
- Emergent Herbaceous Wetlands
- Meadow
- Mown Turf
- Mixed Forest
- Open Water
- Scrub/Shrub
- Woody Wetlands
- Roads outside of Study Area
- Suitland Parkway
- Add trail

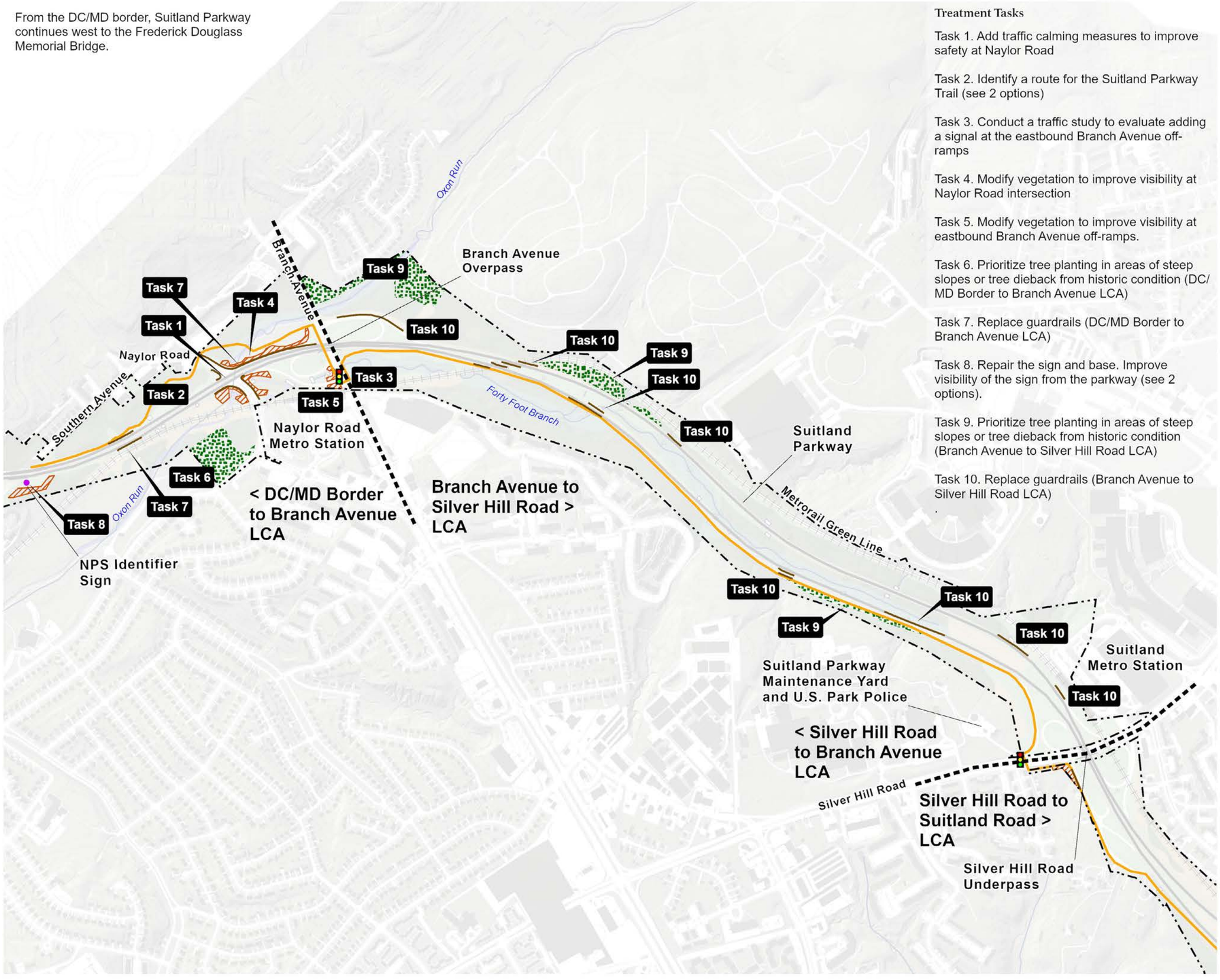
**Notes**
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'

N
0 1,000 2,000 4,000 6,000
Feet

**Drawing RT-1**

This page intentionally left blank.

From the DC/MD border, Suitland Parkway continues west to the Frederick Douglass Memorial Bridge.




**Treatment Tasks**

Task 1. Add traffic calming measures to improve safety at Naylor Road

Task 2. Identify a route for the Suitland Parkway Trail (see 2 options)

Task 3. Conduct a traffic study to evaluate adding a signal at the eastbound Branch Avenue off-ramps

Task 4. Modify vegetation to improve visibility at Naylor Road intersection

Task 5. Modify vegetation to improve visibility at eastbound Branch Avenue off-ramps.

Task 6. Prioritize tree planting in areas of steep slopes or tree dieback from historic condition (DC/MD Border to Branch Avenue LCA)

Task 7. Replace guardrails (DC/MD Border to Branch Avenue LCA)

Task 8. Repair the sign and base. Improve visibility of the sign from the parkway (see 2 options).

Task 9. Prioritize tree planting in areas of steep slopes or tree dieback from historic condition (Branch Avenue to Silver Hill Road LCA)

Task 10. Replace guardrails (Branch Avenue to Silver Hill Road LCA)

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**DC/MD Border to Silver Hill Road**
Recommended Treatment

**National Park Service**
**National Capital Region**

**Sources**
1. NPS NACE Geographic Data
2. Field Investigation, QE, 2022

**Drawn By**
Quinn Evans, ArcGIS Pro 2.6, 2023

Legend
- NPS Boundary
- Add Traffic Light
- Repair Sign
- Add Trail
- Replace Guardrail
- Priority Tree Planting Location
- Modify Vegetation for Visibility

**Notes**
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'
3. Multiple options are identified for Task 2 and Task 8 in Chapter 6.
4. An underground pipeline is present on the north side of the parkway between the DC/MD border and Forestville Road. Confirm pipeline location before any ground disturbing activity.

N
0 300 600 1,200 1,800
Feet

Drawing RT-2

This page intentionally left blank.

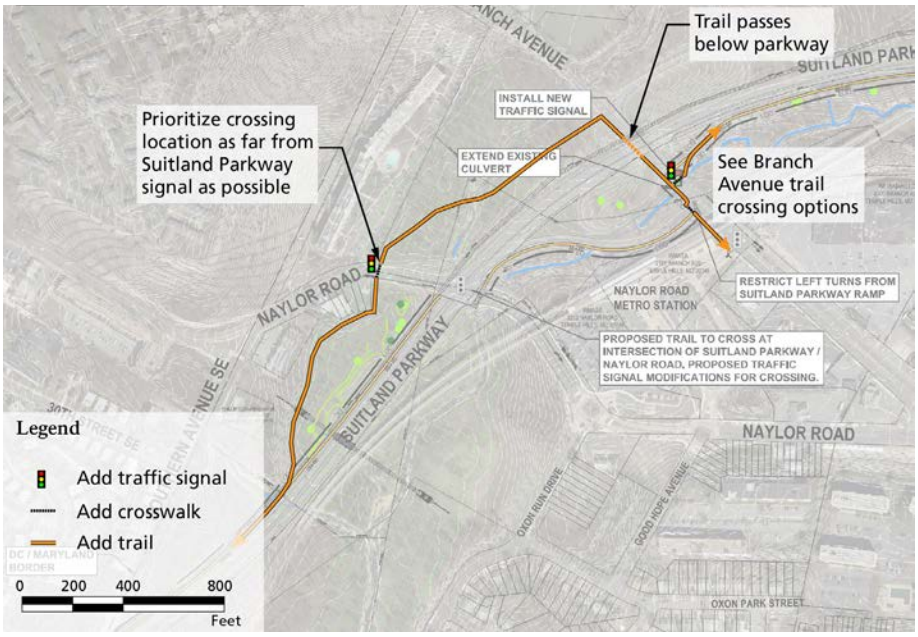



**Figure 6-1.** Naylor Road trail crossing option 1 routes the trail along the wetland to the north of the parkway, accompanied by a new pedestrian crossing separate from the Suitland Road/ Naylor Road intersection (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals).

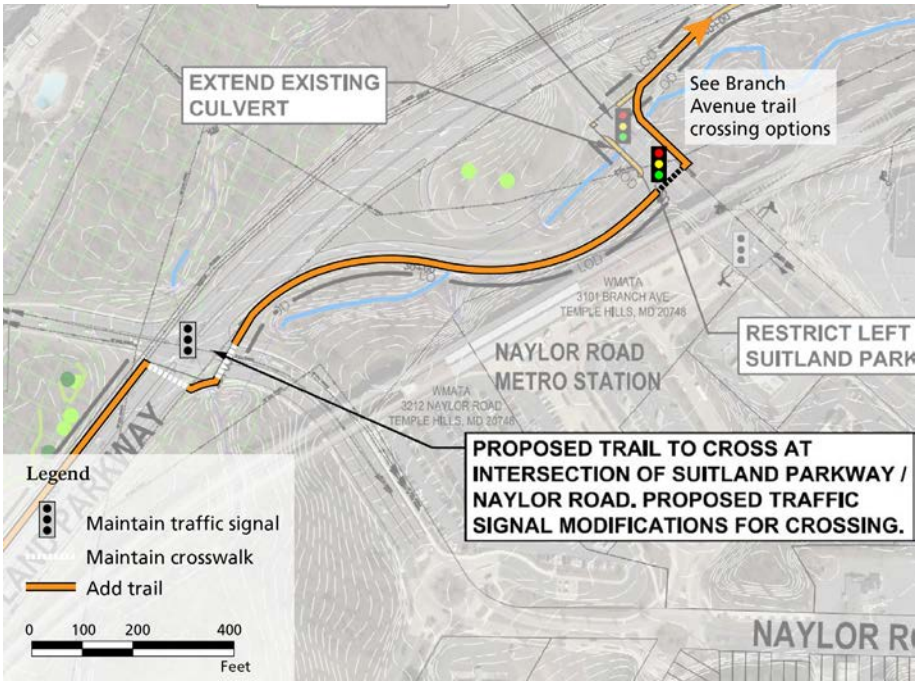



**Figure 6-2.** Naylor Road trail crossing option 2 routes the trail through the existing pedestrian crossing at Suitland Parkway (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals).

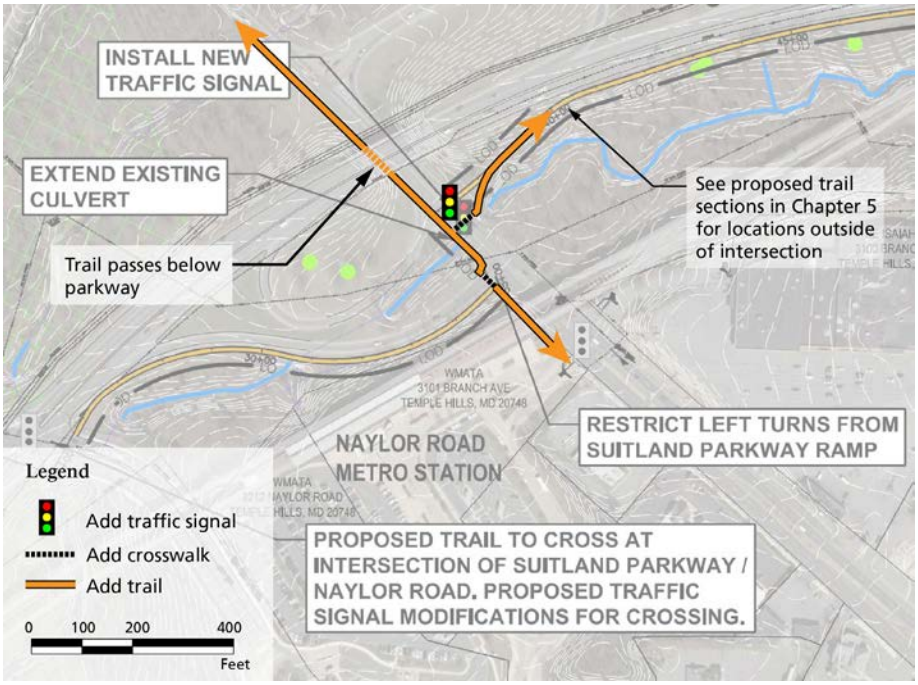



**Figure 6-3.** Branch Avenue trail crossing and signal option 1 adds a signalized crossing at the parkway on-ramp (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals).

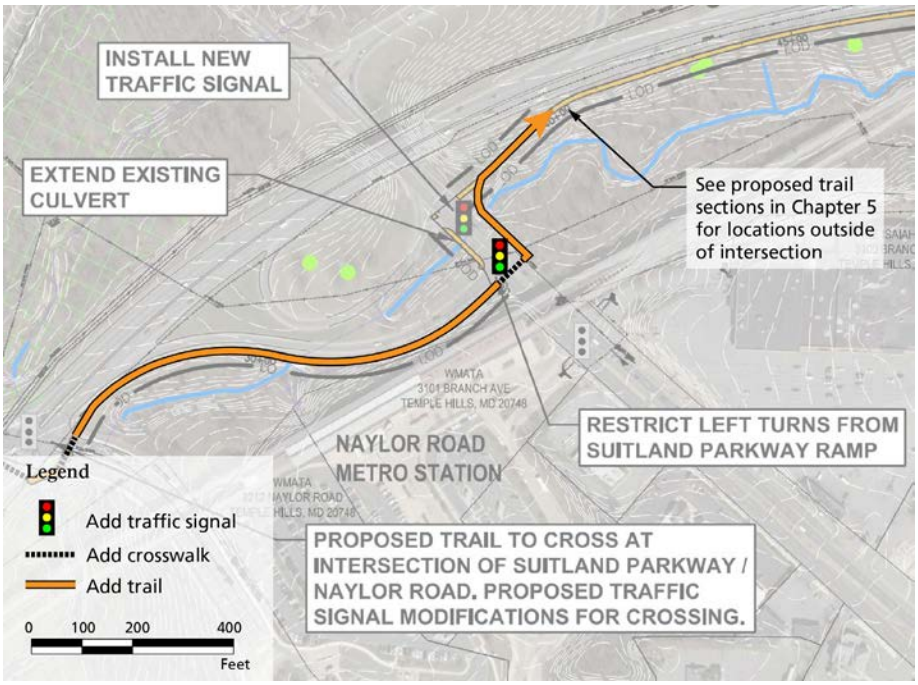



**Figure 6-4.** Branch Avenue trail crossing and signal option 2 adds a signalized crossing at the parkway off-ramp (edited on Suitland Parkway Trail Extension Feasibility Study Option 1 to illustrate modifications from previous proposals).

### VEGETATION

4. Modify vegetation to improve visibility at the Naylor Road intersection. Prioritize removing invasive vines. Evaluate removing select trees for visibility. Refer to vegetation guidelines in Chapter 5.

5. Modify vegetation to improve visibility at the Branch Avenue off-ramps and pedestrian sidewalks connecting south toward Naylor Road and Curtis Drive. Prioritize removal of invasive vines. Refer to vegetation guidelines in Chapter 5.

6. When tree replacement is required along the parkway landscape, prioritize tree planting along steep slopes or areas of tree dieback near Oxon Run and in locations where trees will screen views of the Metro Green Line.

### SMALL-SCALE FEATURES

7. Replace timber-backed steel guardrails with MASH-compliant guardrail compatible with the historic character of the landscape. Prioritize damaged guardrails. Refer to small-scale features guidelines in Chapter 5.

8. Enhance visibility of the NPS identifier sign. Two compatible options for sign placement and vegetation modification are illustrated in Figure 6-5 through Figure 6-8.
    - **Option 1** (Figure 6-5 and Figure 6-6): in the short term, repair the NPS identifier sign and stone base. Remove trees and expand the mown area around the sign to increase the sign's visibility from the parkway.
    - **Option 2** (Figure 6-7 and Figure 6-8): in the long term, consider coordinating with the district to move the NPS Suitland Parkway identifier sign to the west side of the Southern Avenue overpass and the "Welcome to DC" sign to the east side of the overpass to increase visibility for both markers.
        - Modify vegetation to enhance visibility for both sign placements.
        - Ensure that both signs are placed outside of the minimum clear zone distance specified by the AASHTO Roadside Design Guide based on design speed, design average daily traffic, and roadside slope.

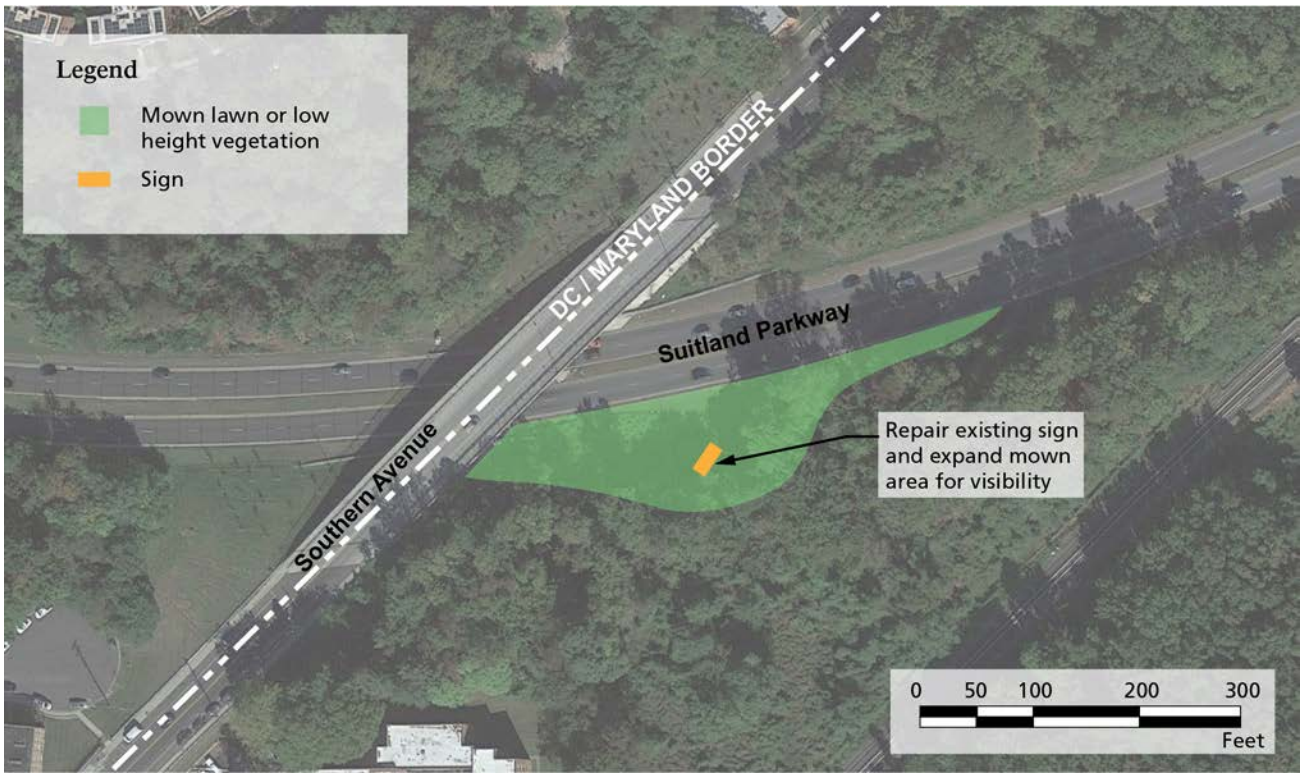



**Figure 6-5.** Option 1 extends low-height vegetation around the existing NPS identifier sign.

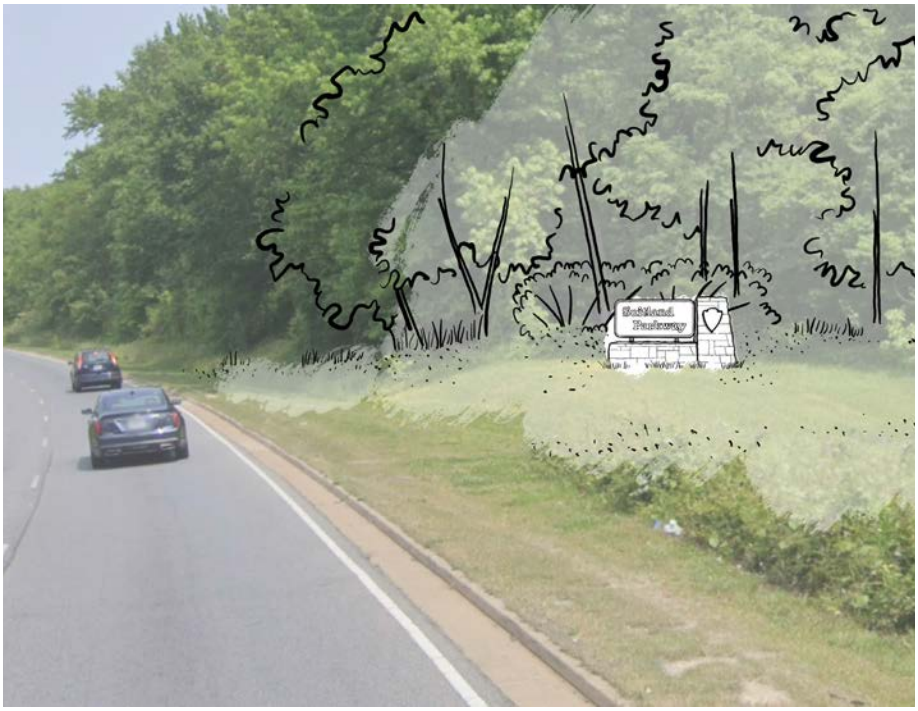


**Figure 6-6.** Perspective view of expanded low-height vegetation around the existing location of the NPS identifier sign.

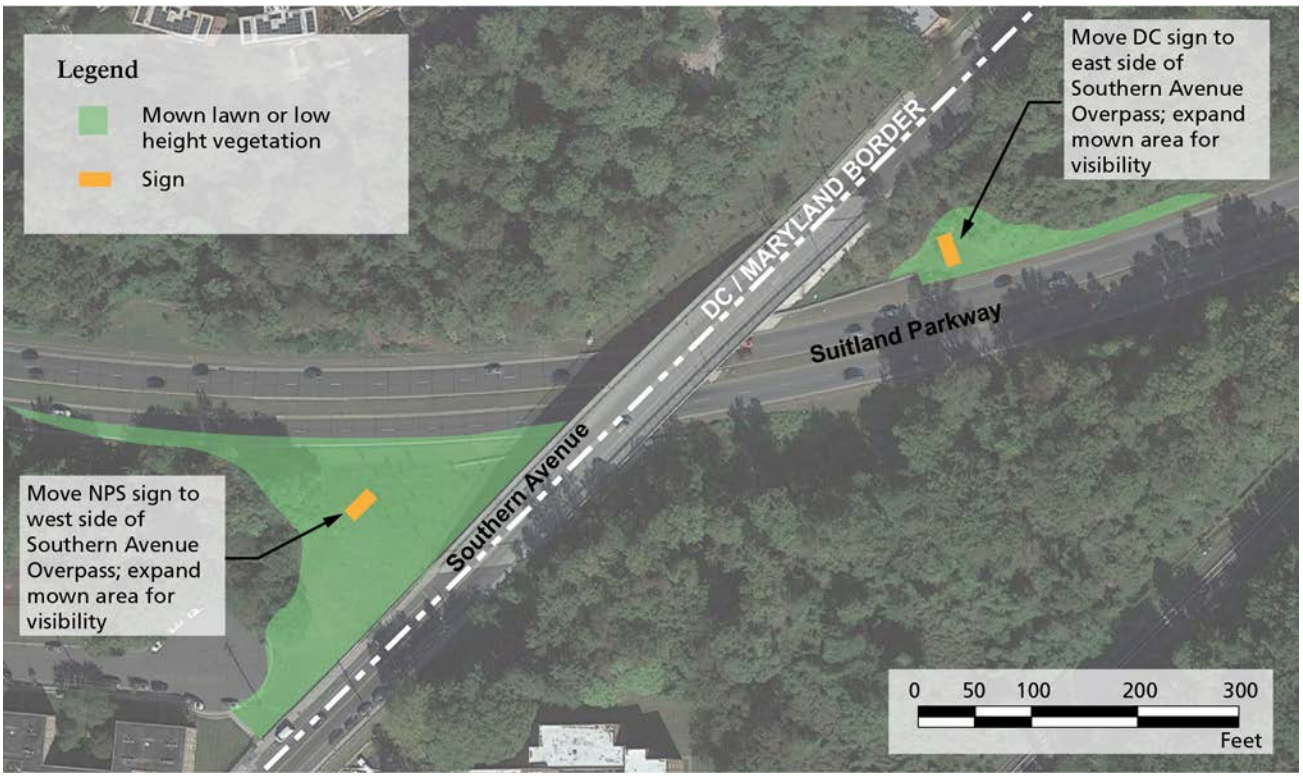



**Figure 6-7.** Option 2 switches both the "Welcome to DC" sign and the NPS identifier sign to more visible locations on the opposite sides of the Southern Avenue overpass.

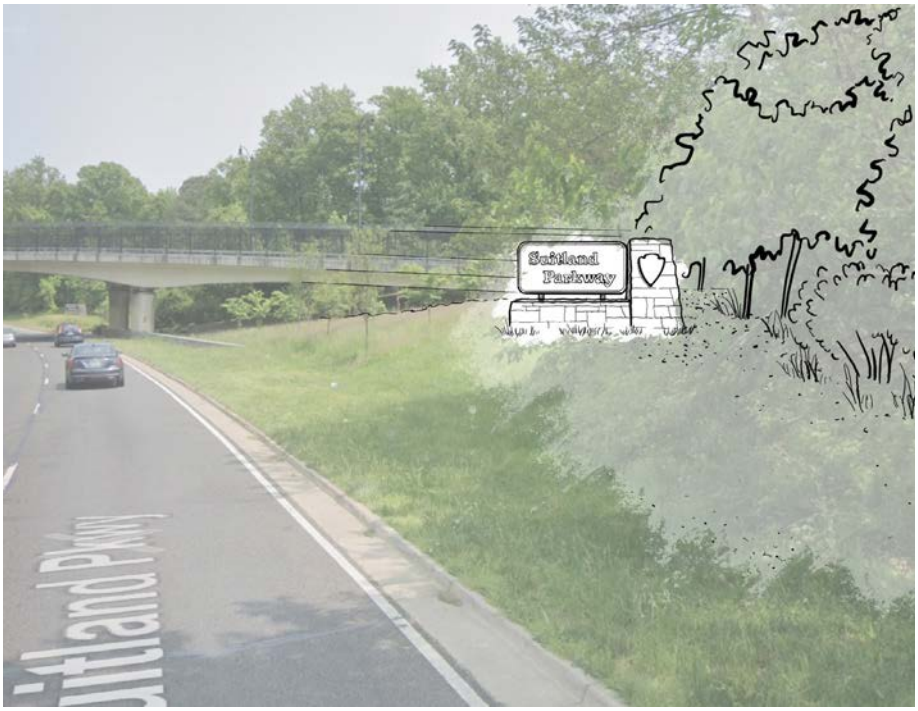



**Figure 6-8.** Perspective view of option 2, which proposes shifting the identifier sign to the west side of the Southern Avenue overpass.

## BRANCH AVENUE TO SILVER HILL ROAD LCA TREATMENT

Treatment recommendations for the Branch Avenue to Silver Hill Road LCA identify locations for adding trees to enhance the character of the landscape and replace trees removed for safety improvements below the JBA approach/departure airspace as well as recommend guardrail replacement and additions to improve safety along the length of the LCA. Guidelines for protection of features not addressed by these tasks are provided in Chapter 5. Recommended treatment tasks for the Branch Avenue to Silver Hill Road LCA are illustrated on RT-2.

### Vegetation

9. When tree replacement is required along the parkway landscape, prioritize tree planting:
    - along steep slopes or areas of tree dieback near Oxon Run
    - in locations where trees will screen views of the Metro Green Line

### Small-Scale Features

10. Replace timber-backed steel guardrails with MASH-compliant guardrail compatible with the historic character of the landscape. Prioritize damaged guardrails. Refer to small-scale features guidelines in Chapter 5.

## SILVER HILL ROAD TO SUITLAND ROAD LCA TREATMENT

Treatment recommendations for the Silver Hill Road to Suitland Road LCA provide guidance on integrating the Suitland Parkway Trail extension into the cultural landscape, improving safety at the parkway's intersection with Silver Hill Road, priority tree planting locations, and guardrail replacement and additions to improve safety along the length of the LCA. Guidelines for protection of features not addressed by these tasks are provided in Chapter 5. Recommended treatment tasks for the Silver Hill Road to Suitland Road LCA are illustrated on RT-3.

### Circulation

11. Continue to work with the Maryland State Highway Administration to identify a route for the Suitland Parkway Trail extension at Silver Hill Road that is compatible with the historic character of the landscape.
    - The preferred trail and ramp layout is identified on Figure 6-9. Although the proposed trail extension route includes removal of portions of the on-ramps at Silver Hill Road that contribute to the character of the cultural landscape, the layout would result in a significant improvement to pedestrian safety.
    - Modify pedestrian signals to increase pedestrian crossing time at the on- and off-ramps.
    - Refer to circulation guidelines in Chapter 5.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Silver Hill Road to Suitland Road**
Recommended Treatment

**National Park Service**
**National Capital Region**

### Treatment Tasks

Task 11. Identify a route for the Suitland Parkway Trail

Task 12. Modify vegetation at intersection to improve visibility

Task 13. When tree replacement is required along the parkway, prioritize in areas of steep slopes or tree dieback from historic condition

Task 14. Replace guardrails

< Silver Hill Road to Branch Avenue LCA

Silver Hill Road

Silver Hill Road to Suitland Road > LCA

Silver Hill Road Underpass

Task 12

Task 11

Suitland Parkway Maintenance yard and U.S. Park Police

Metrorail Green Line

Task 13

Task 14

Suitland Parkway

< Suitland Road to Silver Hill Road LCA

Suitland Road to Forestville Road > LCA

Task 14

Task 13

Task 14

Task 14

Meadowview Drive

Hoppin Lane

Henson Creek

Task 13

Task 13

Suitland Road Overpass

Suitland Road

### Sources
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

### Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

### Legend
- NPS Boundary
- Add Traffic Light
- Repair Sign
- Add Trail
- Replace Guardrail
- Priority Tree Planting Location
- Modify Vegetation for Visibility

### Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'
3. An underground pipeline is present on the north side of the parkway between the DC/MD border and Forestville Road. Confirm pipeline location before any ground disturbing activity.

N

0 305 610 1,220 1,830
Feet

Drawing RT-3

This page intentionally left blank.

### VEGETATION

12. Modify vegetation to improve visibility at the eastbound on- and off-ramps at Silver Hill Road. Refer to vegetation guidelines in Chapter 5.

13. When tree replacement is required along the parkway landscape, prioritize tree planting:
    - in locations where trees will screen views of the Metro Green Line
    - along steep slopes or areas of tree dieback near Henson Creek
    - along steep slopes or areas of tree dieback near the Suitland Road intersection

### SMALL-SCALE FEATURES

14. Replace timber-backed steel guardrails with MASH-compliant guardrail compatible with the historic character of the landscape.
    - Prioritize damaged guardrails.
    - Refer to small-scale features guidelines in Chapter 5.

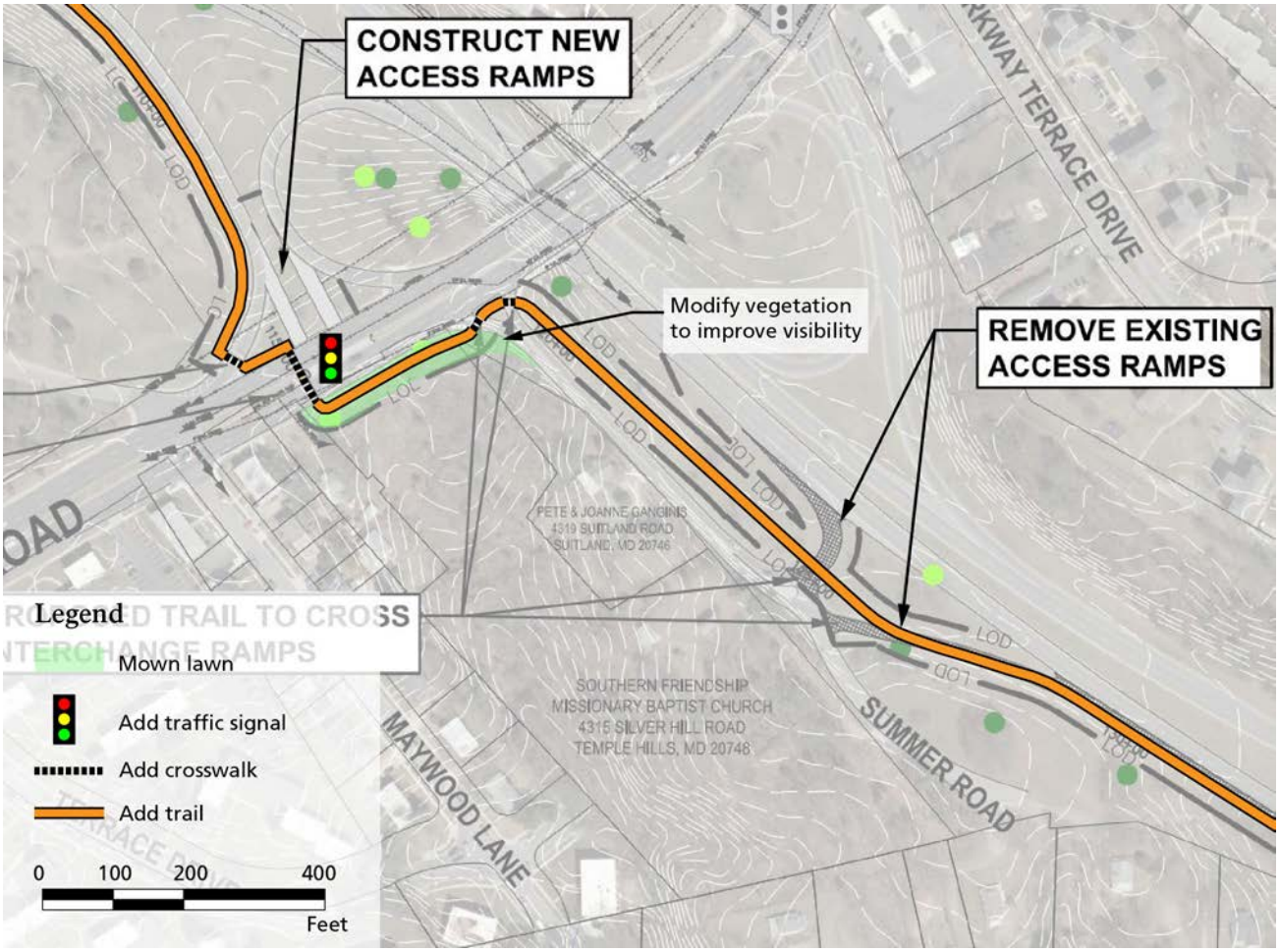



**Figure 6-9.** The proposed trail route at Silver Hill Road adds a signalized crossing at the parkway access ramps on the south side of the parkway and simplifies existing on-ramps on the east side of the intersection to reduce pedestrian crossings (annotated on Suitland Parkway Trail Extension Feasibility Study Option 1).

## SUITLAND ROAD TO FORESTVILLE ROAD LCA TREATMENT

Suitland Road to Forestville Road LCA treatment recommendations identify locations for adding trees to enhance the character of the landscape and replace trees removed for safety improvements below the JBA approach/departure airspace as well as recommend guardrail replacement and additions to improve safety along the length of the LCA. Guidelines for protection of features not addressed by these tasks are provided in Chapter 5. Recommended treatment tasks for the Suitland Road to Forestville Road LCA are illustrated on RT-4.

### VEGETATION

15. When tree replacement is required along the parkway landscape, prioritize tree planting in locations of steep slopes or tree dieback.

### SMALL-SCALE FEATURES

16. Replace timber-backed steel guardrails with MASH-compliant guardrail compatible with the historic character of the landscape.
    - Prioritize damaged guardrails.
    - Refer to small-scale features guidelines in Chapter 5.

## FORESTVILLE ROAD TO JOINT BASE ANDREWS LCA TREATMENT

Recommendations for vegetation treatment in this LCA provide a long-term, testing-based strategy to eliminate trees extending into the JBA approach/departure airspace while balancing the parkway's historic condition, visual buffers to adjacent modern development, maintenance requirements, and vegetation community health. Long-term vegetation types within the area under the JBA approach/departure airspace will be determined through an ecologist-led testing process that establishes sustainable vegetation communities and maintenance practices.

In addition, Forestville Road to JBA LCA treatment recommendations provide guidance on integrating the Suitland Parkway Trail Extension into the cultural landscape, improving safety along the length of the LCA, de-emphasizing views to JBA's closed north gate, and enhancing parkway identity at its eastern terminus. Guidelines for protection of features not addressed by these tasks are provided in Chapter 5. Recommended treatment tasks for the Forestville Road to JBA LCA are illustrated on RT-5.

Treatment Tasks

Task 15. When tree replacement is required along the parkway, prioritize in areas of steep slopes or tree dieback from historic condition.

Task 16. Replace guardrails.

.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Suitland Road to Forestville Road**
Recommended Treatment

**National Park Service**
**National Capital Region**

Suitland Road to Forestville Road > LCA

Suitland Road Overpass

Suitland Bog Culvert

Task 15

Suitland Parkway

Task 15

Task 16

Task 15

Task 15

Henson Creek

Task 15

< Suitland Road to Silver Hill Road LCA

Suitland Road

< Forestville Road to Suitland Road LCA

Task 15

Task 15

Forestville Road

Forestville Road to Joint Base Andrews > LCA

Capital Beltway Loop

Allentown Road On-Ramp

Henson Creek Culvert

## Sources
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

## Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

## Legend
- NPS Boundary
- Add Trail
- Replace Guardrail
- Priority Tree Planting Location

## Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'
3. An underground pipeline is present on the north side of the parkway between the DC/MD border and Forestville Road. Confirm pipeline location before any ground disturbing activity.

N

0 300 600 1,200 1,800
Feet

Drawing RT-4

This page intentionally left blank.

# Cultural Landscape Report

**Suitland Parkway**
Prince George's County, Maryland

**Forestville Road to Joint Base Andrews**
Recommended Treatment

**National Park Service**
**National Capital Region**

< Forestville Road to Suitland Road LCA

Forestville Road to Joint Base Andrews > LCA

Suitland Parkway

Henson Creek Culvert

Task 22 Task 23 Task 24

NPS Identifier Sign

North Gate Overpass

Task 19

MD-4

Henson Creek

Task 22

Forestville Road

Task 17

Capital Beltway Loop

Allentown Road On-Ramp

Task 22 Task 23 Task 23 Task 25

Task 21 Task 20

Light pole paths

JBA North Gate Entrance

Joint Base Andrews (JBA)

## Treatment Tasks

Task 17. Work with Maryland SHA to evaluate sightlines along Allentown Road on-ramp.

Task 18. Identify a route for the Suitland Parkway Trail extension at MD-4 (not illustrated)

Task 19. Develop an Adaptive Vegetation Management Plan to address vegetation below the JBA approach/departure airspace. Potential vegetation layout indicated on this drawing to be confirmed with testing.

Task 20.Add low height tree plantings at JBA north gate. Maintain circulation connection.

Task 21. Remove poor condition, non-contributing walls if not necessary for traffic control or structural purposes.

Task 22. Replace guardrail.

Task 23. Add new guardrails.

Task 24. Repair NPS identifier sign and base, Improve visibility of the sign from the parkway (see 2 options).

Task 25. Evaluate the potential to add removeable barriers at the exit ramps accessing the JBA North Gate.

### Sources
1. NPS NACE Geographic Data
2. Field Investigations, QE, 2022

### Drawn By
Quinn Evans, ArcGIS Pro 2.6, 2023

### Legend
- NPS Boundary
- Add Traffic Light
- Repair Sign
- Add Trail
- Replace Guardrail
- Add Guardrail
- Remove Wall
- Convert to meadow
- Add low height woodland vegetation
- Maintain woodland

### Notes
1. Projection: NAD 1983 UTM Zone 18N
2. Contour Interval= 10'
3. An underground pipeline is present on the north side of the parkway between the DC/MD border and Forestville Road. Confirm pipeline location before any ground disturbing activity.

N

0 300 600 1,200 1,800
Feet

**Drawing RT-5**

This page intentionally left blank.

### CIRCULATION

17. Work with the Maryland State Highway Administration to evaluate sightlines along the Allentown Road on-ramp.
    - Future vegetation modifications in the area under the JBA approach/departure airspace may also improve visibility in this area. Refer to vegetation recommendations for this LCA.

18. Continue to work with the Maryland State Highway Administration to identify a route for the Suitland Parkway Trail extension at MD-4 (Pennsylvania Avenue) that is compatible with the historic character of the landscape. Consider exceeding minimum trail design width for user comfort/safety and routing the trail extension and pedestrian crossings to the same side of the parkway.

### VEGETATION

19. Develop an Adaptive Vegetation Management Plan to address vegetation composition for the area under the JBA approach/departure airspace.
    - Work with NPS Natural Resource Specialist to test management techniques and species composition that can be maintained long-term by NPS and/or JBA. Establish a process for testing that will minimize impact/risk and maximize success for the plant community.
    - Continue to follow the Memorandum of Agreement for Tree and Vegetation Management in the Suitland Parkway, which stipulates removal of no more than one hundred trees per year.[1]
    - Work with NPS ecologists to determine the scale of test sites.
    - Draft appropriate criteria for test area selection and testing process in order to maintain the historic character of the parkway landscape. The following are provided as example criteria, with additional information provided in the sections below:
        - proportion of tree canopy to be removed
        - historic vegetation patterns and parkway design intent
        - vegetation required to screen views of adjacent development
        - maintenance access and other security requirements
    - Use a phased process over several years and adjust the modification of vegetation to respond to changing conditions.
    - Monitor invasive vegetation species throughout the process. Refer to vegetation guidelines in Chapter 5.
    - Drawing RT-5 illustrates an example long-term vegetation treatment. This graphic, based on the criteria described below, may not be representative of the final layout of vegetation communities based on testing and refinement of the vegetation management approach.

### Proportion or Concentration of Trees Identified for Removal

Differences in elevation and species composition within the character area result in varying concentrations of trees that may impact flight safety at JBA. The 2021 Joint Base Andrews Supplemental Implementation Plan for Tree and Vegetation Management in the Suitland Parkway prioritizes trees to be removed based on tree height above the 50:1 glide path imaginary surface, defined by UFC 3-260-01, *Airfield and Heliport Planning and Design*, and trees within 500' either side of each runway's centerline. Trees penetrating or within 10' of the glide path imaginary surface are identified as high priority for removal, while those 10' or more below the approach/departure imaginary surface are a lower flight safety risk, although they may grow to a height necessitating removal in the future (Figure 6-10).[2]

Based on the tree survey data, adjust the test vegetation type to the proportion and phasing of tree removal within the test site. For example:

- In areas where there is need for extensive removal in the near term (for example, a high proportion of trees are currently penetrating the approach/departure imaginary surface), convert vegetation to meadow. Work with NPS ecologists to identify the threshold for proportion of tree removal that is no longer sustainable as a forest community.[3] See Figure 6-11 for an example area.
- In locations where a relatively low number of trees is penetrating or within 10' of the approach/departure imaginary surface, retain the forest community. Remove only individual trees as necessary based on their proximity to the approach/departure imaginary surface. See Figure 6-12 for an example area.

### Historic Vegetation Patterns and Parkway Design Intent

Historic forest and lawn patterns in the area below the JBA approach/departure airspace are illustrated on Figure 6-13. Early 1950s photos reinforce this character, illustrating relatively open lawn or field with scattered trees at the east end of the character area (Figure 6-14) and denser forest at the west end of the character area (Figure 6-15). To maintain the historic character of this area, establish a testing strategy through the Adaptive Vegetation Management Plan that retains historic forest to the extent possible within the LCA and encourages establishment of meadow in areas that were historically open lawn or field.




**Legend**

- NPS Boundary
- Mown Turf
- Mixed Forest
- Trees penetrating App/Dep Imaginary Surface
- Trees within 10 feet of App/Dep Imaginary Surface
- Trees of low risk to App/Dep Imaginary Surface

**Figure 6-10.** Prioritized tree removal locations below JBA arrival/departure airspace.

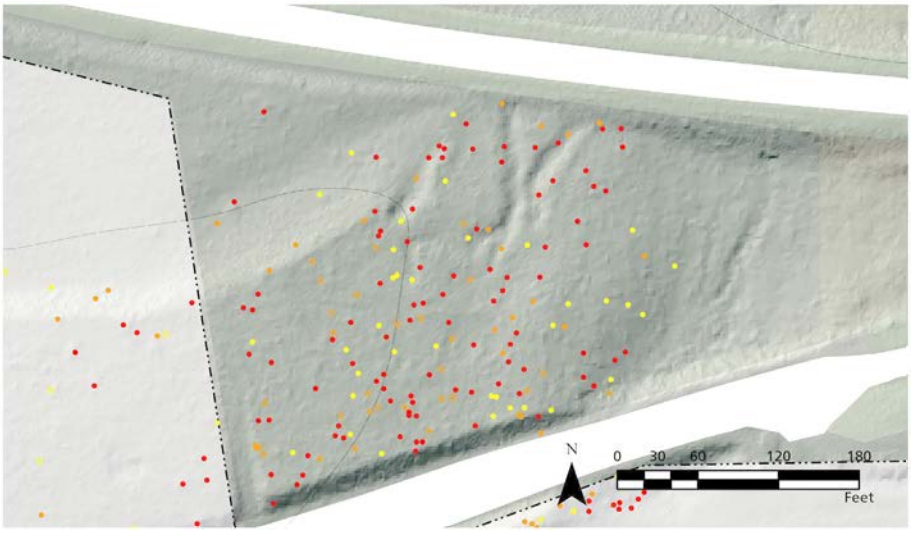



**Figure 6-11.** Area below JBA arrival/departure airspace near Allentown Road on-ramp with high concentration of planned tree removal. This location may be converted to meadow to facilitate long-term maintenance and vegetation community stability.

**Legend**

- NPS Boundary
- Mown Turf
- Mixed Forest
- Trees penetrating App/Dep Imaginary Surface
- Trees within 10 feet of App/Dep Imaginary Surface
- Trees of low risk to App/Dep Imaginary Surface

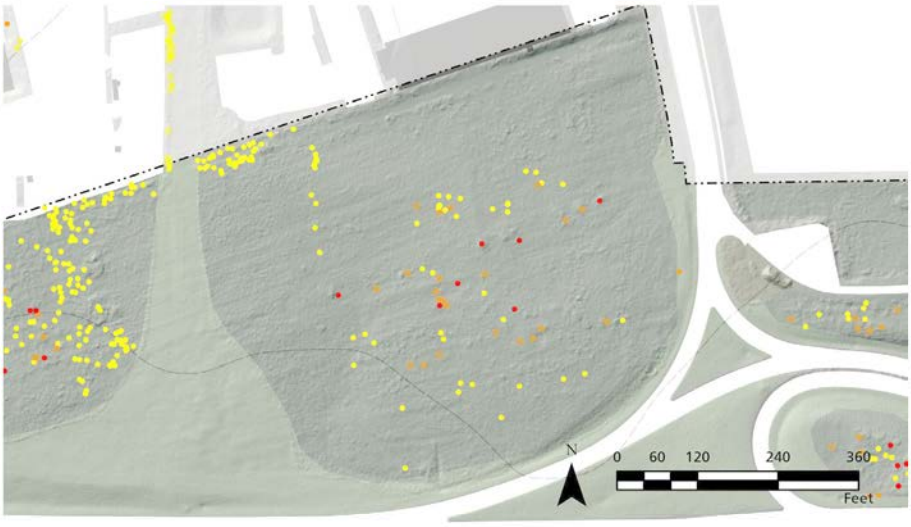
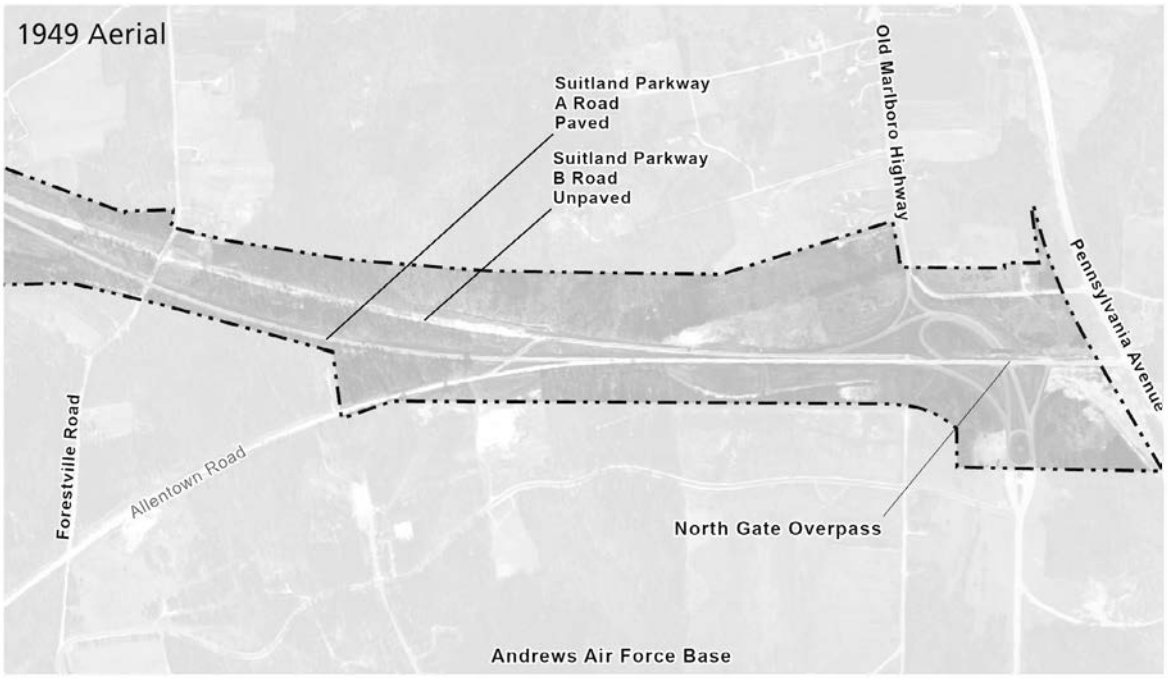



**Figure 6-12.** Area below JBA arrival/departure airspace with low concentration of tree removal. This location may be retained as a forest with minimal disturbance without interruption aircraft operations.

**Legend**

- NPS Boundary
- Mown Turf
- Mixed Forest
- Trees penetrating App/Dep Imaginary Surface
- Trees within 10 feet of App/Dep Imaginary Surface
- Trees of low risk to App/Dep Imaginary Surface



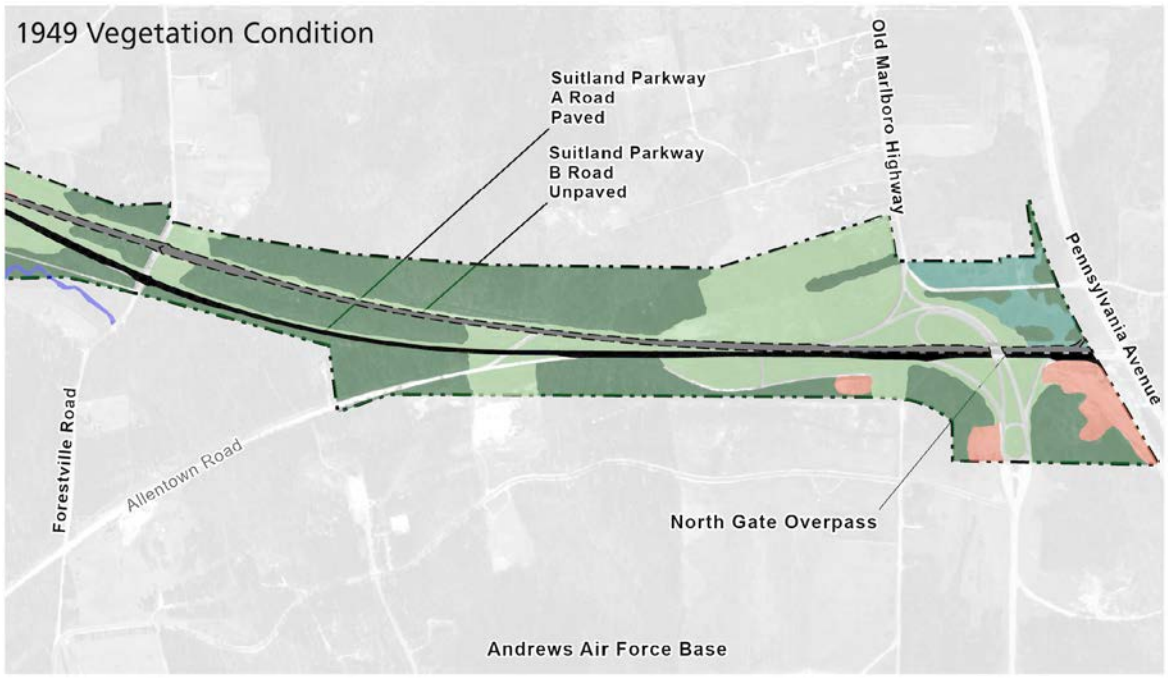










**Figure 6-13.** Historic vegetation conditions in the area below the JBA arrival/departure airspace



**Figure 6-14.** A 1952 view west over North Gate Overpass documents relatively open vegetation on the east end of the character area (NARA).

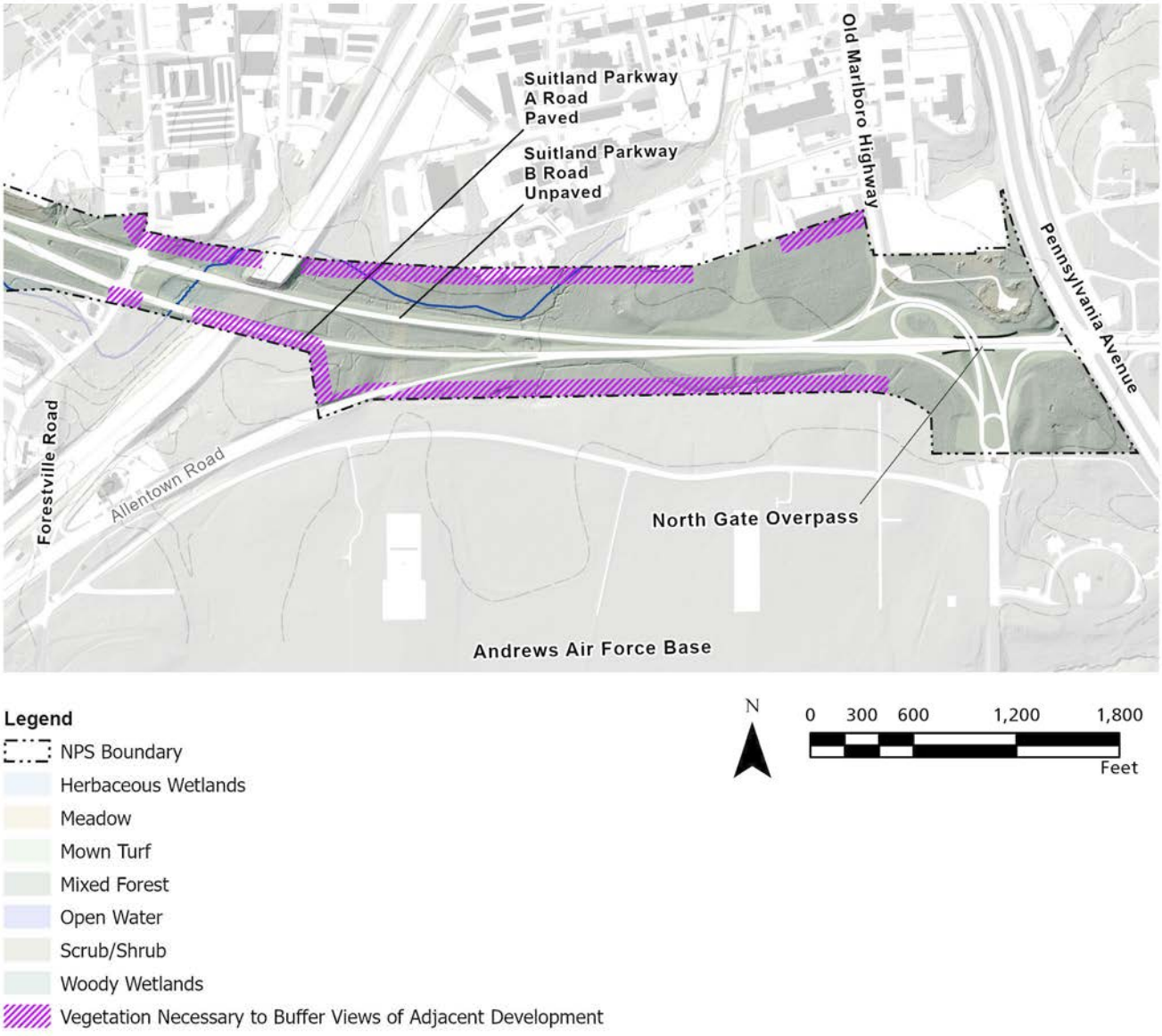


**Figure 6-15.** A 1952 view west toward junction of Suitland Parkway and Maryland Route 337 (Allentown Road On-Ramp) illustrates mown lawn within the median and the road shoulders, with dense woodland to the north and south of the parkway (NARA).

### Visual Buffers

Figure 6-16 identifies critical locations where forest acts as a visual buffer between the parkway landscape and adjacent modern development and should be maintained in order to protect the character of the cultural landscape. The buffer width is indicated as 100' in order to support habitat creation as well as forest density to screen views. In these locations, test management and species composition to identify an approach that continues to buffer views and can be maintained by NPS and/or JBA. For example, consider targeted tree removal and replacement with shorter tree species as listed in Table 5.5 and Appendix C: Joint Base Andrews | Naval Air Facility 2011 Arbor Plan Plant Database (which will require intensive management) or a fencerow (providing trees along the parkway corridor, backed by grassland or shrubland outside

**Figure 6-16.** Vegetation necessary to provide a visual buffer between parkway and adjacent development in area below JBA arrival/departure airspace.



of viewshed). Prioritize factors like forest community type, elevational differences along the parkway, and solar access to make appropriate species selections.[4] Coordinate test locations, scale, and strategy with NPS ecologists and JBA staff.

#### Maintenance and Safety Requirements

Ensure that test plots meet maintenance and safety requirements (for example, clear space around light poles), and allow for access to maintain other test plots and vegetation communities. Prioritize testing locations with a high proportion of trees that are already penetrating the approach/departure imaginary surface and are identified for removal within the near future.

20. Add low-height tree species, species with naturally lower branching, and species with denser canopies (consult Table 5.5 and Appendix C) near the JBA north gate to de-emphasize views into the base at this location. Maintain the existing circulation connection. Refer to Figure 6-17.

### BUILDINGS AND STRUCTURES

21. Evaluate stone-faced walls near the JBA north gate to identify if any poor condition, non-contributing walls can be removed and the ground surface regraded. Do not remove any walls necessary for traffic control or structural purposes.

### SMALL-SCALE FEATURES

22. Replace timber-backed steel guardrails with MASH-compliant guardrail compatible with the historic character of the landscape.
    - Prioritize damaged guardrails.
    - Refer to small-scale features guidelines in Chapter 5.

23. Add new MASH-compliant guardrails where fixed objects in the clear zone lack protection:
    - between the parkway and runway approach lighting poles
    - between parkway and utility pole near eastbound exit ramp to JBA North Gate

24. Enhance visibility of the NPS identifier sign.
    - Two compatible options for sign placement and vegetation modification are illustrated in Figure 6-18 through Figure 6-21.
        - Option 1 (Figure 6-18 and Figure 6-19): in the short term, repair the NPS identifier sign and stone base. Remove vegetation that blocks views of the sign from the parkway.

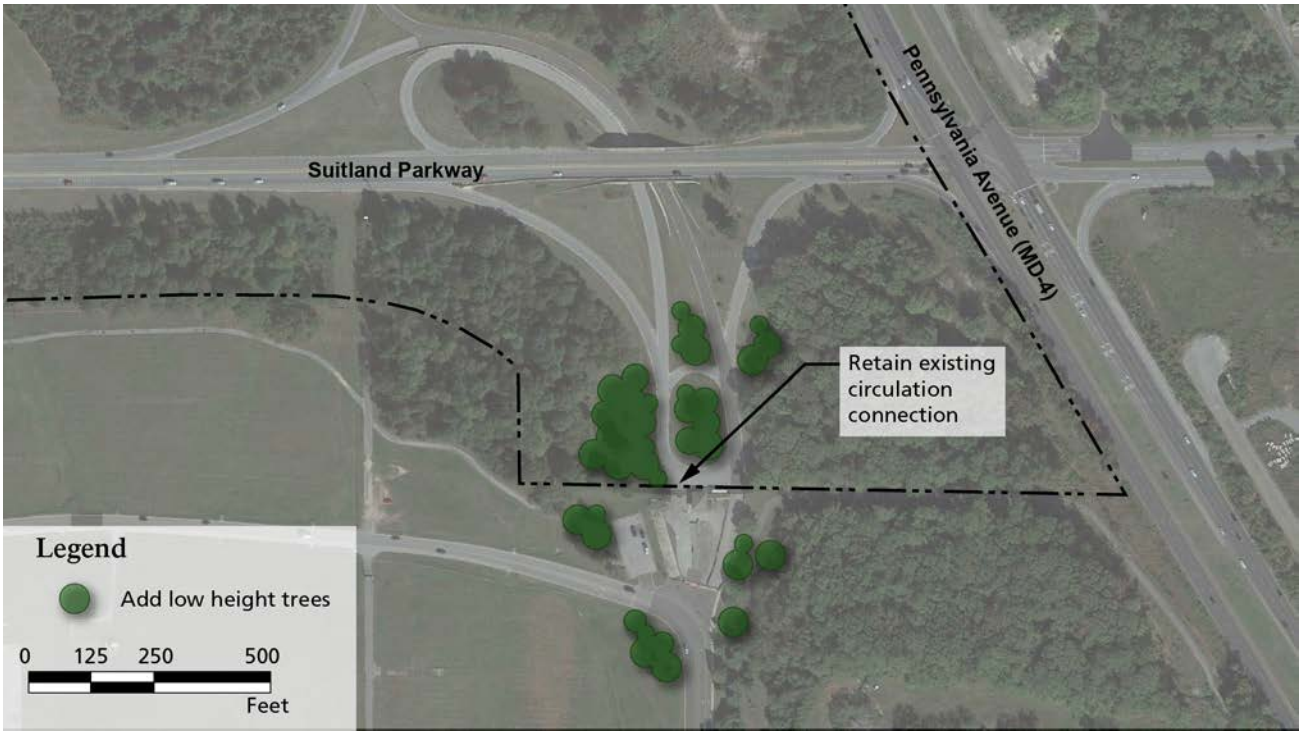



**Figure 6-17.** Tree planting is recommended at the JBA north gate to de-emphasize views into the base.

- Option 2 (Figure 6-20 and Figure 6-21): in the long term, consider relocating the sign approximately 300' closer to the parkway's eastern boundary while avoiding the future location of MD-4 off-ramps. Ensure that its placement is outside of the clear zone, or consider adding a guardrail to protect from vehicular damage if the sign must be located within the clear zone.

25. In the long term, evaluate the potential to add removable barriers at the exit ramps accessing the JBA north gate.
    - Removable barriers are not appropriate under the current circulation scheme, as the ramps are required for vehicular access to Old Marlboro Road. Future exploration of this recommendation may occur if circulation changes occur.

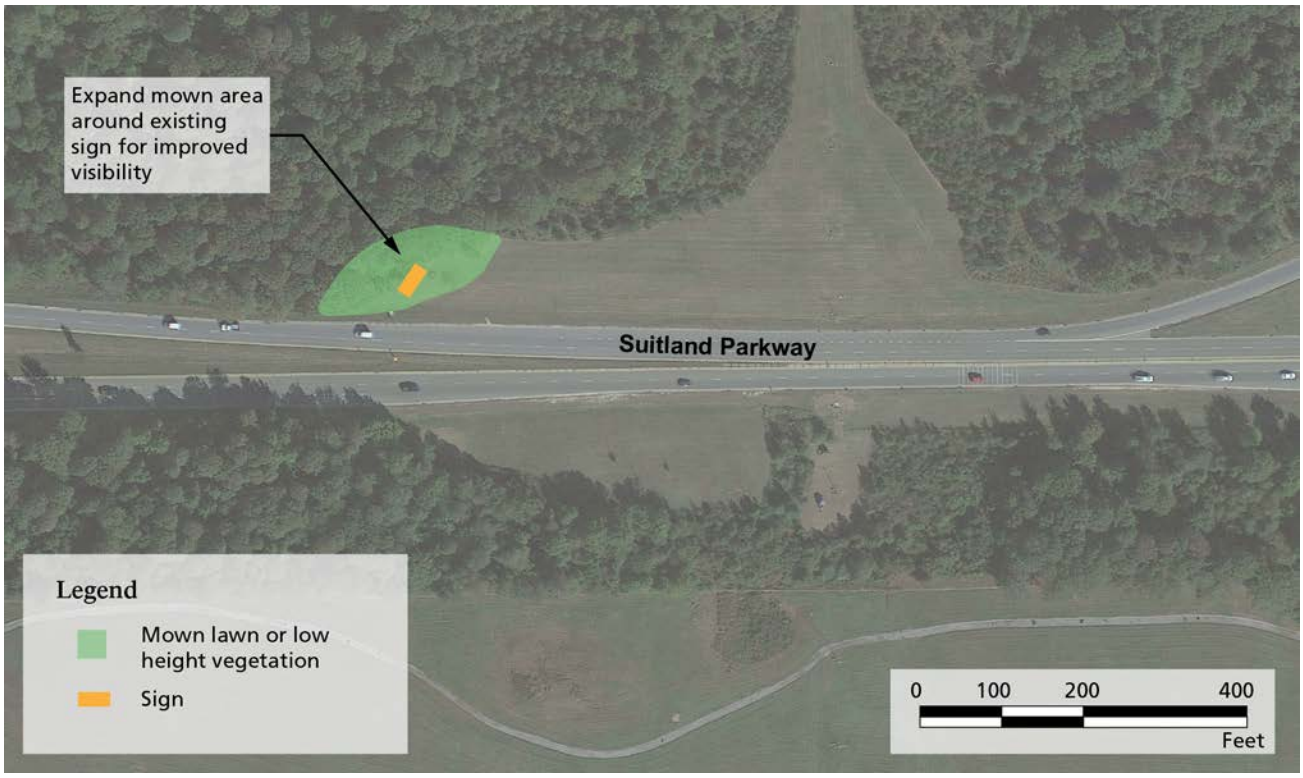



**Figure 6-18.** Option 1 retains the NPS identifier sign in its existing location, with minor modifications to vegetation to improve visibility.



**Figure 6-19.** Conceptual view of NPS identifier sign with minor vegetation modifications to improve visibility.

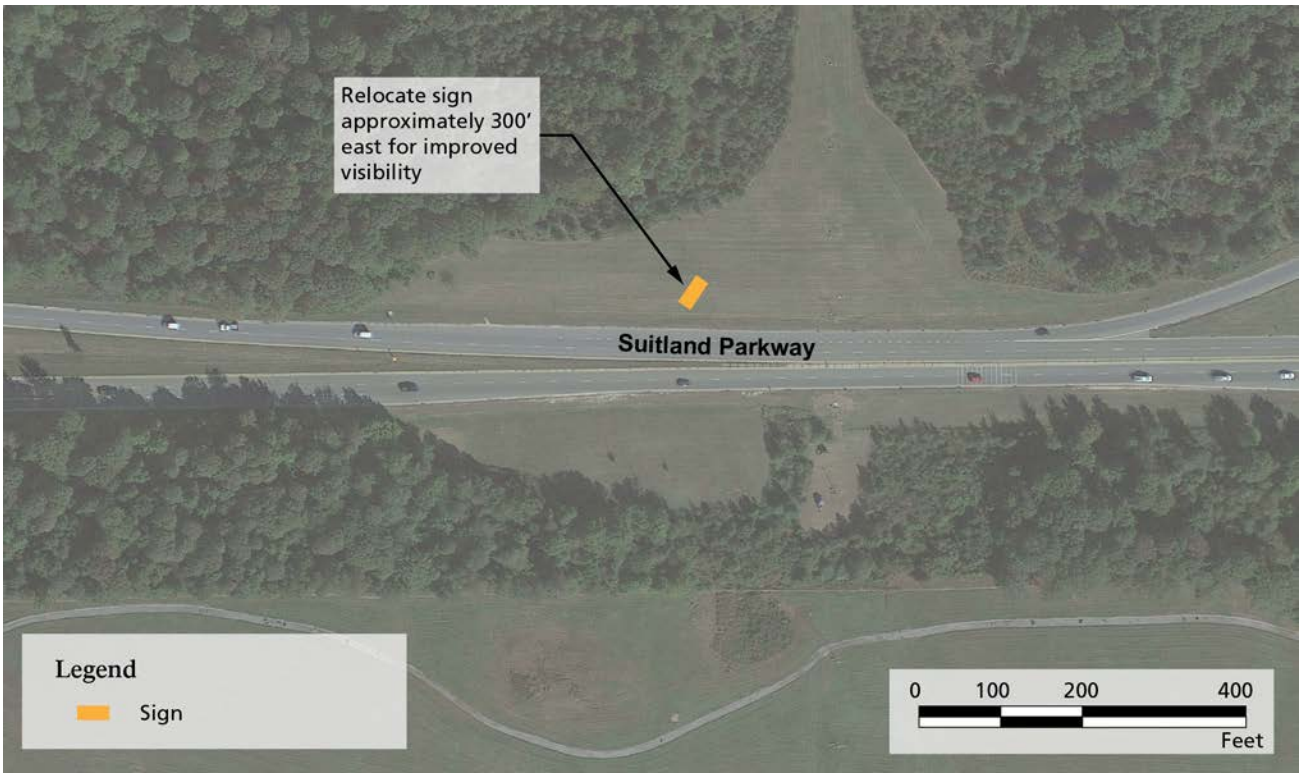



**Figure 6-20.** Option 2 recommends shifting the NPS identifier sign toward the east end of the parkway.




**Figure 6-21.** Conceptual view of NPS identifier sign shifted to the east.

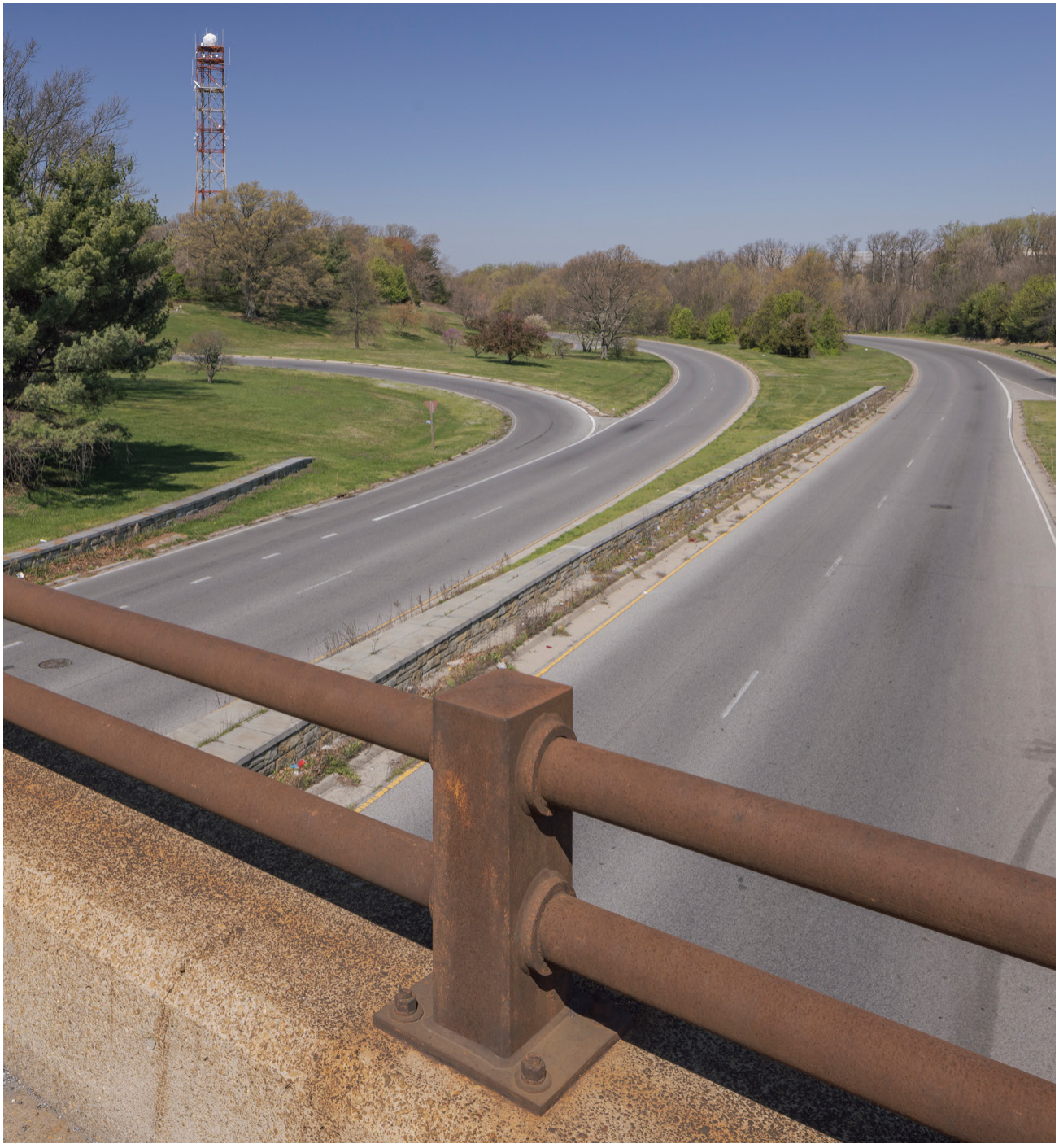
ENDNOTES

1 "Memorandum of Agreement: Trees and Vegetation Management in the Suitland Parkway," August 21, 2019.

2 Joint Base Andrews, "Supplemental Implementation Plan for Tree and Vegetation Management in the Suitland Parkway, April 2021.

3 Treatment graphics in this document use a threshold of 50% of trees penetrating or within 10' of the arrival/departure airspace.

4 Joint Base Andrews and Naval Air Facility Washington, *2011 Andrews | NAF Arbor Plan* (Kennesaw, GA: MACTEC Engineering and Consulting, Inc., 2011).



# Implementation Projects and FMSS Crosswalk

*Appendix A*

**Chapter title page: View from deck of Silver Hill Road underpass, looking west. Suitland Parkway south (eastbound) ramp is shown entering parkway eastbound, with westbound parkway at right. (HAER, 2023).**

# Appendix A: Implementation Projects and FMSS Crosswalk

This appendix provides guidance for implementing high priority treatment recommendations presented in the Treatment chapter. The recommendations are organized into seven bundles of related tasks that can be implemented through the park's Project Management Information System (PMIS). Each implementation project includes a project description, justification, measurable results, and relevant CLR treatment tasks. All projects are subject to review under Federal Section 106 and National Environmental Protection Act (NEPA) compliance.

The following abbreviations are used in Tables A.1 through A.7:

- *Facilities Maintenance - Recurring Maintenance (FM-RM):* Work activities that recur based on normal wear patterns on a periodic cycle of greater than one year and less than ten years.
- *Facilities Maintenance - Demolition (FM-DEM):* Removal of an asset that has been determined to be unsafe or no longer meets mission goals.
- *Capital Improvements - Alterations (CI-AL):* Changes to interior arrangements or other physical characteristics of an existing facility or installed equipment so it can be used more effectively for its currently designated purpose or adapted to a new use.
- *Capital Improvements - New Construction (CI-NC):* Construction that adds to the existing footprint of an asset or creates a new asset.
- *Capital Improvements - Legislatively Mandated Code Compliance (CI-LMCO):* Deficiencies that must be corrected in response to regulatory requirements.

## IMPROVE PEDESTRIAN AND VEHICULAR SAFETY AT NAYLOR ROAD

*Project Description*: The purpose of this project is to improve pedestrian and vehicular safety at the Naylor Road and Suitland Parkway intersection. The project recommends implementing Maryland State Highway Administration Road Safety Audit (RSA) recommendations for safety that are compatible with the historic character of the landscape and modifying vegetation to improve visibility for both pedestrians and drivers.

*Justification*: The project will address safety issues at the intersection that have resulted in numerous accidents, including several fatal pedestrian–vehicular accidents. Implementation of safety improvements will provide additional warnings, improve views throughout the intersection, separate user groups, and improve visibility of markings and signage.

*Measurable Results*: The intent of the project is to reduce the total number of accidents at Naylor Road and Suitland Parkway.

**TABLE A.1: IMPROVE PEDESTRIAN AND VEHICULAR SAFETY AT NAYLOR ROAD TASKS**

| CLR TREATMENT RECOMMENDATION | TASK DESCRIPTION | FMSS ASSET TYPE | FMSS LOCATION | FMSS ASSET NUMBER | WORK TYPE |
|---|---|---|---|---|---|
| 1 | Continue to follow Maryland State Highway Administration RSA recommendations for safety improvements at the parkway's intersection with Naylor Road. | 1100 | 52380/ 18388 | 38663, 386620 | CI-NC |
| 4 | Modify vegetation to improve visibility at the Naylor Road intersection. | 3100 | N/A | N/A | FM-RM |

## IMPROVE PEDESTRIAN AND VEHICULAR SAFETY AT BRANCH AVENUE

*Project Description*: The purpose of this project is to improve pedestrian and vehicular safety at the intersection of Suitland Parkway entrance and exit ramps with Branch Avenue. Recommendations include vegetation removal at low-visibility locations along Branch Avenue and evaluation of a new signal at the intersection. Two potential options for the intersection are identified in Chapter 6.

*Justification*: Relatively high traffic volumes are present on the parkway entrance and exit ramps at Branch Avenue, particularly to/from Suitland Parkway eastbound. In addition, dense understory vegetation and vines near the intersection limit views. A formal traffic signal warrant study is likely necessary to confirm whether existing traffic volumes exceed new signal thresholds and determine which crossing location may benefit most from greater control of turning conflicts.

*Measurable Results*: The intent of the project is to reduce the total number of accidents at the parkway's entrance and exit ramp intersections with Branch Avenue.

**TABLE A.2: IMPROVE PEDESTRIAN AND VEHICULAR SAFETY AT BRANCH AVENUE TASKS**

| CLR Treatment Recommendation | Task Description | FMSS Asset Type | FMSS Location | FMSS Asset Number | Work Type |
|---|---|---|---|---|---|
| 3 | Work with the Maryland State Highway Administration to evaluate adding a new signal to address high traffic loads at the parkway's eastbound off-ramps at Branch Avenue. | 1100 | N/A | N/A | CI-NC |
| 5 | Modify vegetation to improve visibility at the Branch Avenue off-ramps and pedestrian sidewalks connecting south toward Naylor Road and Curtis Drive. | 3100 | N/A | N/A | FM-RM |

## INTEGRATE THE SUITLAND PARKWAY TRAIL EXTENSION ALONG THE LENGTH OF THE PARKWAY

*Project Description*: Through this project, NPS will work with the Maryland State Highway Administration and Prince George's County Department of Public Works and Transportation to identify an appropriate route for the Suitland Parkway Trail extension to connect the existing trail (which ends at the DC/MD border) through the length of the study area to MD-4. Two potential options for the trail route are identified in Chapter 6.

*Justification*: The Suitland Parkway Trail is an existing multi-use trail extending along the north side of the parkway within Washington, DC, completed by 1999. The proposed Suitland Parkway Trail extension would provide a link to Oxon Hill Road and other trails in the Prince George's County Parks trail system, including Potomac Heritage Trail and On-Road Bicycle Route. This project will identify trail placement and road crossings to ensure that the new feature is compatible with the historic character of the landscape and provides a safe, comfortable route for trail users. The highest priority trail section is between the DC/MD border and Branch Avenue.

*Measurable Results*: The project would result in a design for 4.2 miles of trail through NPS property. Incorporation of interpretive waysides into the trail design will also improve visitor understanding and appreciation of the historic parkway landscape.

**TABLE A.3: INTEGRATE THE SUITLAND PARKWAY TRAIL EXTENSION ALONG THE LENGTH OF THE PARKWAY TASKS**

| CLR Treatment Recommendation | Task Description | FMSS Asset Type | FMSS Location | FMSS Asset Number | Work Type |
|---|---|---|---|---|---|
| 2 | Work with Maryland State Highway Administration and Prince George's County Department of Public Works and Transportation (DPWT) to identify a route for the Suitland Parkway Trail extension between the DC/MD Border and Branch Avenue that is compatible with the historic character of the landscape. | 2100 | N/A | N/A | CI-NC |
| 11 | Continue to work with the Maryland State Highway Administration to identify a route for the Suitland Parkway Trail Extension at Silver Hill Road that is compatible with the historic character of the landscape. | 2100 | N/A | N/A | CI-NC |
| 12 | Modify vegetation to improve visibility at the eastbound on- and off-ramps at Silver Hill Road. | 3100 | N/A | N/A | FM-RM |
| 18 | Continue to work with the Maryland State Highway Administration to identify a route for the Suitland Parkway Trail extension at MD-4 (Pennsylvania Avenue) that is compatible with the historic character of the landscape. Consider exceeding minimum trail design width for user comfort/safety and routing the trail extension and pedestrian crossings to the same side of the parkway. | 2100 | N/A | N/A | CI-NC |

## ADDRESS VEGETATION HEIGHT AND VISIBILITY IN THE AREA BELOW THE JBA APPROACH/DEPARTURE AIRSPACE

*Project Description*: Through this project, NPS and JBA will develop an Adaptive Vegetation Management Plan to address vegetation composition for the area under the JBA approach/departure airspace. The plan will provide a testing-based process to identify management techniques and species composition that can be maintained in the long term by NPS and JBA and that will maximize success for the plant community. Vegetation community modification will be balanced with historic vegetation patterns and forest required to screen views of adjacent modern development. This project also provides guidance on appropriate locations for tree planting within NPS-owned portions of the parkway landscape consistent with Maryland Reforestation Law 5-103.

*Justification*: This project contributes to completion of the Memorandum of Agreement among Joint Base Andrews, the National Park Service - National Capital Parks East, and the Maryland State Historic Preservation Office regarding the tree and vegetation maintenance in the Suitland Parkway under Joint Base Andrews airspace.[1] It will provide a strategy for vegetation modification that protects the parkway's historic character while increasing flight safety at JBA.

*Measurable Results*: The project will result in a series of test sites, appropriate criteria for test area selection, and a testing process to shape long-term vegetation community composition in the area below the JBA approach/departure airspace. In the long term, this project will support removal of all trees penetrating or within 10' of the approach/departure imaginary surface while maintaining historic character between JBA and Forestville Road.

**TABLE A.4: ADDRESS VEGETATION HEIGHT AND VISIBILITY IN THE AREA BELOW THE JBA APPROACH/DEPARTURE AIRSPACE TASKS**

| CLR Treatment Recommendation | Task Description | FMSS Asset Type | FMSS Location | FMSS Asset Number | Work Type |
|---|---|---|---|---|---|
| 19 | Develop an Adaptive Vegetation Management Plan to address vegetation composition for the area under the JBA approach/departure airspace. | 3100 | N/A | N/A | CI-AL |
| 6 | When tree replacement is required along the parkway landscape, prioritize tree planting in the DC/MD Border to Branch Avenue LCA along steep slopes or areas of tree dieback near Oxon Run. | 3100 | N/A | N/A | CI-NC |
| 9 | When tree replacement is required along the parkway landscape, prioritize tree planting in the Branch Avenue to Silver Hill Road LCA along steep slopes or areas of tree dieback near Oxon Run and in locations where trees will screen views of the Metro Green Line. | 3100 | N/A | N/A | CI-NC |
| 13 | When tree replacement is required along the parkway landscape, prioritize tree planting in the Silver Hill Road to Suitland Road LCA in locations where trees will screen views of the Metro Green Line, along steep slopes or areas of tree dieback near Henson Creek, and along steep slopes or areas of tree dieback near the Suitland Road intersection. | 3100 | N/A | N/A | CI-NC |
| 15 | When tree replacement is required along the parkway landscape, prioritize tree planting in the Suitland Road to Forestville Road LCA in locations of steep slopes or tree dieback. | 3100 | N/A | N/A | CI-NC |
| 17 | Work with the Maryland State Highway Administration to evaluate sightlines along the Allentown Road on-ramp. | 3100 | N/A | N/A | CI-NC |
| 20 | Add low-height tree plantings, species with naturally lower branching, and species with denser canopies near the JBA north gate to de-emphasize views into the base at this location. | 3100 | N/A | N/A | CI-NC |

## IN THE SHORT TERM, IMPROVE VISIBILITY AND CONDITION OF NPS IDENTIFIER SIGNS

*Project Description*: This project improves visibility of NPS identifier signs at the east and west ends of the NPS Suitland Parkway property by removing vegetation that partially obscures views of the signs and repairing the existing signs and bases.

*Justification*: Drivers cannot tell the difference between DC and NPS portions of the parkway. The existing signs exhibit wear and damage, and views of the signs are partially obscured by vegetation, particularly during leaf-on.

*Measurable Results*: This project will result in improved visibility of NPS signs at the parkway's east and west terminuses. It will include conversion of approximately 19,500 square feet of forest edge vegetation to mown turf and will improve the condition of the two existing stone and wood signs.

**TABLE A.5: SHORT-TERM IMPROVE VISIBILITY AND CONDITION OF NPS IDENTIFIER TASKS**

| CLR TREATMENT RECOMMENDATION | TASK DESCRIPTION | FMSS ASSET TYPE | FMSS LOCATION | FMSS ASSET NUMBER | WORK TYPE |
|---|---|---|---|---|---|
| 8 | In the short term, repair the NPS identifier sign and stone base at the parkway's west terminus. Remove trees and expand the mown area around the sign to increase the sign's visibility from the parkway. | 1700/ 3100 | 18388/ 21325 | 181266; 181262; 1594203 | FM-RM |
| 24 | In the short term, repair the NPS identifier sign and stone base at the parkway's east terminus. Remove vegetation that blocks views of the sign from the parkway. | 1700/ 3100 | 18388/ 21325 | 181266; 181262; 1594203 | FM-RM |

## IN THE LONG TERM, MOVE NPS IDENTIFIER SIGNS TO HIGHER VISIBILITY LOCATIONS

*Project Description*: This project improves visibility of NPS identifier signs at the east and west ends of the NPS Suitland Parkway property by relocating the signs to locations that are more visually prominent.

*Justification*: Drivers cannot tell the difference between DC and NPS portions of the parkway. The sign at the parkway's east terminus is located along the treeline approximately 2,300 feet from the property boundary. The project will relocate this sign 300 feet closer to the eastern boundary to a highly visible location surrounded by mown turf.

The sign at the west terminus of the NPS property is adjacent to the Southern Avenue overpass, which visually dominates the transition from the DC to NPS portions of the parkway. The "Welcome to DC" sign is also partially obscured by the overpass. This project will coordinate with the district to switch the signs to opposite sides of the overpass, improving visibility for both.

*Measurable Results*: The project will result in improved visibility of both NPS identifier signs and the "Welcome to DC" sign at the east and west ends of the NPS Suitland Parkway property. It will include conversion of approximately 20,000 square feet of forest edge vegetation to mown turf at the west terminus and will improve the condition of the two existing stone and wood NPS identifier signs.

**TABLE A.6: LONG-TERM IMPROVE VISIBILITY AND CONDITION OF NPS IDENTIFIER TASKS**

| CLR Treatment Recommendation | Task Description | FMSS Asset Type | FMSS Location | FMSS Asset Number | Work Type |
|---|---|---|---|---|---|
| 8 | In the long term, consider coordinating with the district to move the NPS Suitland Parkway identifier sign at its west terminus to the west side of the Southern Avenue overpass and the "Welcome to DC" sign to the east side of the overpass to increase visibility for both markers. | 1700/ 3100 | 18388/ 21325 | 181266; 181262; 1594203 | CI-AL |
| 24 | In the long term, consider relocating the sign approximately 300' closer to the parkway's eastern boundary while avoiding the future location of MD-4 off-ramps. | 1700/ 3100 | 18388/ 21325 | 181266; 181262; 1594203 | CI-AL |

## IMPROVE VEHICULAR SAFETY ALONG THE PARKWAY BY MODIFYING GUARDRAILS AND WALLS

*Project Description*: This project will replace all steel-backed timber guardrails within NPS-owned portions of the parkway with MASH-compliant guardrails compatible with the historic character of the landscape. It will also add guardrails or remove walls in key locations to improve safety within the parkway landscape.

*Justification*: The existing steel-backed timber guardrails used along the parkway do not meet Manual for Assessing Safety Hardware (MASH) crash standards to protect passengers and vehicles in a collision. Select additional locations along the parkway landscape would also benefit from a guardrail to protect vehicular traffic from steep slopes or walls within the minimum clear zone distance specified by the AASHTO Roadside Design Guide based on design speed, design average daily traffic, and roadside slope.[2]

Measurable Results: The project would replace approximately 12,250 linear feet of existing guardrail, add 450 linear feet of new guardrail, and evaluate removal of 867 linear feet of stone-faced concrete retaining wall. It will maintain a consistent visual language for guardrails along the length of the study area.

**TABLE A.7: IMPROVE VEHICULAR SAFETY ALONG THE PARKWAY BY MODIFYING GUARDRAILS AND WALLS TASKS**

| CLR Treatment Recommendation | Task Description | FMSS Asset Type | FMSS Location | FMSS Asset Number | Work Type |
|---|---|---|---|---|---|
| 7 | Replace timber-backed steel guardrails in the DC/MD Border to Branch Avenue LCA with MASH-compliant guardrail compatible with the historic character of the landscape. | 1100 | 18388/ 52380 | 1288842; 1288838; 1288839; 1288836; 1288798; 1288827; 1288828; 1288848; 1288823; 1288825; 1288820; 1288834; 1288840; 1288826; 1288831, 1288847, 1288846, 1288841, 1288833, 1288835, 1288830, 1288829, 1288822, 1288811 1289981, 1289982, 1289976, 1289992, 1289970, 1289988, 1289971, 1289960, 1289985, 1289972, 1289980, 1289974, 1289983, 1289975, 1289978, 1289962, 1289977, 1289969, 1289979, 1289993, 1289968 | CI-LMCO |
| 10 | Replace timber-backed steel guardrails in the Branch Avenue to Silver Hill Road LCA with MASH-compliant guardrail compatible with the historic character of the landscape. | 1100 | 18388/ 52380 | See list in recommendation 7 | CI-LMCO |
| 14 | Replace timber-backed steel guardrails in the Silver Hill Road to Suitland Road LCA with MASH-compliant guardrail compatible with the historic character of the landscape. | 1100 | 18388/ 52380 | See list in recommendation 7 | CI-LMCO |
| 16 | Replace timber-backed steel guardrails in the Suitland Road to Forestville Road LCA with MASH-compliant guardrail compatible with the historic character of the landscape. | 1100 | 18388/ 52380 | See list in recommendation 7 | CI-LMCO |

| TABLE A.7: IMPROVE VEHICULAR SAFETY ALONG THE PARKWAY BY MODIFYING GUARDRAILS AND WALLS TASKS | | | | | |
|---|---|---|---|---|---|
| **CLR TREATMENT RECOMMENDATION** | TASK DESCRIPTION | FMSS ASSET TYPE | FMSS LOCATION | FMSS ASSET NUMBER | WORK TYPE |
| 21 | Evaluate stone-faced walls near the JBA north entrance to identify if any poor condition, non-contributing walls can be removed and the ground surface regraded. | 1100 | 52380/ 18388/ 52388 | 128990, 1289973, 1289995, 1289986, 1289991, 1289989, 1289987<br>1288844, 1288851, 1288824, 1288854, 1288840, 1288845, 1288832; 1585562; 1288843,<br>1291828 | FM-DEM |
| 22 | Replace timber-backed steel guardrails in the Forestville Road to Joint Base Andrews LCA with MASH-compliant guardrail compatible with the historic character of the landscape. | 1100 | 18388/ 52380 | See list in recommendation 7 | CI-LMCO |
| 23 | Add new MASH-compliant guardrails where fixed objects in the clear zone lack protection, including between the parkway and runway approach lighting poles and between the parkway and utility pole near the eastbound exit ramp to the JBA north gate. | 1100 | N/A | N/A | CI-NC |

## EVALUATE STORMWATER AND STREAMS

*Project Description:* Undertake an assessment of stream conditions and current and predicted stormwater conditions affecting the area. This assessment will identify conditions and features affecting the flow of water within the parkway landscape, including undersized culverts and critical stormwater erosion/flooding impacts, and will identify appropriate monitoring and improvements. The study will be coordinated with existing and planned stormwater and stream restoration projects within the study area/watershed.

*Justification*: This planning is needed to address high volume and velocity stormwater, coupled with undersized infrastructure, that is causing erosion and flooding impacts along the parkway. Several planning projects through NPS and JBA are underway to address these issues in specific locations, and a comprehensive strategy is needed to understand stormwater management and stream impacts and to identify optimal solutions for the entire landscape.

*Measurable Results*: This assessment will result in a study with comprehensive recommendations for necessary repair and/or modifications to the existing stormwater management system, appropriate monitoring protocols and timing, stabilization at culvert inlets and outlets, and stabilization of streams. It will also provide a framework for NPS to coordinate data collection and planning with other stormwater infrastructure improvement projects along the parkway.

ENDNOTES

1 "Memorandum of Agreement: Trees and Vegetation Management in the Suitland Parkway," August 21, 2019.

2 MDOT Guidelines for Traffic Barrier Placement and End Treatment Design, 2021.



# Suitland Parkway Barriers and Guardrails MASH Compliance

*Appendix B*

**Chapter title page: Steel-backed timber guardrail (QE, 2022).**

seTo: Quinn Evans/Architects

Date: December 6, 2023

Memorandum

Project #: 39511.00

From: VHB

Re: Cultural Landscape Report (CLR) for Suitland Parkway (SUIT) Barriers and Guardrails MASH Compliance

This memorandum summarizes guidance from the American Association of State Highway and Transportation Officials (AASHTO) *Roadside Design Guide 4th Edition 2011*, and other relevant resources, regarding barrier, guardrail, and MASH compliance requirements.

## National Barrier/Guardrail Standards

According to the AASHTO *Roadside Design Guide 4th Edition 2011*, the primary purpose of all roadside barriers (including guardrails and walls) is to provide a system that can contain and redirect the impacting vehicle away from a fixed object or a steep slope off the traveled way. Standardizing the crash testing is the most effective means of assessing the safety performance of each barrier type.

While the AASHTO *2009 Manual for Assessing Safety Hardware (MASH)* superseded the *1993 NCHRP Report 350: Recommended Procedures for the Safety Performance Evaluation of Highway Features* for the current recommendations for testing and evaluating the crashworthy performance of barriers, crashworthiness is currently accepted if the barrier system has met all of the evaluation criteria listed in *MASH* or *NCHRP Report 350* for each of the required crash tests, or even if the barrier system has been evaluated and found acceptable as a result of an in-service performance evaluation. Both *MASH* and *NCHRP Report 350* have established six crash test levels (TL-1 through TL-6) for longitudinal barriers, based on the test conditions (including vehicle weight, speed, and angle). Higher ratings indicate acceptability for larger the vehicle types and higher vehicle speeds. AASHTO updated the MASH guide with its 2nd edition in 2016.

Per AASHTO, "As of January 1, 2011, newly tested or revised barriers systems should be evaluated using *MASH* (generally required on all newly constructed installations on the National Highway System (NHS) and recommended for use on most public roads). **Older barrier systems accepted using criteria contained in *NCHRP Report 350* prior to adoption of *MASH* may remain in place and may continue to be manufactured and installed."**

Both steel-backed timber guardrail and stone masonry walls are included in the *Roadside Design Guide 4th Edition 2011* as aesthetic barriers, and **both are included in *FHWA Safety Eligibility Letter B-64D (2003)***. AASHTO and FHWA stated that steel-backed timber guardrails meet *NCHRP Report 350*'s TL-3 (with 4" offset block) or TL-2 (without offset block) evaluation criteria, whereas stone masonry walls meet *NCHRP Report 350*'s TL-3 evaluation criteria. They are particularly specified for use along roads under the jurisdiction of the National Park Service (NPS) and similar agencies.

Below are excerpts from the *Roadside Design Guide*'s sections that describe each of the two barrier types.

## Backed Timber Guardrail

**5.4.1.11 Backed Timber Guardrail**

The semi-rigid barrier shown in Figure 5-18 was developed as an aesthetic alternative to conventional guardrail systems. The system consists of a 150 mm × 250 mm [6 in. × 10 in.] wood rail backed with a 9.5 mm [$^3/_8$ in.] thick steel plate and supported by 250 mm × 300 mm × 2.13 m [10 in. x 12 in. × 7 ft] timber posts. The rail is offset from the posts by 100 mm × 225 mm × 300 mm [4 in. × 9 in. × 12 in.] wooden blockouts. The steel plate provides the needed tensile strength to the system. The wood members provide a more rustic appearance than the steel and concrete normally used in barriers. Thus, this railing is often specified for use along roads under the jurisdiction of the National Park Service and similar agencies.

***Impact performance***—This design with the 100 mm [4 in.] blockouts was tested to NCHRP Report 350 at TL-3 with a dynamic deflection of 580 mm [23 in.]. However, when installed without the 100 mm [4 in.] blockouts, it is only a TL-2 system. Detailed design information on this barrier and on the rough masonry and precast concrete guardwalls can be found on the FHWA's Eastern Federal Lands website at http://www.efl.fhwa.dot.gov/.



**Figure 5-18. Backed Timber Guardrail**

## Stone Masonry Walls

**5.4.1.14 Stone Masonry Wall/Precast Masonry Wall**

A stone masonry wall barrier, shown in Figure 5-23, consists of a reinforced concrete core (precast or cast in place) that is faced and capped with natural stone and mortar to give the appearance of a vertical-faced, stone masonry wall. This wall has been developed as an aesthetic barrier for use by the National Park Service on roads under its jurisdiction.

A second aesthetic rigid barrier developed and tested for the National Park Service is the precast masonry wall. That design, as shown in Figure 5-24, is formed from solid, precast segments placed together to form what appears to be a continuous vertical masonry wall. The barrier was tested for NCHRP Report 350 TL-3 conditions. Detailed design information on this barrier can be found on the FHWA's Eastern Federal Lands website at http://www.efl.fhwa.dot.gov/.



**Figure 5-23. Stone Masonry Wall**

Additional guidance on adoption of MASH criteria has been provided by the Federal Highway Administration (FHWA) subsequent to the AASHTO *Roadside Design Guide 4th Edition*. According to the *FHWA Federal Register Notice – MASH Transition*, effective January 1, 2016, all modifications to existing *NCHRP 350*-tested devices require testing under *MASH* in order to receive a Federal-aid eligibility letter from FHWA. Clarifications on that guidance provided by FHWA make specific reference to aesthetic barriers. FHWA online documents (Aesthetic_Mar2015.xlsx (dot.gov)) summarize a range of aesthetic barriers and indicate no level of MASH acceptance for any of these devices. FHWA states, "This type of system is in the category of *all other longitudinal barriers* with a sunset date of December 31, 2019. After this, new aesthetic rails or barrier will be required to be crash tested under MASH for the test level condition being applied."[1]

## Summary and Recommendations in Suitland Parkway Context

The National Park Service's use of steel-backed timber guardrails and stone masonry walls on the Suitland Parkway remains acceptable according AASHTO under NCHRP Report 350 criteria for guidelines for use of devices tested prior to the MASH guidelines published in 2009 and 2016. The AASHTO Roadside Design Guide makes specific reference to use of timber guardrails and stone masonry walls by the National Park Service and references impact performance up to the TL-3 level under the NCHRP Report 350 (pre-MASH) guidelines. The TL-3 testing guidelines include crash speed ratings up to 62 miles per hour (mph), which exceeds the estimated design speed of Suitland Parkway (50 mph), for passenger vehicles and pickup trucks. The TL-3 rating does not include testing or approval for any trucks (single unit truck or larger) at any speed.

Timber guardrails and masonry walls are not certified under the 2009/2016 MASH criteria. The implementation of MASH-tested devices is now clearly encouraged by FHWA and has been adopted by state departments of transportation (including the Maryland State Highway Administration) for virtually all highways with design speeds similar to Suitland Parkway. FHWA's guidance indicates any barriers being modified, which likely includes both repair and replacement, should be updated to MASH-rated devices. FHWA indicated new aesthetic barrier treatments like timber guardrails and stone masonry walls that are not compliant with MASH criteria should not continue to be installed after 2019. The applicability of the FHWA Federal-aid transition requirements to NPS may be debatable, as NPS is an autonomous and independently funded Federal agency, within the Department of the Interior. However, FHWA and NPS are also Federal Lands Transportation Program partners and FHWA funds transportation projects in NPS units through this program.

Based on the AASHTO and FHWA design guidance history, it appears that the continued presence of legacy timber guardrail and stone masonry wall barriers in the roadside clear zone is acceptable under the guidelines and testing completed prior to the MASH publication. If NPS does not consider FHWA's MASH transition guidance to be applicable to the Suitland Parkway, continued replacement and installation of these treatments may be acceptable. Otherwise, compliance with FHWA's most recent guidance appears to require MASH-compliant devices in all locations where new barrier treatments are needed, and likely extends to barrier replacements as well. No information is available regarding how to apply the MASH criteria to regular maintenance of existing assets, but it is doubtful that that FHWA wants agencies to view the MASH criteria as an costly impediment to routine maintenance.

Beyond the AASHTO MASH and Roadside Design Guide documents, additional resources are available. Maryland's barrier standards for state highways are defined in the MDOT SHA Guidelines on Traffic Barriers and End Treatments. FHWA also provides some clarifications on acceptable treatments on its website.[2]

[1] FHWA, Questions & Answers regarding MASH Implementation Agreement, aqs_mash_implementation_agrmt.pdf (dot.gov)

[2] https://highways.dot.gov/safety/rwd/reduce-crash-severity/faqs-barriers-terminals-transitions-attenuators-and-bridge-railings

Other precedents and research on use of timber guardrails and stone masonry walls in NPS units should be considered. In recent years, the George Washington Memorial Parkway (GWMP) unit of NPS has replaced many timber guardrails with MASH-compliant barrier treatments, most notably in median locations where there is potential for vehicular crossover and head-on collisions. Further coordination with the GWMP unit on policies and preferences for continued use of these barriers and transition to MASH-compliant devices is recommended. Additionally, FHWA is currently conducting research to assess the safety of aesthetic barriers on the GWMP (Crash Testing of National Park Service Aesthetic Barriers for Manual for Assessing Safety Hardware | FHWA (dot.gov)), and the findings of this study may be directly relevant to Suitland Parkway.

# 2011 Andrews | NAF Arbor Plan

Prepared For:

Joint Base Andrews | Naval Air Facility
Washington

# JOINT BASE ANDREWS | NAVAL AIR FACILITY
# 2011 ARBOR PLAN PLANT DATABASE

*APPENDIX C*

This page intentionally left blank.

# Appendix C: Joint Base Andrews | Naval Air Facility 2011 Arbor Plan Plant Database

This appendix is excerpted from the 2011 Joint Base Andrews | Naval Air Facility 2011 Arbor Plan. The plant lists below provided recommendations for new trees within the airbase, with guidance related to light, soil moisture, growth rate, seasonal interest, and other relevant characteristics.

## QUICK REFERENCE PLANTING GUIDE

**TREES THAT PRODUCE LITTER (Not be used in highly maintained areas)**

- Carya Spp.
- Liquidambar styraciflua
- Magnolia grandiflora
- Platanus occidentalis

### TREES WITH URBAN TOLERANCES (minimal planting areas)

- Betula nigra
- Cercis canadensis
- Cornus florida
- Cornus kousa
- Cotinus coggygria
- Ginko biloba
- Halesia Carolina
- Ilex cornuta burfordii ‘nana’
- Ilex x attenuata ‘Fosteri’
- Ilex x Nellie R. Stevens
- Lagerstroemia indica
- Pinus strobus

### TREES TOLERATING SHADE

- Betula nigra
- Carpinus betulus
- Carya spp.
- Cornus florida
- Halesia Carolina
- Ilex opaca
- Ilex x attenuata ‘Fosteri’
- Magnolia grandiflora
- Platanus occidentalis

### TREES TOLERANT OF MOIST, LOWLAND SITES

- Acer rubrum
- Acer saccharum
- Betula nigra
- Carpinus betulus
- Carya ssp.
- Cornus florida
- Crataegus phaenopyrum
- Fagus grandifolia
- Fraxinus pennsylvanica
- Ginko biloba

TREES TOLERANT OF MOIST, LOWLAND SITES (CONT.)

Gleditsia triacanthos
Halesia Carolina
Ilex opaca
Juniperus virginiana
Lagerstroemia indica
Liquidambar styraciflua
Quercus phellos
Quercus nigra
Pinus strobus
Pinus taeda
Platanus occidentalis
Quercus alba
Quercus lyrata
Quercus nigra
Quercus nuttalli
Quercus palustris
Quercus phellos
Quercus shumardii
Taxodium distichum
Ulmus Americana ‘Princeton’

TREES TOLERANT OF DRY, UPLAND SITES

Acer rubrum
Acer saccharum
Carya ssp.
Cercis canadensis
Cornus florida
Cornus kousa
Cotinus coggygria
Crataegus phaenopyrum
Fagus grandifolia
Fraxinus americana
Ginko biloba
Gleditsia triacanthos
Ilex cornuta burfordii ‘nana
Ilex opaca
Ilex x attenuata ‘Fosteri’
Ilex x Nellie R. Stevens
Juniperus virginiana
Lagerstroemia indica
Liriodendron tulipifera
Magnolia grandiflora
Magnolia x soulingiana
Magnolia stellata

TREES TOLERANT OF DRY, UPLAND SITES (CONT.)

- Oxydendrum arboreum
- Pinus strobus
- Pinus taeda
- Prunus cerasifera
- Prunus serrulata 'Kwansen'
- Prunus x yedoensis
- Quercus alba
- Quercus nigra
- Quercus nuttalli
- Quercus rubra
- Taxodium disticum
- Ulmus Americana

TREES WITH SPRING INTEREST (MARCH, APRIL, MAY)

- Cercis canadensis
- Cornus florida
- Cornus kousa
- Cotinus coggygria
- Crataegus phaenopyrum
- Fagus grandifolia
- Halesia Carolina
- Ilex opaca
- Lagerstroemia indica
- Liquidambar styraciflua
- Magnolia x soulangiana
- Magnolia stellata
- Prunus cerasifera
- Prunus serrulata "Kwansen"
- Prunus x yedoensis
- Taxodium distichum
- Viburnum plicatum var. Tomentosum

TREES WITH SUMMER INTEREST (June, July and August)

- Lagerstroemia indica
- Magnolia grandiflora
- Oxydendrum arboretum
- Prunus cerasifera

TREES WITH ATTRACTIVE FALL FOLIAGE

- Acer rubrum
- Acer saccharum
- Carpinus betulus
- Carya spp.

TREES WITH ATTRACTIVE FALL FOLIAGE (CONT.)

- Cercis canadensis
- Cornus florida
- Cotinus coggygria
- Crataegus phaenopyrum
- Fagus grandifolia
- Fraxinus pennsylvanica
- Ginkgo biloba
- Halesia Carolina
- Lagerstroemia indica
- Liquidambar styraciflua
- Liriodendron tulipifera
- Magnolia stellata
- Oxydendrum arboreum
- Platanus occidentalis
- Prunus cerasifera
- Quercus nuttalli
- Quercus palustris
- Quercus shumardii
- Quercus rubra
- Taxodium distichum
- Tillia cordata
- Ulmus Americana 'Princeton'
- Viburnum plicatum var. Tomentosum

TREES WITH WINTER INTEREST AND/OR EVERGREEN TREES

- Betula nigra
- Ginko biloba
- Gleditsia triacanthos
- Ilex spp.
- Juniperus virginiana
- Lagerstroemia indica
- Magnolia grandiflora
- Magnolia x soulangiana
- Magnolia stellata
- Platanus occidentalis
- Pinus spp.
- Prunus cerasifera
- Psedotsuga menziessii
- Tsuga caroliniana
- X Cupressocyparis leylandii

## TREES THAT ARE NATIVE

Acer rubrum
Acer saccharum
Betula nigra
Carya spp.
Cercis canadensis
Cornus florida
Crataegus phaenopyrum
Fagus grandifolia
Fraxinus pennsylvanica
Gleditsia triacanthos
Halesia carolina
Ilex opaca
Juniperus virginiana
Liquidambar'styraciflua
Liriodendron tulipifera
Magnolia grandiflora
Oxydendrum arboreum
Pinus strobus
Pinus taeda
Platanus occidentalis
Quercus alba
Quercus lyrata
Quercus nigra
Quercus palustris
Quercus phellos
Quercus rubra
Quercus shumardii
Taxodium distichum
Tillia cordata
Tsuga caroliniana
Ulmus americana



## PLANT CHARACTERISTICS

**Botanical Name:** Acer rubrum
**Common Name:** Red Maple
**Size:** 40-60' Height; 30-50' Spread
**Growth Rate:** Fast
**Culture:** Native. Prefers deep, moist, rich soils, shallow rooted
**Miscellaneous:** Several hybrids available for shape and leaf color; good accent, street tree and tree for reforestation and naturalization



**Botanical Name:** Acer saccahrum
**Common Name:** Sugar Maple
**Size:** 40-50' Height; 30' Spread
**Growth Rate:** Moderately-Fast
**Culture:** Native. Well drained moist soils; full sunlight
**Miscellaneous:** Upright to Oval Form with dense foliage mass. Considered by many one of the finest autumn coloring trees in the US.



**Botanical Name:** Betula nigra
**Common Name:** River Birch
**Size:** 30' x 20' average
**Growth Rate:** moderately fast
**Culture:** Native. Thrives in moist, acidic soils but, tolerates most conditions
**Miscellaneous:** Exfoliating bark, multi-trunked specimen. Use in naturalistic settings



**Botanical Name:** Carpinus betulus
**Common Name:** European hornbeam
**Size:** 40-60' Height; 30-40' Spread
**Growth Rate:** Medium
**Culture:** Tolerant of most soils
**Miscellaneous:** Good small tree for understory; tolerates full sun conditions



**Botanical Name:** Carya species
**Common Name:** Hickory
**Size:** 50-75' Height; 20-30' Spread
**Growth Rate:** Fast
**Culture:** Native. Tolerates most soils
**Miscellaneous:** Not a tree to plant because it is invasive; naturalizes well and is found in many areas; can be used for naturalization and reforestation



**Botanical Name:** Cercis canadensis
**Common Name:** Eastern Redbud
**Size:** 20-30' Height; 20-30' Spread
**Growth Rate:** Medium
**Culture:** Native. Tolerant of most soils
**Miscellaneous:** Good small tree for understory or accent planting; tolerates full sun or light shade; good for naturalization and reforestation; has purple flower that blooms on stem; hybrids for flower and leaf color

**Botanical Name:** Cornus florida
**Common Name:** Flowering Dogwood
**Size:** 20-30' Height; 20-30' Spread
**Growth Rate:** Slow
**Culture:** Native. Tolerant of most soils
**Miscellaneous:** Good small tree for understory or accent planting; does better in light shade but tolerates full sun; good for naturalization and reforestation; white flower



**Botanical Name:** Cornus kousa
**Common Name:** Kousa Dogwood
**Size:** 20-30' Height; 20-30' Spread
**Growth Rate:** Slow
**Culture:** Tolerant of most soils
**Miscellaneous:** Good small tree for understory or accent planting; tolerates full sun; white flower



**Botanical Name:** Cotinus coggygria
**Common Name:** Smoketree
**Size:** 10-15' Height; 10-15' Spread
**Growth Rate:** Medium
**Culture:** Native. Tolerant of most soils
**Miscellaneous:** Good small tree for understory or in massing in naturalized areas; tolerates full sun; white fringe like flower and purple fall color





**Botanical Name:** Craetagus phaenopyrum
**Common Name:** Washington Hawthorn
**Size:** 25-30' Height; 20-25' Spread
**Growth Rate:** Medium
**Culture:** Native. Tolerant of most soils
Miscellaneous: Good small tree for accent; tolerates full sun; white flower with red berried in fall; has thorns



**Botanical Name:** Fagus grandifolia
**Common Name:** American Beech
**Size:** 50-70' Height; 50-70' Spread
**Growth Rate:** Slow
**Culture:** Native. Tolerant of most soils
**Miscellaneous:** Good tree for accent, street tree or naturalization and reforestation



**Botanical Name:** Fraxinus pennsylvanica
**Common Name:** Green Ash
**Size:** 50-60' Height; 50-70' Spread
**Growth Rate:** Fast
**Culture:** Native. Tolerant of most soils
**Miscellaneous:** Good tree for accent, street tree or naturalization and reforestation; heavy seeder

**Botanical Name:** Ginkgo biloba
**Common Name:** Ginkgo
**Size:** 50-60' Height; 50-70' Spread
**Growth Rate:** Slow
**Culture:** Tolerant of most soils
**Miscellaneous:** Good tree for accent, street tree; excellent golden fall color



**Botanical Name:** Gleditsia triancanthos var inermis
**Common Name:** Honey Locust
**Size:** 60-75' Height; 40-50' Spread
**Growth Rate:** Fast
**Culture:** Native. Rich moist soils.
**Miscellaneous:** Accent tree can be used as a street tree; very lacy canopy



**Botanical Name:** Halesia carolina
**Common Name:** Carolina silverbell
**Size:** 30-40' Height; 20-35' Spread
**Growth Rate:** Medium
**Culture:** Native. Prefers rich, well drained soils
**Miscellaneous:** Good tree for naturalization and reforestation; full sun or semi-shade





**Botanical Name:** Ilex cornuta burfordii 'nana'
**Common Name:** Dwarf Burford Holly
**Size:** 6-8' Height; 4-6' Spread
**Growth Rate:** Medium
**Culture:** Tolerant of most soils; full sun or partial shade
**Miscellaneous:** Good small shrub for screening or hedges; heavy fruiter; responds well to pruning



**Botanical Name:** Ilex opaca
**Common Name:** American Holly
**Size:** 40-50 Height; 20-30' Spread
**Growth Rate:** Medium
**Culture:** Native. Tolerates most soils
**Miscellaneous:** Good accent plant or screen material; tolerates full to partial shade; requires male and female tree for fruiting; many cultivars and hybrids available



**Botanical Name:** Ilex x attenuate 'Fosteri'
**Common Name:** Foster Holly
**Size:** 20-30' Height; 8-10' Spread
**Growth Rate:** Medium
**Culture:** Native. Tolerant of most soils; prefers semi shaded conditions
**Miscellaneous:** Hybridized version of Ilex opaca; good screening material

**Botanical Name:** Ilex x Nellie R. Stevens
**Common Name:** Nellie Stevens Holly
**Size:** 15-25 Height; 10-20' Spread
**Growth Rate:** Medium
**Culture:** Tolerant of most soils; full sun or partial shade
**Miscellaneous:** Small tree or large shrub; good for accent or screening when large area is available



**Botanical Name:** Juniperus virginiana
**Common Name:** Eastern Redcedar
**Size:** 20-30' Height; 8-20' Spread
**Growth Rate:** Fast
**Culture:** Native. Tolerates most soils
**Miscellaneous:** Good for screening, accent or naturalizing and reforestation



**Botanical Name:** Lagerstroemia indica
**Common Name:** Crapemyrtle
**Size:** 15-20' Height; 10-15' Spread
**Growth Rate:** Fast
**Culture:** Tolerant of most soils.
**Miscellaneous:** Excellent tree for accent and street tree. Tolerates full sun; exfoliating bark with cinnamon colored trunk; heavy flowering tree; numerous hybrids for flower color





**Botanical Name:** Liquidambar styraciflua
**Common Name:** Sweetgum
**Size:** 60-75' Height; 30-40' Spread
**Growth Rate:** Fast
**Culture:** Native. Tolerant of most soils.
**Miscellaneous:** Good tree for naturalization and reforestation; one of the first canopy trees during succession; can be used as street tree; fruit is prickly ball like; heavy seeder; purple fall color



**Botanical Name:** Liriodendron tulipifera
**Common Name:** Tuliptree
**Size:** 70-90' Height; 35-50' Spread
**Growth Rate:** Fast
**Culture:** Native. Tolerant of most soils.
Miscellaneous: Good tree for naturalization and reforestation; one of the first canopy trees during succession; fruit resembles a yellow flower



**Botanical Name:** Magnolia grandiflora
**Common Name:** Southern Magnolia
**Size:** 60-80' Height; 30-50' Spread
**Growth Rate:** Medium
**Culture:** Tolerant of most soils.
**Miscellaneous:** Good tree for screening and accent; can adapt to most environment; leaf drop can be messy; very shallow rooted and difficult to establish lawn under the canopy; number of hybrids for form, foliage and flower

**Botanical Name:** Magnolia x soulangiana
**Common Name:** Saucer Magnolia
**Size:** 20-30' Height; 20-30' Spread
**Growth Rate:** Medium
**Culture:** Prefers rich, well-drained soils.
**Miscellaneous:** Accent tree; pink to rose flowers; number of hybrids for flower color



**Botanical Name:** Magnolia stellata
**Common Name:** Star Magnolia
**Size:** 15-20' Height; 10-15' Spread
**Growth Rate:** Medium
**Culture:** Prefers rich, well-drained soils.
Miscellaneous: Accent tree; white, fragrant flower; number of hybrids for flower color



**Botanical Name:** Oxydendrum arboreum
**Common Name:** Sourwood
**Size:** 25-30 Height; 15-20' Spread
**Growth Rate:** Slow
**Culture:** Native. Tolerant of most soils.
**Miscellaneous:** Good tree for naturalization and reforestation





**Botanical Name:** Pinus strobus
**Common Name:** White Pine
**Size:** 50-80' Height; 20-40' Spread
**Growth Rate:** Fast
**Culture:** Native. Tolerates most soils
**Miscellaneous:** Good for screening, accent or naturalizing and reforestation



**Botanical Name:** Pinus taeda
**Common Name:** Loblolly Pine
**Size:** 30-60' Height; 30-40' Spread
**Growth Rate:** Medium
**Culture:** Native. Tolerant of most soils; full sun or partial shade
**Miscellaneous:** Good specimen tree or for naturalizing or reforestation; one of first trees in succession



**Botanical Name:** Platanus occidentalis
**Common Name:** Sycamore
**Size:** 75-100' Height; 75-100' Spread
**Growth Rate:** Rapid
**Culture:** Native. Prefers deep, moist, rich soils
**Miscellaneous:** Exfoliating bark with white trunk; large leaves and ball like fruit

**Botanical Name:** Prunus cerasifera
**Common Name:** Purpleleaf Plum
**Size:** 15' x 10' average
**Growth Rate:** Moderate
**Culture:** Well drained soils in full sun
**Miscellaneous:** Maroon–purple foliage



**Botanical Name:** Prunus serrulata 'Kwansen'
**Common Name:** Kwansen Cherry
**Size:** 25-30' ht.
**Growth Rate:** Medium
**Culture:** well-drained soils, full-sun
**Miscellaneous:** rosy-pink clusters of double flowers



**Botanical Name:** Prunus x yedoensis
**Common Name:** Yoshina Cherry
**Size:** 30-40 Height; 20-30' Spread
**Growth Rate:** Fast
**Culture:** Tolerates most soils
**Miscellaneous:** Good accent tree; prolific flowerer; several hybrids for flower and form





**Botanical Name:** Pseudotsuga menziessii
**Common Name:** Douglas Fir
**Size:** 40-60' x 15-25' average
**Growth Rate:** Moderate
**Culture:** moist, well-drained soils, full sun
**Miscellaneous:** Erect pyramid great for screening



**Botanical Name:** Quercus alba
**Common Name:** White Oak
**Size:** 50-80' Height; 30-40' Spread
**Growth Rate:** Slow
**Culture:** Native. Prefers deep, moist, rich soils;
**Miscellaneous:** Bark is light gray and appears white; good tree for naturalization and reforestation



**Botanical Name:** Quercus lyrata
**Common Name:** Overcup Oak
**Size:** 30-50' Height; 30-40' Spread
**Growth Rate:** Medium
**Culture:** Native. Prefers deep, moist, rich soils;
**Miscellaneous:** Good tree for naturalization and reforestation

**Botanical Name:** Quercus nigra
**Common Name:** Water Oak
**Size:** 50-80' Height; 30-40' Spread
**Growth Rate:** Rapid
**Culture:** Native. Prefers deep, moist, rich soils;
**Miscellaneous:** Small leaf and limited acorn production; good specimen and street tree and for naturalization and reforestation



**Botanical Name:** Quercus nuttallii
**Common Name:** Nuttall Oak
**Size:** 40' x 25' average
**Growth Rate:** Moderate
**Culture:** tolerates a wide range of conditions
**Miscellaneous:** Excellent tree for mass plantings. Highly predictable and consistent in form, similar to pin oak in appearance



**Botanical Name:** Quercus palustris
**Common Name:** Pin Oak
**Size:** 60-70' Height; 25-40' Spread
**Growth Rate:** Rapid
**Culture:** Native. Prefers deep, moist, rich soils;
**Miscellaneous:** Widely used tree; good for accent, street tree and naturalization and reforestation





**Botanical Name:** Quercus phellos
**Common Name:** Willow Oak
**Size:** 60-80' Height; 30-40' Spread
**Growth Rate:** Rapid
**Culture:** Native. Prefers deep, moist, rich soils
**Miscellaneous:** small leaf and limited acorn production; good specimen and street tree



**Botanical Name:** Quercus shumardii
**Common Name:** Shumard Oak
**Size:** 70-75' Height; 40-50' Spread
**Growth Rate:** Medium
**Culture:** Native. Prefers deep, moist, rich soils;
**Miscellaneous:** Good for naturalization and reforestation



**Botanical Name:** Quercus rubra
**Common Name:** Red Oak
**Size:** 60-75' Height; 40-50' Spread
**Growth Rate:** Medium
**Culture:** Native. Prefers deep, moist, rich soils;
**Miscellaneous:** Good specimen and street tree and for naturalization and reforestation

**Botanical Name:** Taxodium distichum
**Common Name:** Bald Cypress
**Size:** 50' x 25' average
**Growth Rate:** Fast
**Culture:** Native. Tolerates a wide range of conditions and wet soils
**Miscellaneous:** Used to stabilize soils around water



**Botanical Name:** Tilia cordata
**Common Name:** Littleleaf Linden
**Size:** 60-70' Height; 30-40' Spread
**Growth Rate:** Medium
**Culture:** Native. Tolerant of most soils
**Miscellaneous:** Good street tree and accent



**Botanical Name:** Tsuga caroliniana
**Common Name:** Carolina Hemlock
**Size:** 45-60 Height; 20-25' Spread
**Growth Rate:** Slow
**Culture:** Native. Moist, well-drained soils
**Miscellaneous:** Good for screening, accent or naturalizing and reforestation; should be used in sheltered locations





**Botanical Name:** Ulmus Americana 'Princeton'
**Common Name:** Princeton Elm
**Size:** 40-50' Height; 30' Spread
**Growth Rate:** Moderate
**Culture:** Native. Prefers moist fertile soils and full sunlight but, tolerates a wide range of conditions
**Miscellaneous:** Has been used to replace the American Elms which had fallen to disease, appears to withstand the disease



**Botanical Name:** Viburnum plicatum var. tomentosum
**Common Name:** Doublefile Viburnum
**Size:** 8-10' Height; 10' Spread
**Growth Rate:** Medium
**Culture:** Well drained moist soils; full sun or partial shade
**Miscellaneous:** Good small shrub or tree for flower and horizontal branch habit; resembles Dogwood and can be used as an accent tree or shrub or at the edge of naturalized or reforested areas.



**Botanical Name:** X Cupressocyparis leylandii
**Common Name:** Leyland Cypress
**Size:** 30-50' Height; 10-20' Spread
**Growth Rate:** Medium
**Culture:** Prefers moist well drained soils; full sun
**Miscellaneous:** Good screen material or hedge material



# Maryland State Highway Administration Landscape Design Guide: Chapter 7.0 - Safety, Sightlines, and Offsets

*Appendix D*

**Chapter title page: View west on Suitland Parkway toward Naylor Road (QE, 2022).**

# Appendix D: Maryland State Highway Administration Landscape Design Guide: Chapter 7.0 - Safety, Sightlines, and Offsets

This appendix is excerpted from the Maryland State Highway Administration Landscape Design Guide, December 2016. The full Landscape Design Guide is available at https://www.roads.maryland.gov/OED/SHALandscapeDesignGuide.pdf.

# Chapter 7.0 - Safety, Sightlines and Offsets

99

## 7.1 Introduction.

AASHTO classifies trees larger than 4-inch diameter as fixed objects and provides guidelines for highway offset distances and clear zones. However, AASHTO only provides general design principles for landscaping along lower speed roads and Scenic Byways. Because of this, the offsets of trees and other plants may be increased or decreased on a project-by-project basis, according to field observation or other criteria where appropriate.

This Chapter builds on the guidelines provided by AASHTO and various sources at SHA to provide clearer direction for the design of safe roadside landscaping.

## 7.2 Pedestrian Crossings, Bikeways and Trails.

**7.2-A General Considerations.** For decades, highway engineering emphasized the automobile. Roads were improved for transport of people, goods, and services from city to city, out to the suburbs, and back again. The resulting roadside landscape is often a formidable place for pedestrians and bicyclists.

In recent years, advocates for walkable communities, bicyclists, pedestrians and the disabled have changed the balance. SHA has developed guidelines that require accommodations for bicycles and pedestrians on all projects where feasible, except limited access highways.

As a result, highway improvement projects require evaluation of opportunities for pedestrian and bicycle accessibility and safety. More than ever before, the roadside landscape contributes to the experience of all users.

**7.2-B Pedestrian and Bicyclist Safety.** Although thoughtful designs may reduce the risk of injury to non-motorized users, poorly designed, constructed or maintained roadside landscapes may pose a danger to pedestrians by creating hazards or obstructing sightlines:

1. **Hazards.** Hazards include trees with low branches, thorns, sharp foliage, and heavy or spiked fruit. Such species can cause injury when they are installed close to pedestrian routes or bikeways. Incorrectly located signs, street furnishings, low retaining walls, planter curbing, etc. may also pose hazards.

   Specific hazards and issues to consider include the following:

   a. **Hazardous Plants.** Plants are specified with foliage, seeds, and fruit that are not likely to be hazardous to pedestrians or bicyclists. Plants that have undesirable features are specified in locations away from traveled routes.

**b. Sidewalk Lifting.** The growth of roots may disrupt the grade of sidewalks and cause hazards to users. The specified offset distance of proposed trees to existing sidewalks must be sufficient to avoid root lifting and sidewalk damage.

Alternatively, sidewalk installation locations are adjusted to avoid conflicts between trees and sidewalks. The installation of root barriers may be feasible to minimize the impacts of root growth near sidewalks, particularly when paths are installed near existing trees.

**c. Head Clearance.** Fixtures such as pedestrian lighting, traffic control devices, and banners are specified at heights that will allow pedestrians and bicyclists to pass under them.

**d. Unexpected Obstacles.** Raised planter curbs and low-site furniture are installed in locations where they will not present unexpected obstacles to pedestrians and bicyclists.

**e. Travel Flow.** Lighting, signal cabinets, street trees, and other street furnishings are specified where they will not obstruct pedestrian flow or bicyclist routes.

**2. Sightline Obstructions.** Sightline obstructions cause indirect hazards and injury to pedestrians and bicyclists by blocking sightlines to signs and potential hazards. To avoid these indirect hazards, roadside plantings, landscape furniture and other features are specified where they will not obstruct sight distance for highway users at the intersections of roadways, sidewalks, bikeways and trails.

The following design guidelines reduce indirect hazards:

**a. Intersections.** Street furnishings and landscaping are specified where they will not obscure sight distance at roadway crossings and intersections of bikeways and pedestrian routes.

**b. Pedestrian Routes.** A 10 foot offset distance is maintained at the intersections of pedestrian routes and roadways.

- Perennials, grasses, shrubs and other visual obstructions over 24 inch height are specified at least 10 feet away from signs or the edge of the travel lane.

- Trees with canopy lower than 6 feet height are specified at least 10 feet away from signs or the edge of the travel lane.

**c. Bicycle and Multi-Use Trails.** A 15 foot offset distance is maintained at the intersections of pedestrian routes and bicycle or multi-use trails.

- Perennials, grasses, shrubs and other visual obstructions over 24 inch height are specified at least 15 feet away from signs or the edge of the pavement.

- Trees with a canopy lower than 6 ft are specified at least 15 feet away from signs or the edge of the pavement.

**d. Bicycle Routes and Roadways.** A 20 foot offset distance is maintained at intersections of bicycle routes and roadways:

- Perennials, grasses, shrubs and other visual obstructions over 24 inch height are specified at least 20 feet away from signs or the edge of the travel lane.

- Trees with a canopy lower than 6 feet are specified at least 20 feet away from the edge of the travel lane.

**e. Additional Distance.** Additional offset distance may be required according to highway speed, vertical and horizontal alignments, and volume of vehicular, pedestrian and bicycle traffic.

**f. Safety Plantings.** Plantings may be installed along steep slopes and culverts to prevent falls, to separate different types of users, or to block access to other hazards.

## 7.3 Clear Zones and Offsets.

Clear zones and clear sightline distances are important elements of highway safety. The LDG strives to conform with the AASHTO Roadside Design Guide regarding landscape design, clear zones, and offset distances to fixed objects.

**Important Note:** More information about offset distance planting design is in LDG 9.4 (drainage), LDG 9.6 (retaining walls, traffic barriers) and LDG 9.7 (noise barriers).

**7.3-A** **Clear Zones**, sometimes called recovery areas, are areas with few fixed objects adjacent to the roadway that allow drivers the opportunity to recover control of a vehicle after it leaves a travel lane without striking a fixed object. The width of a clear zone increases with increased highway design speed, increased traffic volume, and in response to changes in vertical or horizontal alignments.

To maximize the function of clear zones and to improve driver safety, the installation of fixed objects such as trees, utility poles, and other highway structures is minimized within the clear zone.

**7.3-B Roadside and Median Offsets.** Offset distances are generally measured from the edge of the travel lane to the tree trunk, shrub, or other plant material. Offset distances may also be specified from the back of traffic barriers, from the back of curb, or from the edge of pavement.

Larger offset distances may be required to accommodate drainage swales, utilities, and traffic control devices.
Larger offset distances may also be required for safety in areas with frequent traffic accidents, or to provide space for snow storage or other maintenance operations.

Although turfgrass, meadow, or other low plants may be installed within the clear zone, the installation of trees and large shrubs is restricted.

LDG offset distance tables show the MINIMUM offset distances to vegetation.

Trees, shrubs and other vegetation denoted “CZ” in the PPL are not considered to be fixed objects, and these plants may be installed closer to the travel lane when the locations are otherwise consistent with the design principles of the LDG.

**7.4 Offset Distance to Traffic Barrier.**

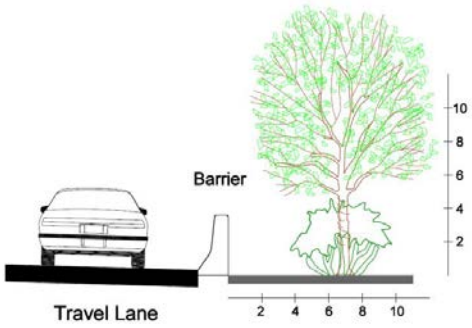
LDG Table 7.4 and the shows the minimum offset distance to vegetation from the back of traffic barriers.

LDG 7.5 and the Tables of LDG 7.6 show the minimum offset distance for highways without traffic barrier.

**Table 7.4**
**Offset Distance to Vegetation from Back of Traffic Barrier**

| Vegetation Planted Behind Barrier | | Minimum Offset Distance from Back of Barrier - Feet* | | | |
|---|---|---|---|---|---|
| | | Concrete<br>Fig. 7.4-A | Concrete Filled with Soil<br>Fig. 7.4-B,C | W-Beam<br>Fig. 7.4-D | Cable<br>Fig. 7.4-E |
| Turfgrass | | No Restriction | No Restriction | No Restriction | No Restriction |
| Perennials<br>Ornamental Grass<br>Small Shrubs | < 30 in. Tall | Not Recommended | No Restriction | ≥ 7 | ≥ 7 |
| Perennials<br>Ornamental Grass<br>Meadow<br>Small Shrubs | ≥ 30 in. Tall | ≥ 7 | At Least 2 ft, or Height of Vegetation | ≥ 7 | ≥ 7 |
| Medium Shrubs<br>Large Shrubs<br>Small Trees | | ≥ 7 | ≥ 7 | ≥ 7 | ≥ 10 |
| Medium Trees<br>Large Trees | | ≥ 7 | ≥ 7 | ≥ 7 | ≥ 14 |

* Note:
The minimum offset distance is based upon typical roadside conditions.
Greater offset distances are appropriate to reduce vegetation growth into shoulder or travel lanes, to reduce sightline impacts, or to avoid conflicts with maintenance operations.




A. Vegetation Outside Barrier

**Figure 7.4-A**

**Distance from Vegetation to Concrete Traffic Barrier**

Showing Minimum Offset Distance to Back of Barrier

Refer to LDG 7.4

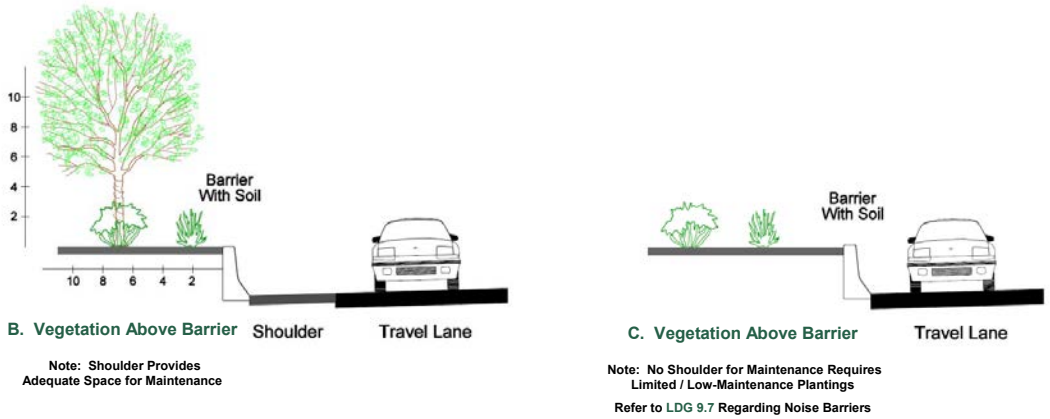



**Figure 7.4-B & C**

**Distance from Vegetation to Soil-Filled Concrete Traffic Barrier**

Showing Minimum Offset Distance to Back of Barrier

Refer to LDG 7.4

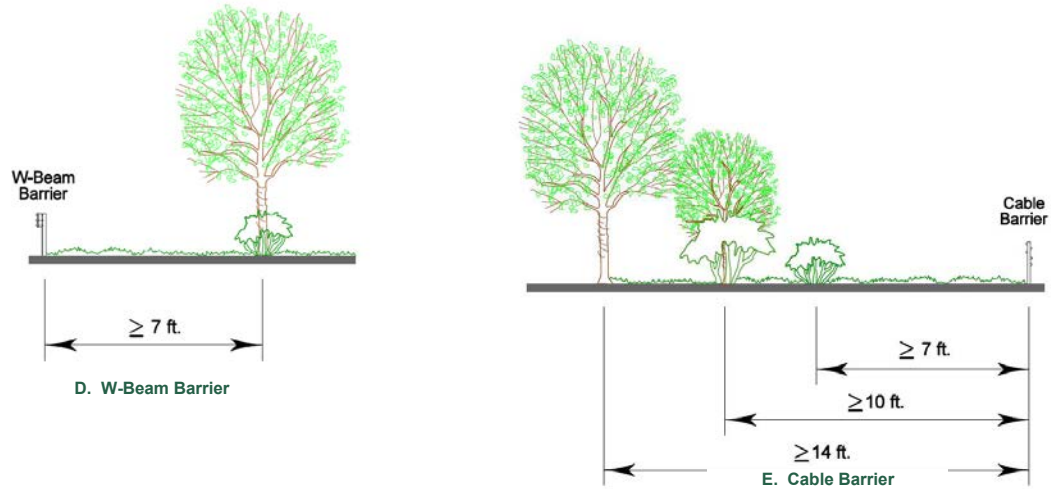



**Figure 7.4-D & E**

**Distance from Vegetation to Metal Traffic Barriers**

Showing Minimum Offset Distance to Back of Barriers

Refer to LDG 7.4

**7.5 Offset Distance from Roadway.** Offset distances to vegetation are shown in LDG Tables 7.6-A thru F. Some important notes about offset distances and the Tables follow below.

**a. AASHTO Guidelines.** LDG Tables 7.6-A thru F were developed from the 2011 AASHTO Roadside Design Guide. Refer to the AASHTO Guide for further discussion of offset distance.

**b. Increased Distance.** The Tables are not intended to show typical highway cross sections with drainage ditches etc., but rather the relationship of the pavement to the vegetation. All distances shown are the MINIMUM offset distance to vegetation.

Roads with unusual topography, restricted visibility, greater traffic volumes, or significant accident history will require much greater offset distances to trees and other vegetation than those shown in the Tables.

**c. Slopes Between Ranges.** When actual roadside slope is not within the range shown in the Tables, the offset distance to vegetation is increased to the distance shown for the next steeper range of slope.

For example: When a slope is steeper than 4:1, then the offset distance is at least the distance shown for 3:1 slopes.

**d. Ditches.** Regardless of the offset distances shown in the Tables, the mulched edge of tree pits and planting beds is offset at least 7 feet from the centerline of ditches.

**e. Constructability and Future Maintenance.** Offset distances are increased to improve constructability and to reduce future maintenance requirements. Refer to LDG 8.7.

**7.6 Offset Distance from Roadway Tables.** Offset distance to vegetation on highway sections without traffic barriers are determined according to the posted speed per LDG Tables and Figures 7.6-A thru F as summarized below.

| Table | Posted Speed | Context | | Figure |
|---|---|---|---|---|
| 7.6-A | 25 or 30 mph | Urban | Curb & Parking | 7.6-A.1 |
| | | | Curb No Parking | |
| | | Suburban & Rural | Various Slopes | 7.6-A.2 |
| 7.6-B | 35 or 40 mph | Urban | Curb & Parking | 7.6-B.1 |
| | | | Curb No Parking | |
| | | Suburban & Rural | Various Slopes | 7.6-B.2 |
| 7.6-C | 45 or 50 mph | Various Slopes | | 7.6-C |
| 7.6-D | 55 mph | Various Slopes | | 7.6-D |
| 7.6-E | 60 mph | Various Slopes | | 7.6-E |
| 7.6-F | 65 mph | Various Slopes | | 7.6-F |

**Table 7.6-A Posted Speed 25 or 30 mph**
**Minimum Offset Distance to Vegetation - Feet**
Refer to Figure 7.6-A.1,2

| Roadside Area | | Trees [a] | Shrubs | Measured From |
|---|---|---|---|---|
| **Urban Context** | | | | |
| With Curb | With Parking | ≥ 3 | Note [b] | From Back of Curb |
| | No Parking | ≥ 6 | | |
| No Curb | With Parking | ≥ 6 | | From Edge of Pavement |
| | No Parking | ≥ 10 | | |
| **Suburban & Rural Context** | | | | |
| Fill Slope (Foreslope) | 6:1 and Flatter | ≥ 10 | ≥ 5 [c] | From Edge of Travel Lane |
| | 5:1 to 4:1 | ≥ 14 | | |
| Cut Slope (Backslope) | 3:1 | ≥ 8 | ≥ 5 [c] | From Edge of Travel Lane |
| | 4:1 to 5:1 | ≥ 9 | | |
| | 6:1 and Flatter | ≥ 10 | | |
| Median Nose | Plants < 30 in. Height Above Pavement | ≥ Height of Vegetation | | From Back of Curb |
| | | ≥ 10 | | From Edge of Pavement |
| | Plants ≥ 30 in. Height Above Pavement | ≥ 115 to 140 [d] | | From Center of Conflicting Travel Lane |

Notes:

[a] Refer to LDG 7.5. The MINIMUM offset distance to tree trunk is shown. Offset to trees marked "CZ" in the PPL may be less than shown, but not less than the distance to shrubs for that roadside area.

[b] Offset distance is determined on project-by-project basis in consideration of mature shrub size, needs for vehicle access, prevailing security conditions, expected future maintenance, snow storage, etc.

[c] Offset distance is at least 5.0 feet to shrub stem, depending upon mature shrub size and requirements for sight distance, expected future maintenance, snow storage, etc.

[d] Refer to LDG 11.8. Offset distance is calculated per AASHTO Sight Triangles Method - Exhibits 9-50 and 9-51 - for 25 or 30 mph.

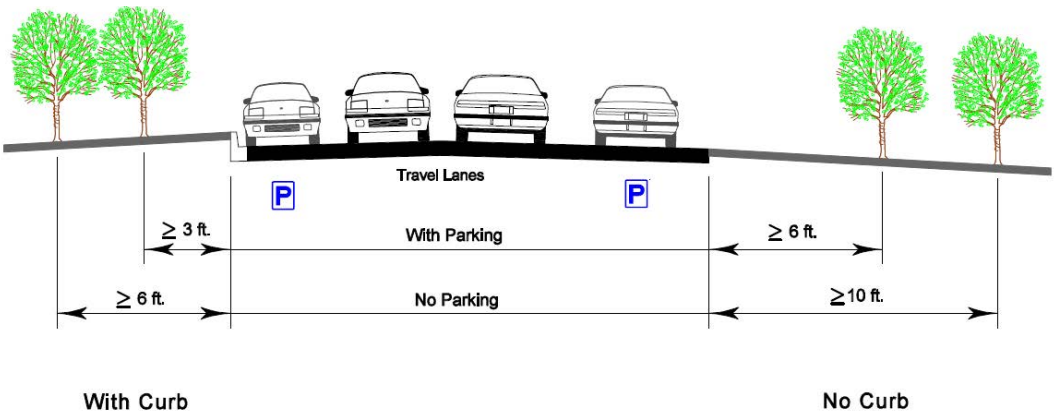



**Figure 7.6-A.1**

**Urban Context - Posted Speed 25 or 30 mph**

Showing Minimum Offset Distance to Vegetation

Refer to LDG Table 7.6-A

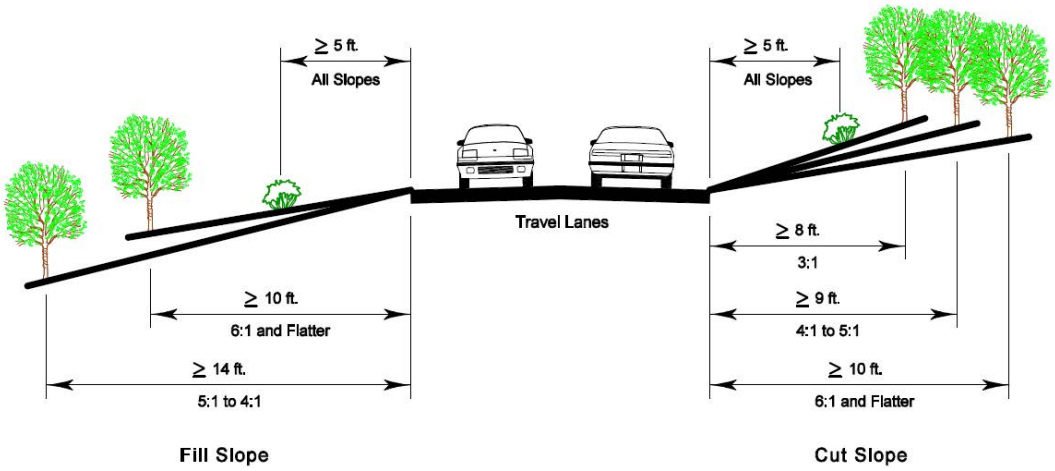



**Figure 7.6-A.2**

**Suburban & Rural Context - Posted Speed 25 or 30 mph**

Showing Minimum Offset Distance to Vegetation

Refer to LDG Table 7.6-A

**Table 7.6-B Posted Speed 35 or 40 mph**
**Minimum Offset Distance to Vegetation - Feet**

Refer to Figure 7.6-B.1,2

| Roadside Area | | Trees [a] | Shrubs | Measured From |
|---|---|---|---|---|
| **Urban Context** | | | | |
| With Curb | With Parking | ≥ 3 | Note [b] | From Back of Curb |
| | No Parking | ≥ 8 | | |
| No Curb | With Parking | ≥ 8 | | From Edge of Pavement |
| | No Parking | ≥ 14 | | |
| **Suburban & Rural Context** | | | | |
| Fill Slope (Foreslope) | 6:1 and Flatter | ≥ 14 | ≥ 6 [c] | From Edge of Travel Lane |
| | 5:1 to 4:1 | ≥ 18 | | |
| Cut Slope (Backslope) | 3:1 | ≥ 10 | ≥ 6 [c] | From Edge of Travel Lane |
| | 4:1 to 5:1 | ≥ 12 | | |
| | 6:1 and Flatter | ≥ 14 | | |
| Median Nose | Plants < 30 in. Height Above Pavement | ≥ Height of Vegetation | | From Back of Curb |
| | | ≥ 10 | | From Edge of Pavement |
| | Plants ≥ 30 in. Height Above Pavement | ≥ 165 to 195 [d] | | From Center of Conflicting Travel Lane |

Notes:

[a] Refer to LDG 7.5. The MINIMUM offset distance to tree trunk is shown. Offset to trees marked "CZ" in the PPL may be less than shown, but not less than the distance to shrubs for that roadside area.

[b] Offset distance is determined on project-by-project basis in consideration of mature shrub size, needs for vehicle access, prevailing security conditions, expected future maintenance, snow storage, etc.

[c] Offset distance is at least 6.0 feet to shrub stem, depending upon mature shrub size and requirements for sight distance, expected future maintenance, snow storage, etc.

[d] Refer to LDG 11.8. Offset distance is calculated per AASHTO Sight Triangles Method - Exhibits 9-50 and 9-51 - for 35 or 40 mph.

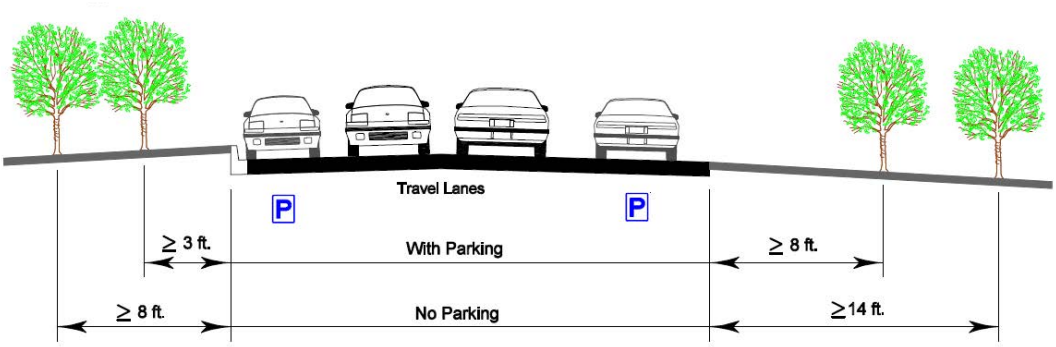



**Figure 7.6-B.1**

**Urban Context - Posted Speed 35 or 40 mph**

Showing Minimum Offset Distance to Vegetation

Refer to LDG Table 7.6-B

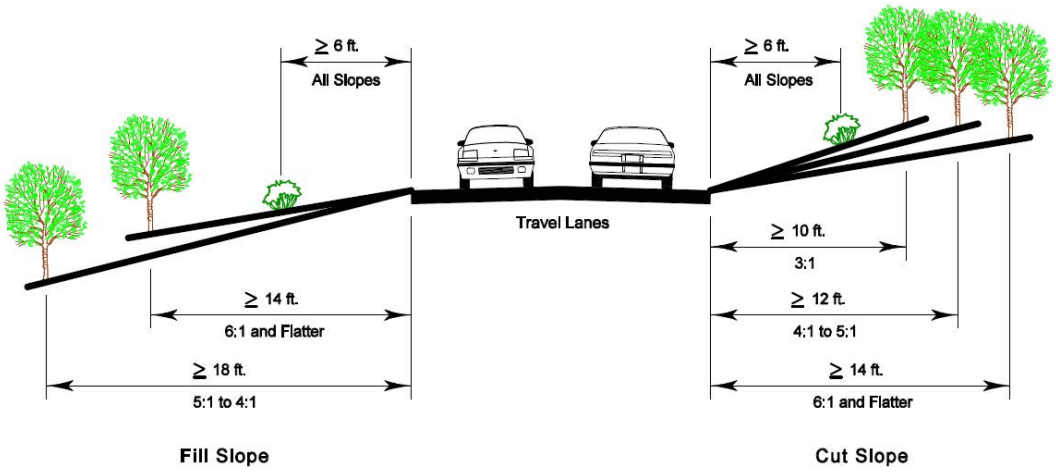



**Figure 7.6-B.2**

**Suburban and Rural Context - Posted Speed 35 or 40 mph**

Showing Minimum Offset Distance to Vegetation

Refer to LDG Table 7.6-B

**Table 7.6-C Posted Speed 45 or 50 mph**
**Minimum Offset Distance to Vegetation - Feet**

Refer to Figure 7.6-C

| Roadside Area | | Trees [a] | Shrubs | Measured From |
|---|---|---|---|---|
| Fill Slope (Foreslope) | 6:1 and Flatter | ≥ 20 | ≥ 10 [b] | From Edge of Travel Lane |
| | 5:1 to 4:1 | ≥ 24 | | |
| Cut Slope (Backslope) | 3:1 | ≥ 14 | ≥ 10 [b] | From Edge of Travel Lane |
| | 4:1 to 5:1 | ≥ 18 | | |
| | 6:1 and Flatter | ≥ 20 | | |
| Median Nose | Plants < 30 in. Height Above Pavement | ≥ Height of Vegetation | | From Back of Curb |
| | | ≥ 15 | | From Edge of Pavement |
| | Plants ≥ 30 in. Height Above Pavement | ≥ 220 to 245 [c] | | From Center of Conflicting Travel Lane |

Notes:

[a] Refer to LDG 7.5. The MINIMUM offset distance to tree trunk is shown. Offset to trees marked "CZ" in the PPL may be less than shown, but not less than the distance to shrubs for that roadside area.

[b] Offset distance is at least 10.0 feet to shrub stem, depending upon mature shrub size and requirements for sight distance, expected future maintenance, snow storage, etc.

[c] Refer to LDG 11.8. Offset distance is calculated per AASHTO Sight Triangles Method - Exhibits 9-50 and 9-51 - for 45 or 50 mph.

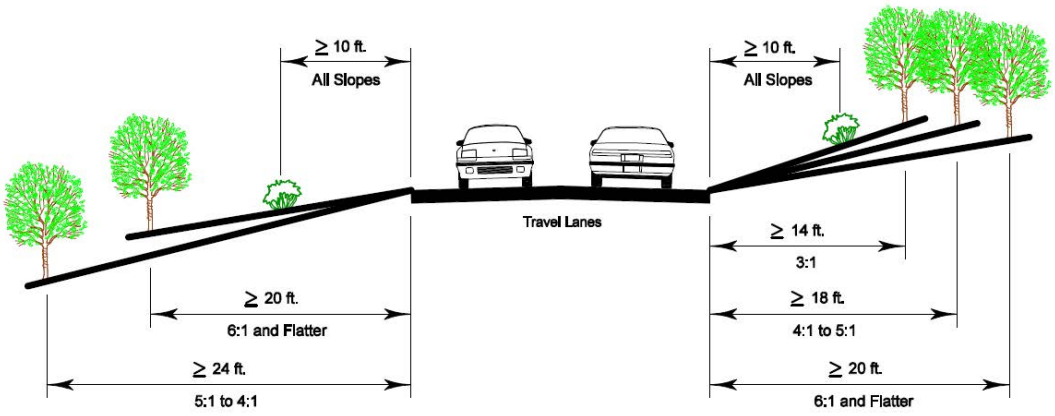



**Figure 7.6-C**
**Posted Speed 45 or 50 mph**
Showing Minimum Offset Distance to Vegetation
Refer to LDG Table 7.6-C

**Table 7.6-D Posted Speed 55 mph**
**Minimum Offset Distance to Vegetation - Feet**

Refer to Figure 7.6-D

| Roadside Area | | Trees [a] | Shrubs | Measured From |
|---|---|---|---|---|
| Fill Slope (Foreslope) | 6:1 and Flatter | ≥ 30 | ≥ 15 [b] | From Edge of Travel Lane |
| | 5:1 to 4:1 | ≥ 30 | | |
| Cut Slope (Backslope) | 3:1 | ≥ 16 | ≥ 15 [b] | From Edge of Travel Lane |
| | 4:1 to 5:1 | ≥ 20 | | |
| | 6:1 and Flatter | ≥ 30 | | |
| Median Nose | Plants < 30 in. Height Above Pavement | ≥ 15 | | From Edge of Pavement |
| Gore Areas | Plants ≥ 30 in. Height Above Pavement | ≥ 285 [c] | | From Center of Conflicting Travel Lane |

Notes:

[a] Refer to LDG 7.5. The MINIMUM offset distance to tree trunk is shown. Offset to trees marked "CZ" in the PPL may be less than shown, but not less than the distance to shrubs for that roadside area.

[b] Offset distance is at least 15.0 feet to shrub stem, depending upon mature shrub size and requirements for sight distance, expected future maintenance, snow storage, etc.

[c] Refer to LDG 11.8. Offset distance is calculated per AASHTO Sight Triangles Method - Exhibits 9-50 and 9-51 - for 55 mph.

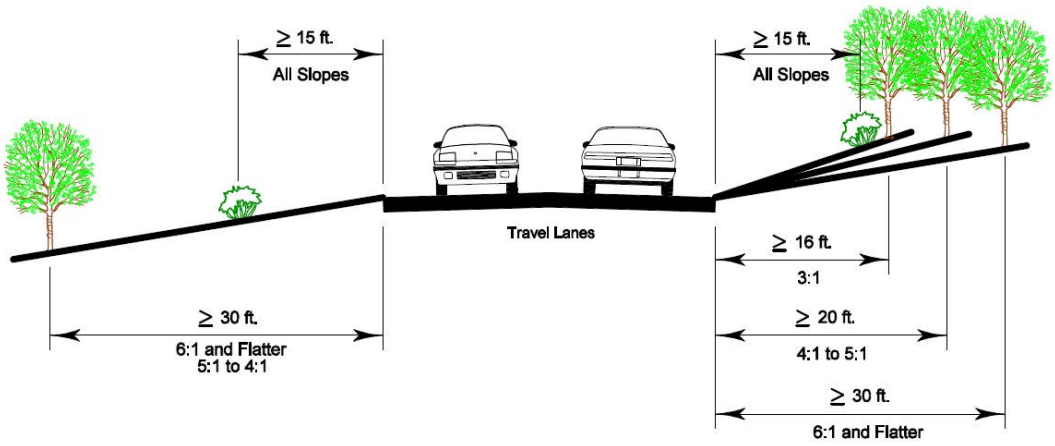



**Figure 7.6-D**

**Posted Speed 55 mph**

Showing Minimum Offset Distance to Vegetation

Refer to LDG Table 7.6-D

**Table 7.6-E Posted Speed 60 mph**
**Minimum Offset Distance to Vegetation - Feet**

Refer to Figure 7.6-E

| Roadside Area | | Trees [a] | Shrubs | Measured From |
|---|---|---|---|---|
| Fill Slope (Foreslope) | 6:1 and Flatter | ≥ 30 | ≥ 20 [b] | From Edge of Travel Lane |
| | 5:1 to 4:1 | ≥ 40 | | |
| Cut Slope (Backslope) | 3:1 | ≥ 22 | ≥ 20 [b] | From Edge of Travel Lane |
| | 4:1 to 5:1 | ≥ 26 | | |
| | 6:1 and Flatter | ≥ 30 | | |
| Median Crossover | Plants < 30 in. Height Above Pavement | ≥ 20 | | From Edge of Pavement |
| Gore Areas | Plants ≥ 30 in. Height Above Pavement | ≥ 320 [c] | | From Center of Conflicting Travel Lane |

Notes:

[a] Refer to LDG 7.5. The MINIMUM offset distance to tree trunk is shown. Offset to trees marked "CZ" in the PPL may be less than shown, but not less than the distance to shrubs for that roadside area.

[b] Offset distance is at least 20.0 feet to shrub stem, depending upon mature shrub size and requirements for sight distance, expected future maintenance, snow storage, etc.

[c] Refer to LDG 11.8. Offset distance is calculated per AASHTO Sight Triangles Method - Exhibits 9-50 and 9-51 - for 60 mph.

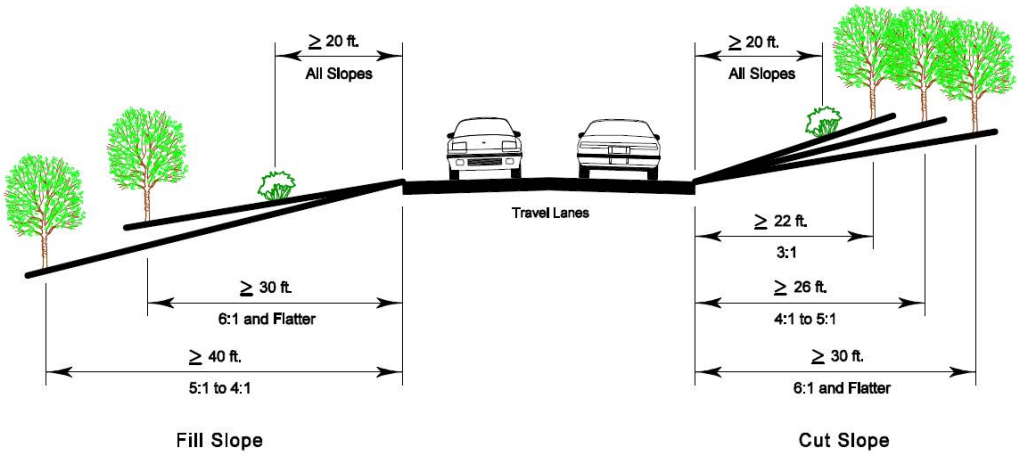



**Figure 7.6-E**

**Posted Speed 60 mph**

Showing Minimum Offset Distance to Vegetation

Refer to LDG Table 7.6-E

**Table 7.6-F Posted Speed 65 mph**
**Minimum Offset Distance to Vegetation - Feet**

Refer to Figure 7.6-F

| Roadside Area | | Trees [a] | Shrubs | Measured From |
|---|---|---|---|---|
| Fill Slope (Foreslope) | 6:1 and Flatter | ≥ 35 | ≥ 20 [b] | From Edge of Travel Lane |
| | 5:1 to 4:1 | ≥ 45 | | |
| Cut Slope (Backslope) | 3:1 | ≥ 25 | ≥ 20 [b] | From Edge of Travel Lane |
| | 4:1 to 5:1 | ≥ 30 | | |
| | 6:1 and Flatter | ≥ 35 | | |
| Median Crossover | Plants < 30 in. Height Above Pavement | ≥ 20 | | From Edge of Pavement |
| Gore Areas | Plants ≥ 30 in. Height Above Pavement | ≥ 365 [c] | | From Center of Conflicting Travel Lane |

Notes:

[a] Refer to LDG 7.5. The MINIMUM offset distance to tree trunk is shown. Offset to trees marked "CZ" in the PPL may be less than shown, but not less than the distance to shrubs for that roadside area.

[b] Offset distance is at least 20.0 feet to shrub stem, depending upon mature shrub size and requirements for sight distance, expected future maintenance, snow storage, etc.

[c] Refer to LDG 11.8. Offset distance is calculated per AASHTO Sight Triangles Method - Exhibits 9-50 and 9-51 - for 65 mph.

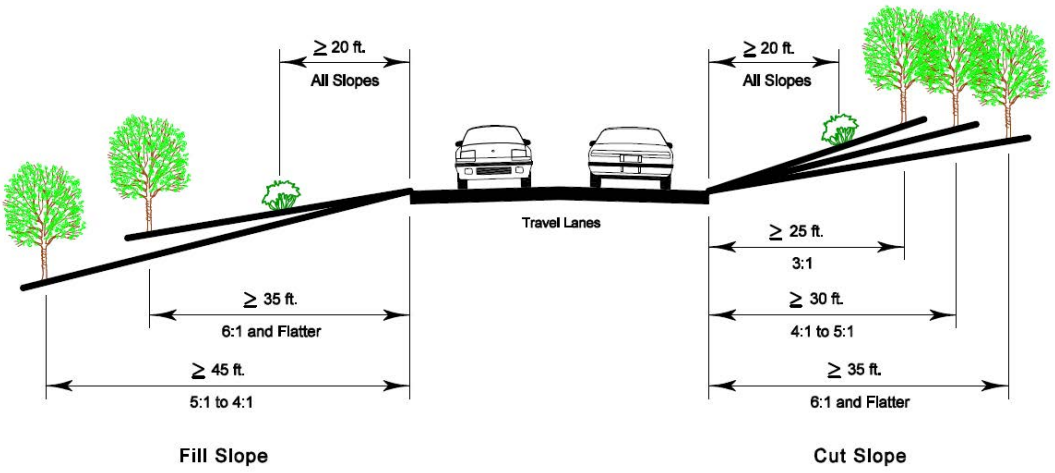



**Figure 7.6-F**

**Posted Speed 65 mph**

Showing Minimum Offset Distance to Vegetation

Refer to LDG Table 7.6-F

## 7.7 Horizontal and Vertical Curves.

**7.7-A General.** Offset distances and clear zone widths are primarily based on traffic speed and shoulder topography. However, road terrain and highway alignment are also important in determining offset distances.

The combination of straight segments, horizontal curves, and vertical curves are analyzed during highway design. Curves provide a transition between tangential horizontal segments and vertical segments of varying grades. Curve radii are determined according to AASHTO Guidelines to accommodate design speed, and curves are adjusted to conform to existing terrain.

For highways with gentle elevation changes along straight or gradually curving alignments, the offset distances and clear zones are generally the same as shown in LDG 7.6. However, highways with rapid changes in elevation, sharp curves, or switchbacks generally require larger offset distances and clear zones in addition to reductions in posted speeds.

Design engineers of the Community Design Division, Highway Design Division, or Engineering Districts will provide assistance to determine appropriate sight distance and clear zones.

**7.7-B Horizontal Curves.** Horizontal curves provide a transition between two straight roadway segments that are tangent to one another. Horizontal curves are tangent to both straight segments. On highways with higher design speeds, curve segments of different radii may be combined to provide smoother turning movements for drivers.

Horizontal curves are also adjusted according to the expected maximum size of vehicles using the roadway. On higher design speed roads, horizontal curves may be superelevated, or banked, to improve vehicle stability and reduce the likelihood of overturning or loss of control.

Additional site distance is required on the inside radius of horizontal curves to allow drivers to see traffic ahead of them. In locations where traffic backs up around a curve, such as high volume interstate ramps, additional offset distance to trees and shrubs is provided to increase sight distance and reduce rear-end collisions.

Clear zone widths are typically increased on the outside radius of horizontal curves as vehicles are more likely to leave the roadway on the outside of a curve.

**7.7-C Vertical Curves.** Vertical curves form the transition between two roadway segments of different grades. Segments may transition from a gradual to steeper slope and from an uphill, positive grade to a downhill, negative grade.

For vertical curves, sight distance is a function of sight clearance above the roadway surface rather than along the roadsides. On steep grades, the road itself is the sight obstruction. Even a slight rise in the roadway can reduce sight distance.

In locations where sightline distance is impacted by vertical curves, tree canopy height may be increased to improve vertical sight distance. On lower speed roads with hilly terrain, tree branches with ordinarily sufficient branch clearance above the road may unacceptably reduce the visibility of a traffic signal.

Trees are specified in locations where branches will not obscure traffic signals within the minimum safe sightline distance.

Where vertical curves are not combined with sharp horizontal curves, the offset distances of LDG 7.6 are usually sufficient. Increased offset distances are appropriate at the base of steep grades where vehicles may reach excessive speeds.

## 7.8 Traffic Control Device Sightlines.

**7.8-A Overview.** Clear sightlines to traffic control devices such as signs and traffic signals are essential. A traffic control device that is blocked by vegetation may result in serious accidents and fatalities. For this reason, stop signs, traffic signals and pedestrian walk signals are kept clear of vegetation, and appropriate sightline distances are provided to ensure that these devices will be visible to motorists.

**7.8-B Coordination.** Landscape plans are coordinated with traffic control plans, which may include signing plans, signal plans, or signing and marking plans. Coordination during design minimizes conflicts between landscaping and traffic control devices.

Traffic control devices are referenced into landscape plans. Adjustments to tree locations, and adjustments to sign locations can resolve conflicts during design that may be costly to change after installation.

**7.8-C Maintaining Sightlines.** Plant sizes, especially tree canopy heights, may increase considerably from the time of installation to the ultimate mature growth. Vegetation is specified to avoid obscuring traffic control device sightlines when the vegetation is installed, and to minimize pruning needs to keep sightline clear as plants mature.

**7.8-D Sightline Distance.** The Project Engineer, OOTS, or the District Traffic Engineer are consulted to confirm project-specific offset distances. For planning purposes, the sightline distances of LDG Table 7.8-D are generally acceptable for typical highway conditions.

| Table 7.8-D Sightline Distance to Traffic Control Devices | | |
|---|---|---|
| **Traffic Control Device** | **Posted Speed mph** | **Distance Feet** |
| **Traffic Signal** | 25 or 30 | 200 |
| | 35 or 40 | 250 |
| | 45 or 50 | 300 |
| | 55 | 500 |
| **Traffic Control Sign** These include Stop Sign, Yield Sign, and others | 25 or 30 | 150 |
| | 35 or 40 | 250 |
| | 45 or 50 | 300 |
| **Advance Warning Sign** These show symbols for curve, steep grade, stop/signal ahead, merge, etc. | 25 or 30 | 150 |
| | 35 or 40 | 200 |
| | 45 or 50 | 300 |
| | 55 or 60 | 500 to 750 |
| | 65 | 1000 |
| **Navigational Sign** These include Exit Ahead, City Limits, etc. | 25 or 30 | 100 |
| | 35 or 40 | 150 |
| | 45 or 50 | 250 |
| | 55 or 60 | 1000 |
| | 65 | 1500 |

## 7.9 Intersection and Interchange Sightlines.

**Note:** This Chapter is under development.

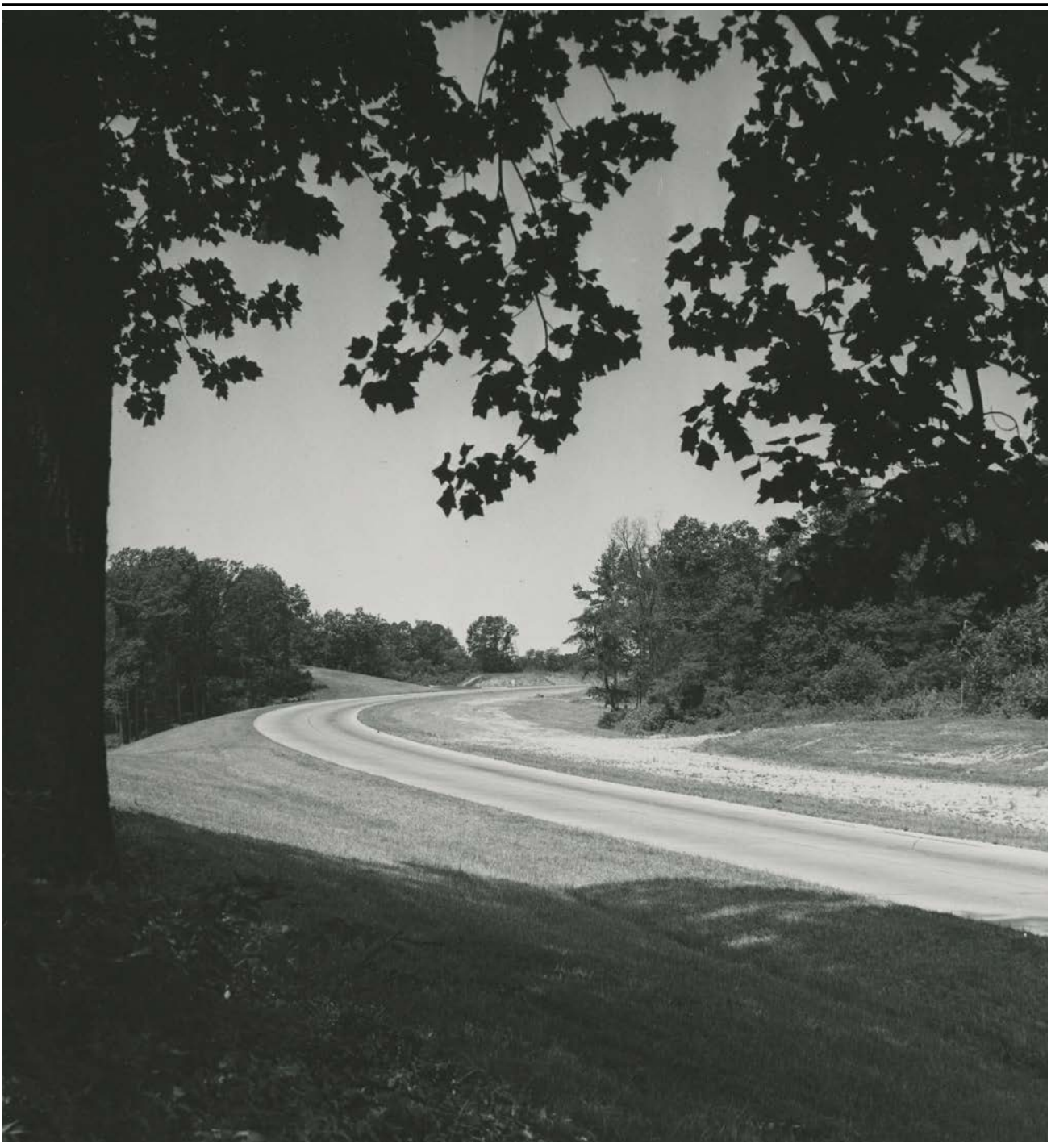
### 7.9-A Overview.

### 7.9-B Intersections.

1. **Uncontrolled Intersections.**
2. **Roundabouts.**
3. **Controlled Intersections.**

### 7.9-C Interchanges.

1. **Exit Gores.**
2. **Merge Areas.**
3. **Ramp Curves.**
4. **Bridges and Other Structures.**



# Bibliography

**Chapter title page: Suitland Parkway, 1962 (NARA RG 79-G Box 15)**

# BIBLIOGRAPHY

## NEWSPAPERS

*The Evening Star*

*The Washington Post*

*The New York Times*

*The New York Daily News*

## SELECTED BIBLIOGRAPHY


"18PR847." Maryland Historical Trust Internal NR-Eligibility Review Form. March 2007.

A. Morton Thomas and Associates, Inc. *MD 4/Suitland Parkway Hiker-Biker Trail Feasibility Study.* National Capital Parks-East Archive. July 2013.

Abbott, George W. to John B. Funk. October 6, 1960. NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1959–1963, Box 336.

Baker, Raymond D. *Historical Highlights of Andrews AFB, 1942-1989*. Andrews AFB, MD: Office of History, 1776th Air Base Wing, 1990.

Barsoum, Eve L. "Rock Creek and Potomac Parkway." National Register of Historic Places Nomination Form. January 2005.

"Bethesda Naval Hospital." Bethesda Historical Society. Accessed September 7, 2023. https://bethesdahistoricalsociety.org/bethesda-naval-hospital/.

Birnbaum, Charles and Christine Capella Peters. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscape*. Washington, DC: US Department of the Interior, National Park Service, 1996.

"Bridge At Camp Springs." Informational sheet accompanying drawing. 1944. NARA, RG 79, Cartographic and Architectural Records.

"Bridge Over Branch Avenue" Informational sheet accompanying drawing. 1943. NARA, RG 79, Cartographic and Architectural Records.

"Bridge Over Mayhew Road." Informational sheet accompanying drawing. 1943. NARA, RG 79, Cartographic and Architectural Records.

"Bridge Under Suitland - Silver Hill Road." Informational sheet accompanying drawing. 1943. NARA, RG 79, Cartographic and Architectural Records.

Budz, Robert S. to Gary L. Klinedinst. June 18, 1987. National Capital Parks-East Archive.

Bugliosi, Vincent. *Reclaiming History: The Assassination of President John F. Kennedy*. New York: W. W. Norton & Company, 2007.

"Camp David Accords." *Encyclopedia Britannica*. Accessed July 5, 2023. https://www.britannica.com/event/Camp-David-Accords.

C&O Canal Trust. "Geological Regions of the C&O Canal National Historical Park." Accessed March 3, 2023. https://www.canaltrust.org/2019/11/regions-of-the-co-canal-national-historical-park/.

Cameron, Hannah, Francesca Evans, Devon Murtha, Dennis Pogue, and Paula Nasta. *PALS Cultural Landscape Study: Cedar Hill Cemetery, Suitland, Maryland.* University of Maryland-College Park, 2020.

Cole, Elizabeth. "Smith Green." 18PR427, Maryland Historical Trust Determination of Eligibility Form, 2008.

Commisso, Michael to Elizabeth Hughes, State Historic Preservation Office, Maryland Historical Trust. March 5, 2023.

Cultural Landscape Foundation. "McMillan Plan." Accessed February 25, 2022. https://www.tclf.org/landscapes/mcmillan-plan.

Cultural Landscape Foundation. "Thomas C. Jeffers, Sr." Accessed March 27, 2023. https://www.tclf.org/pioneer/thomas-c-jeffers-sr.

Curry, Dennis C. "Research Notes & Maryland Miscellany: A Closer Look at the 'Last Appearance' of the Conoy Indians." *Maryland Historical Magazine* 106, no. 3 (Fall 2011): 345-353.

Daniel, Christopher. "Suitland Tower." Maryland Historical Trust Short Form for Ineligible Properties. National Capital Parks-East Archive. 2010.

Davis, Gentry, superintendent, National Capital Parks-East, to Eric D. Jacobson, Wallace, Roberts & Todd. October 9, 1990. National Capital Parks-East Archive.

Delano, Frederic A. to Gen. Philip B. Fleming. June 9. 1942, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. to Harold D. Smith. May 22, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. to William E. Reynolds. February 27, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Demaray, A. E. to A. W. Binns. March 24, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. to Ulysses S. Grant III. July 21, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Department of the Air Force to Department of the Interior. National Capital Parks-East Archive. Undated.

Development Plan, Military Road to Camp Springs. April 10, 1943. NARA, RG 328, Cartographic and Architectural Records.

"Directory of Maryland by Post Office Address." Ancestry.com. 1874.

*Directory of Maryland by Post Office Address: with a list of the State officers & State Judiciary*. York, PA: Geo W. Hubley, 1877.

Dombroski, Walter J. to Terrie Savering. December 14, 1989. National Capital Parks-East Archive.

Dorr, P. C. to Thomas C. Jeffers. January 4, 1945. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

EHT Traceries. "Morningside (76A-039)." Historic Communities Survey, Maryland-National Capital Park and Planning Commission, 2009.

"Encroachment/Construction of the Naval Intelligence Center." Meeting notes, National Capital Parks-East. November 22, 1989, National Capital Parks-East Archive.

Federal Highway Administration. *Engineering Study Report for the Rehabilitation of the Suitland Parkway, Prince George's County Maryland*. 1985.

Ferriero, David. "The Importance of Acknowledging Our History: The Washington National Records Center, Suitland, Maryland." National Archives and Records Administration. Accessed March 3, 2023. https://aotus.blogs.archives.gov/2021/08/02/the-importance-of-acknowledging-our-history-the-washington-national-records-center-suitland-maryland/.

Findings of Boundary Survey Conducted for the United States Department of the Interior, Suitland Parkway, National Capital Parks-East. National Capital Parks-East Archive. Undated.

Fleming, Philip B. to Harold D. Smith. June 17, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. to Harold D. Smith. June 17, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

French, Mary Mel. *United States Protocol: The Guide to Official Diplomatic Etiquette*. Lanham, MD: Rowman & Littlefield Publishers, Inc., 2010.

Gaddis, John L. *Strategies of Containment*. New York: Oxford University Press, 1982.

Goodwin, James. "Kumbar Site 1." 18PR947, Maryland Historical Trust Internal NR-Eligibility Review Form, 1996.

———. "Kumbar Site 2." 18PR948, Maryland Historical Trust Internal NR-Eligibility Review Form, 2008.

Grant, Ulysses S., III to Lt. Gen. Brehon B. Somerwell. December 12, 1942. National Archives and Records Administration (NARA), Record Group (RG) 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. to Secretary of War. September 25, 1946. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100-70-20 to 545-100-80-6, Box 151.

Gutheim, Frederick A. and Antoinette J. Lee. *Worthy of the Nation: Washington, D.C., from L'Enfant to the National Capital Planning Commission*. Baltimore, MD: Johns Hopkins University Press, 2006.

Hopkins, Jr., Griffith Morgan, cartographer. A*tlas of fifteen miles around Washington, including the County of Prince George, Maryland, Philadelphia*. 45 cm, Library of Congress, Geography and Map Division, 1878.

Horticultural Advisory and Review Committee Consultation notes. March 13, 1991, National Capital Parks-East Archive.

Horticultural Advisory and Review Committee to Superintendent, National Capital Parks-East. June 18, 1990. National Capital Parks-East Archive.

Horticultural Advisory and Review Committee to superintendent, National Capital Parks-East. June 18, 1990. National Capital Parks-East Archive.

James, Portia. "'The most pleasant and healthful place in all the country': The History of Settlement and Land Use along the Eastern Branch." In *East of the River: Continuity and Change*, edited by Gail S. Lowe. Washington, DC: Smithsonian, Anacostia Community Museum, 2010. Accessed March 29, 2023. https://cdi.anacostia.si.edu/wp-content/uploads/2011/10/Portia-James-EOR-Article.pdf.

Jeffers, Thomas to John Nolen, Jr.. February 27, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Jester, Thomas C. and Sharon C. Park. *Preservation Brief 32: Making Historic Properties Accessible*. United States Department of the Interior, National Park Service. https://www.nps.gov/tps/how-to-preserve/riefs/32-accessibility.htm#historiclandscapes

Joint Base Andrews. "Supplemental Implementation Plan for Tree and Vegetation Management in the Suitland Parkway." April 2021.

Kearney, Burnice T. to residents of Meadowview subdivision. January 21, 1986. National Capital Parks-East Archive.

Krakow, Jere L. "Suitland Parkway." National Register of Historic Places Nomination Form, 1995.

LANDSCAPES. *Colonial Parkway Context: History of the American Parkway Movement National Park Service Design, and Historic Preservation Contexts.* Prepared for the National Park Service Philadelphia Support Office, November 1998.

Layton, C. F. to Senator Joseph Tydings. February 13, 1969. NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1969–1972, Box 189.

Leach, Sara Amy. "Parkways of the National Capital Region, 1913–1965." National Register of Historic Places Multiple Property Documentation Form, 1990.

Letter to Thomas H. Cain, Department of the Air Force. Ca. 1990. National Capital Parks-East Archive.

Lewis, Orme to Mr. Small. May 28, 1954. RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1954–1958, Box 441.

Louis Berger Group, Inc. *"Bold, Rocky, and Picturesque" Archeological Overview and Assessment and Identification and Evaluation Study of Rock Creek Park District of Columbia*. Volume 1. Washington, DC: National Park Service, 2008.

Martenet, Simon J., cartographer. *Martenet's Map of Prince George's County, Maryland*. Library of Congress, Geography and Map Division, 1861.

*Maryland Archeological Site Survey: Basic Data Form*. Survey Number 18PR385, 1989.

Maryland-National Capital Park & Planning Commission. *African-American Historic and Cultural Resources in Prince George's County, Maryland.* February 2012.

McDonnell, Janet A. *Preservation and Partners: A History of Piscataway Park*. Washington, DC: National Park Service, 2020.

McKay, Douglas to Mr. Southall. March 14, 1955. RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1954–1958, Box 441.

McShane, Clay. *Down the Asphalt Path: The Automobile and the American City*. New York: Columbia University Press, 1994.

Meeting Minutes of the National Capital Park and Planning Commission. January 15–16, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. March 19–20, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. June 18–19, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. September 17–18, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. February 18–19, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. May 18–19, 1944. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. March 18–19, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

———. January 14–15, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

"Memorandum to Mr. Nolen." August 2, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

"Museum Support Center." Smithsonian Institution. August 1, 2018, accessed May 16, 2023. https://www.si.edu/newsdesk/factsheets/museum-support-center.

National Capital Housing Authority. *Report of the National Capital Housing Authority for the Ten-year Period 1934-1944*. Washington, DC: US Government Printing Office, 1944.

National Capital Park and Planning Commission, September 1942 map. NARA, Record Group 79, Cartographic and Architectural Records.

National Capital Parks East, Bridge Preservation Design Services. "50% Preliminary Bridge Preservation Drawings." December 2022.

National Capital Parks-East Meeting Notes. February 3, 1992. National Capital Parks-East Archive.

National Capital Planning Commission. Monumental Core Streetscape Project Urban Design Streetscape Framework and Lighting Policy. 2019.

National Capital Region. "Geospatial data for the Vegetation Mapping Inventory Project of National Capital Parks-East." 2018. https://www.ncpc.gov/docs/actions/2019November/7886_Monumental_Core_Streetscape_Project_-_Urban_Design_Streetscape_.

Framework_and_Lighting_Policy_Staff_Report_Nov2019.pdf.

National Park Service. "Chapter II: Parks of the National Capital, 1867-1933." National Capital Parks: A History. Accessed April 10, 2023. https://www.nps.gov/parkhistory/online_books/nace/adhi2b.htm.

———. "Native Peoples of Washington, DC." Accessed March 3, 2023. https://www.nps.gov/articles/native-peoples-of-washingtondc.htm.

———.Guidelines for Rehabilitating Cultural Landscapes: Standards for Rehabilitation. Accessed February 2020. https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/rehab/index.htm.

———. Denver Service Center Workflows, Accessibility and Universal Design Standards. https://www.nps.gov/dscw/dsaccessibility-universal-design.htm#laws.

———. *National Capital Parks- East Foundation Document Overview*. Washington, DC: US Department of the Interior, National Park Service, 2019.

———. "Memorandum of Agreement: Trees and Vegetation Management in the Suitland Parkway." August 21, 2019.

———. Draft NACE Meadow Strategy. Washington, DC: Department of the Interior, 2018.

———. *Constitution Gardens: National Mall & Memorial Parks – West Potomac Park: Cultural Landscape Inventory.* Washington, DC: National Park Service, 2008.

———. *Management Policies*. Washington, DC: US Department of the Interior, National Park Service, 2006.

———. "Director's Order 28." Accessed May 2021. https://www.nps.gov/policy/dorders/dorder28.html.

———. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, DC: US Department of the Interior, National Park Service, 1995.

———. Planning, Environment and Public Comment (PEPC) summary. Project ID 60722.

Nolen, John, Jr., to Frederic A. Delano. August 17, 1942. National Archives and Records Administration (NARA), Record Group (RG) 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

——— to Ulysses S. Grant III. July 31, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

——— to William S. Chapin. April 12, 1943. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Olmsted, Frederick Law. *Observations on the Progress of Improvements in Street Plans, With Special References to the Park-way Proposed to Be Laid Out in Brooklyn*. Brooklyn, NY: I. Van Anden's Print, 1868.

Page, Robert R., Cathy A. Gilbert, and Susan Dolan. *A Guide to Cultural Landscape Reports: Contents, Processes, and Techniques.* Washington, DC: US Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998.

Pearl, Susan G. "Three Hundred Years of County History." In *Landmarks of Prince George's County*, edited by Maryland-National Capital Park and Planning Commission. Baltimore: Johns Hopkins University Press, 1993.

Prince George's County Land Records. Deed Records. Liber 127.

Prince George's County Land Records. Deed Records. Liber HB 5.

Prince George's County Storm Water Management Technical Group. *Henson Creek: Comprehensive Watershed Management Plan*. National Capital Parks-East Archive. Prince George's County, 1986.

*Project Ownership Seg.-1, Suitland Parkway Military Reservation*. March 9, 1944. National Archives and Records Administration (NARA), Record Group (RG) 328, Cartographic and Architectural Records.

*Proposal and Contract, Project C-1, Military Highway, District of Columbia to Camp Springs, Maryland, Grading from Branch Avenue to Mayhew Road*. D-22, D-27, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

*Proposed Fiscal Year 1967 Construction Program*. National Capital Region, National Park Service, NARA, RG 328, Records of the National Capital Planning Commission, Records Relating to Military and Other Federal Agency Project, 1965–87, Box 33.

*Proposed Parkway to Fighter Command Station*. September 1942. NARA, RG 328, Cartographic and Architectural Records.

R. Christopher Goodwin & Associates. "Konschnik site." 18PR359, Maryland Historical Trust Internal NR-Eligibility Review Form, 1990.

Reed, Nathaniel P. to Rep. Lawrence J. Hogan. June 7, 1972. RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1969–1972, Box 189.

Regional director, National Capital Region, to Thomas H. Cain. May 25, 1993. National Capital Parks-East Archive.

Research biologist, National Capital Region, to Superintendent. March 28, 1991. National Capital Parks-East, National Capital Parks-East Archive.

Reynolds, William E. to Frederic A. Delano. March 18, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Robbins, Richard G. to Robert G. Stanton. April 17, 1991. National Capital Parks-East Library.

Rombough, Kenneth to Stewart Udall. March 3, 1965. NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1964–1968, Box 189.

Roosevelt, Franklin to secretary of war. August 25, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Rose, Mark H. *Interstate: Express Highway Politics 1941–56*. Lawrence: Regents Press of Kansas, 1979.

Savranskaya, Svetlana and Thomas Blanton, eds. "The INF Treaty and the Washington Summit: 20 Years Later." *National Security Archive Electronic Briefing Book No. 238*. Washington, DC: National Security Archive, George Washington University, 2007.

S. Huffman Associates. "Socioeconomic and Development Impacts of the Outer Branch Avenue Segment of the Green Line F Route." In *Washington Metropolitan Transit Authority, Pre-Final Technical Reports: Outer Branch Avenue Segment*. September 1992.

Schrag, Zachary. *The Great Society Subway: A History of the Washington Metro*. Baltimore: Johns Hopkins University Press, 2006.

Secretary of war to Harold D. Smith, director, Bureau of the Budget. December 7, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Settle, T. S. to John Nolen, Jr. September 5, 1942. NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Settle, T. S. to Ralph G. Snyder, September 27, 1943, NARA, RG 328, Records of the National Capital Planning Commission, Planning Files, 1924–1967, 545-100, Box 137.

Stephenson, Robert L. *The Prehistoric People of Accokeek Creek*. Accokeek, MD: Alice Ferguson Foundation, 1959.

Study for Development, Proposed Parkway. February 13, 1942. NARA, RG 328, Cartographic and Architectural Records.

Suitland Parkway, Plans for Project IA7-B8-C7, drawing no. 13 (1952), eTIC. Database, National Park Service.

"Suitland Parkway Conceptual Landscape Plan-Design Analysis." National Capital Parks-East Archive, March 1986.

"Suitland Parkway Conceptual Landscape Plan-Design Analysis." National Capital Parks-East Archive, March 1986.

"Suitland Parkway, Culvert Type I." CRIS-HS Single Record Report, 2021.

"Suitland Parkway, Culvert Type II." CRIS-HS Single Record Report, 2021.

"Suitland Parkway, Culvert Type III," CRIS-HS Single Record Report, 2021.

"Suitland Parkway, Culvert Type IV." CRIS-HS Single Record Report, 2021.

"Suitland Parkway, Henson Creek Culvert." CRIS-HS Single Record Report, 2021.

"Suitland Parkway." Historic American Engineering Record, No. MD-100, Written Historical and Descriptive Data. Library of Congress. Undated.

State of Maryland State Roads Commission. "Proposed Fascia, Widening Existing Two Span Reinforced Concrete Rigid Frame Bridge on Silver Hill Road (MD Rte 458) over Suitland Parkway." Sheet 1A of 7, eTIC 80261, 1964.

Tayac, Gabrielle, Edwin Schupman, and Genevieve Simermeyer. *We Have a Story to Tell: Native Peoples of the Chesapeake Region*. National Museum of the American Indian, 2006. https://americanindian.si.edu/sites/1/files/pdf/education/chesapeake.pdf.

Tetra Tech NUS. "Preliminary Draft: Environmental Assessment: Managing Flight Obstructions to Preserve Safety at Andrews Air Force Base." National Capital Parks-East Archive, 2001.

The Onyx Group. *Tree Survey, Joint Base Andrews, Camp Springs, Maryland*. Prince George's County, Maryland: Joint Base Andrews, 2019.

Thornberry-Ehrlich, T. National Capital Parks–East Geologic Resource Evaluation Report. Natural Resource Report NPS/NRPC/GRD/NRR—2008/039. Denver, Colorado: National Park Service, 2008.

"Tract No. I-464." Land Records Files, National Capital Parks-East Archive.

Udall, Stewart to Kenneth Rombough. April 71, 1965. NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1964–1968, Box 189.

——— to Solomon Goldenberg. June 17, 1967. NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1964–1968, Box 189.

US Census Bureau. "Suitland Federal Center – History." Accessed March 27, 2023. https://www.census.gov/history/www/census_then_now/suitland_md/suitland_federal_center.html.

US Census Office. 1870 United States Federal Census.

US Census Office. 1880 United States Federal Census.

US Department of Agriculture. *Web Soil Survey*. Accessed March 2023. https://websoilsurvey.nrcs.usda.gov/app/.

US Department of Defense. "Joint Base Andrews-Naval Air Facility Washington." Military Installations. Accessed April 13, 2013. https://installations.militaryonesource.mil/in-depth-overview/joint-base-andrews-naval-air-facility-washington.

US Department of Homeland Security. FEMA Flood Maps. Accessed April 2023. https://www.fema.gov/flood-maps.

United States Department of the Interior. *Project NPS-SUIT-1CD14 Suitland Parkway Improvement Program.* National Park Service, eTIC Database, 1992.

———. Project NPS-SUIT-IDI5 Suitland Parkway Rehabilitation. National Park Service, eTIC Database, 1993.

———.Project NPS-SUIT-IBCI3 Suitland Parkway Rehabilitation. eTIC Database, National Park Service, 1990.

———. Project PRA-SP-1BCD-12 Suitland Parkway Rehabilitation. eTIC Database, National Park Service, 1988.

USDOT, Federal Highway Administration, Office of Federal Lands Highway, FLH Standard Drawings. "U.S. Customary Standard for Steel-Backed Timber Guardrail Type A & Type B." Revised 2005. https://flh.fhwa.dot.gov/resources/standard/Std617b.pdf.

USGS. "Geological Units by geographic area – Maryland." Accessed May 2023, https://mrdata.usgs.gov/geology/state/geog-units.html.

United States Environmental Protection Agency, Laws and Regulations. Summary of the Endangered Species Act. https://www.epa.gov/ lawsregulations/summaryendangered-species-act.

United States House of Representatives, District of Columbia, Maryland, and Virginia Mass Transit Compact: Hearings on H.J. Res. 402 before the House Committee on the Judiciary, Subcommittee No. 3, 86th Cong., 1 (1959) (testimony of Stella B. Warner, Comptroller General of the United States).

Virta, Alan. *Prince George's County: A Pictorial History*. Virginia Beach, VA: Donning Company, 1998.

Walsh, B. M., et al. National Capital Parks-East Natural Resource Condition Assessment: National Capital Region. Natural Resource Report NPS/NACE/NRR—2016/1197. Fort Collins, Colorado: US Department of the Interior, National Park Service, 2016.

Wilson Center. "Nixon's 1972 Visit to China at 50." Accessed July 5, 2023. https://www.wilsoncenter.org/blog-post/nixons-1972-visit-china-50.

Wirth, Conrad L. to administrative assistant secretary. November 27, 1959. NARA, RG 48, Records of the Office of the Secretary of the Interior, Central Classified Files, 1959–1963, Box 336.

National Park Service
U.S. Department of the Interior




National Capital Parks-East
1900 Anacostia Drive
Washington, DC 20020